

# Appendix B3

Corktown Station Early  
Works Consultation and  
Correspondence Record

**Notice of Publication of Draft  
Corktown Station Early Works Report**

- **Public Mailout**

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

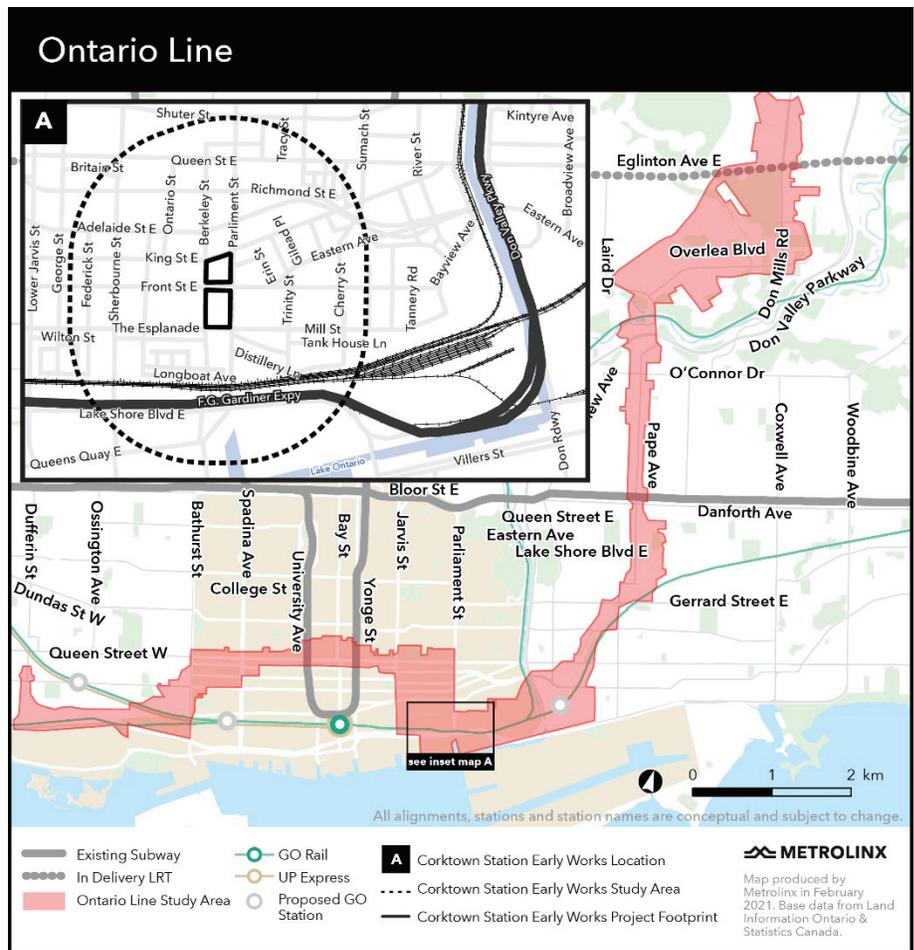
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)) may be contacted on behalf of Metrolinx.**

**Metrolinx 130 Adelaide Street West, Toronto, Ontario M5H 3P5**

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This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

## **Draft Corktown Station Early Works Report Newspaper Advertisements and News Features**

- **Le Metropolitan**
- **Toronto L'Express**
- **Toronto Star**
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## Avis de publication de l'ébauche de rapport sur les travaux préliminaires de la station Corktown

Projet de ligne Ontario

### Le projet

La ligne Ontario donnera 15,6 kilomètres de nouvelles voies de métro à Toronto pour accélérer et faciliter les déplacements quotidiens des gens. La ligne s'étendra du Centre des sciences de l'Ontario (au nord-est) jusqu'à la Place de l'Ontario/gare Exhibition (au sud-ouest). La ligne Ontario devrait comprendre 15 nouvelles stations, y compris 6 stations de correspondance et de nouvelles correspondances avec les trois lignes ferroviaires GO, deux lignes de métro existantes, le nouveau TLR Eglinton Crosstown et des lignes de tramway à 10 de ses stations. Le projet comprendra des tunnels, des passages en surface ainsi que des passages surélevés et sera complètement séparé de la circulation automobile afin d'offrir des déplacements rapides et fiables.

### Travaux préliminaires de la station Corktown

Les travaux préliminaires de la station Corktown comprennent la démolition de bâtiments existants, l'enlèvement d'autres structures et de l'asphalte si nécessaire, la mise hors service des services publics et l'enlèvement ou l'assainissement des sols si nécessaire. Ces travaux préliminaires ont pour but de préparer le site pour les futures étapes de la construction, pour les activités de construction souterraine et de tunnels, ainsi que pour les travaux associés à la future station Corktown. Le site des premiers édifices parlementaires, situé dans l'empreinte du projet des travaux préliminaires de la station Corktown, est un site archéologique connu qui nécessite des études archéologiques supplémentaires avant d'entreprendre toute activité impliquant une perturbation des sols. On peut y trouver des artefacts des Premières Nations, des vestiges des premier et deuxième édifices du Parlement du Haut-Canada, de la Home District Gaol (prison), ainsi que des premières industries de Toronto. Metrolinx désire ardemment mettre en valeur le potentiel du site et travailler avec la ville de Toronto, les Premières Nations et la collectivité pour découvrir les possibilités de commémoration. Les premières évaluations archéologiques et environnementales sont en cours. Les répercussions environnementales des travaux préliminaires de la station Corktown sont en cours d'évaluation conformément au *Règlement de l'Ontario 341/20*, *Projet de ligne Ontario* (Règl. de l'Ont. 341/20) (disponible uniquement en anglais) en vertu de la *Loi sur les évaluations environnementales*. Conformément à l'article 8 du Règl. de l'Ont. 341/20, Metrolinx a préparé une ébauche de rapport sur les travaux préliminaires de la station Corktown qui peut maintenant être consultée par le public. L'ébauche de rapport sur les travaux préliminaires contient l'évaluation des travaux préliminaires de la station Corktown. Le rapport définit l'objectif des travaux préliminaires et décrit les conditions de l'environnement local, les répercussions potentielles ainsi que les mesures d'atténuation proposées et contient un journal des consultations.

### Processus d'examen et de consultation dans le cadre de l'ébauche de rapport sur les travaux préliminaires

À compter du **12 mai 2021**, l'ébauche de rapport sur les travaux préliminaires de la station Corktown se trouvera sur la page Web du projet ([www.metrolinx.com/ligneontario](http://www.metrolinx.com/ligneontario)). Participez à nos journées portes ouvertes virtuelles temporaires, du **12 mai** au **11 juin 2021**, pour en apprendre davantage sur l'ébauche du rapport sur les travaux préliminaires de la station Corktown et nous donner votre avis à son sujet au moyen du formulaire se trouvant sur la page Web. Les personnes qui souhaitent envoyer des commentaires sur l'ébauche du rapport sur les travaux préliminaires de la station Corktown doivent le faire d'ici le **11 juin 2021** et les transmettre au moyen du formulaire se trouvant sur la page Web ou par courriel à l'adresse [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com). L'article 10 du *Règlement 341/20 de l'Ontario* exige que Metrolinx établisse un processus de résolution des problèmes afin de tenter de résoudre toute préoccupation soulevée par le public ou les Premières Nations au cours de la période d'examen. À la fin de cette période, Metrolinx mettra à jour l'ébauche du rapport sur les travaux préliminaires de la station Corktown en y ajoutant une description du processus de résolution des problèmes, les mesures prises par Metrolinx pour répondre aux préoccupations et l'incidence du traitement des préoccupations sur le calendrier de mise en œuvre des travaux préliminaires, le cas échéant. Metrolinx publiera le rapport définitif sur les travaux préliminaires de la station Corktown sur la page Web du projet ([www.metrolinx.com/ligneontario](http://www.metrolinx.com/ligneontario)) et émettra un avis de publication à cet effet. Pour obtenir un exemplaire de l'ébauche de rapport sur les travaux préliminaires de la station Corktown, veuillez écrire à l'adresse courriel indiquée ci-dessus.

**Vous pouvez communiquer avec Josh Vandezande (tél. : 416 202-5100, courriel : [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)), représentant de Metrolinx.**

**Metrolinx, 130 Adelaide Street West, Toronto, Ontario M5H 3P5**

Tous les renseignements personnels que renferment les commentaires (nom, adresse, numéro de téléphone, lieu d'une propriété, etc.) sont recueillis, conservés et divulgués par Metrolinx aux fins de transparence et de consultation. Ces renseignements sont recueillis conformément au Règl. de l'Ont. 341/20 en vertu de la *Loi sur les évaluations environnementales* (disponible uniquement en anglais) ou sont recueillis et conservés dans le but de constituer un document accessible au grand public, comme le stipule l'article 37 de la *Loi sur l'accès à l'information et la protection de la vie privée*. Les renseignements personnels soumis feront partie des dossiers accessibles au grand public, à moins que l'on demande expressément qu'ils restent confidentiels. Pour en savoir plus, veuillez écrire à [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) ou composer le 416 874-5900.

Date de la première publication : le **12 mai 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)



## Une première confrontation en séries depuis 1979

(R.C.) Les séries éliminatoires de la Coupe Stanley sont en branle dans la Ligne nationale de hockey (LNH) et pour la première fois depuis 1979, les Maple Leafs de Toronto affronteront les Canadiens de Montréal en première ronde. Dans l'histoire des deux franchises, les deux clubs se sont retrouvés 15 fois en séries entre 1918 et 1979 et Montréal est sorti vainqueur dans 8 de celles-ci.

La première partie de cette série quatre de sept est présentée le 20 mai dans la Ville reine, les Maple Leafs étant favoris par la majorité des experts et journalistes parce qu'ils ont terminé premiers dans la section Nord et du fait qu'ils possèdent une puissante offensive avec des joueurs vedettes tels que John Tavares, Mitch Marner, William Nylander et Auston Matthews. Ce dernier a mené son équipe avec 14 points (7 buts, 7 passes) en 10 matchs contre Montréal cette saison.

Le gardien des Maple Leafs Jack Campbell a obtenu six départs contre Montréal, conservant une fiche de 4-1-1 avec une moyenne de buts alloués de 2,16 et un pourcentage d'arrêts de 0,918. Il a été préféré à Frederik Andersen pour débiter cette série devant le filet.

Du côté du bleu-blanc-rouge, tous les blessés qui ont manqué plusieurs parties en fin de saison seront de retour dans l'alignement. Carey Price reprendra son filet après avoir passé plusieurs semaines sur la touche à cause d'une commotion cérébrale.

Depuis l'arrivée de Toronto dans la LNH en 1917, la rivalité entre les deux équipes canadiennes ne s'est jamais essouffée prenant vraiment son envol au milieu des années 1950. De 1956 à 1960, les Canadiens ont dominé la LNH et établi un record avec cinq coupes Stanley consécutives. Entre 1956 et 1969, les deux franchises se sont partagées 12 des 13 coupes Stanley. Toronto n'a pas participé à une finale depuis 1967, la plus longue disette du genre dans le circuit. Est-ce finalement l'année des Maple Leafs? Ou est-ce que les fantômes du vieux Forum reviendront hanter Toronto?

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# Le Collège Boréal maintient sa place au tableau d'honneur



Le président du Collège Boréal, Daniel Giroux.

Le Collège Boréal est le seul des 24 collèges communautaires (postsecondaires) ontariens à atteindre la première place du podium pour trois des quatre indicateurs de rendement dans l'évaluation 2021 du gouvernement provincial.

Le Collège Boréal, dont le campus principal est à Sudbury et qui a d'autres campus et centres d'accès à Toronto et ailleurs en province, est en première place pour la satisfaction des diplômés, le taux d'obtention de diplôme et satisfaction des employeurs (ex aequo avec six autres collèges).

Le quatrième indicateur est le taux d'obtention d'emploi (première place: Cambrian College).

## Depuis près de 20 ans

Le ministère des Collèges et Universités mène cet exercice annuel depuis 1998. Le Collège Boréal s'y distingue depuis près de 20 ans :

- pour la 19<sup>e</sup> fois, le taux d'obtention de diplôme le plus élevé en province;



En 2019: des agents de liaison du Collège Boréal à Toronto avec des étudiants.

- pour la 15<sup>e</sup> fois en 20 ans, le 1<sup>er</sup> rang pour le taux de satisfaction des diplômés;

- les taux pour trois des quatre indicateurs de 2019-2020 sont en augmentation comparativement aux taux de 2018-2019: le taux de satisfaction des diplômés (+4,0%), le taux d'obtention d'emploi (+1,4%, 8<sup>e</sup> rang comparativement à 17<sup>e</sup> l'an dernier), et

le taux de satisfaction des employeurs (+6,2%);

- en 2019-2020, les résultats du Collège Boréal dépassent la moyenne provinciale pour chacun des quatre indicateurs évalués.

## Amélioration continue au Collège Boréal

« Ces résultats démontrent que le Collège Boréal continue de s'améliorer même si nos résultats sont excellents depuis un moment », affirme le président Daniel Giroux. « Cela nourrit le climat d'amélioration continue qui, manifestement, porte fruit. »

Les diplômés et les employeurs se disent prêts à recommander le collège à des proches ou à d'autres employeurs, à des taux respectifs de 94% et 86%.

« Cette preuve de confiance est une grande fierté pour nous et c'est aussi une responsabilité de maintenir et développer cette réputation grâce aux efforts de notre personnel exceptionnel », ajoute M. Giroux.

# Éducateurs en petite enfance: pivots de la fierté francophone des tout-petits

Inès Lombardo · Francopresse

C'est l'une des conclusions qui ressort du premier Symposium national sur la petite enfance présenté les 12 et 13 mai par l'Association des collèges et universités de la francophonie canadienne.

Les professionnels de l'éducation en petite enfance jouent un rôle primordial dans la construction identitaire et linguistique des tout-petits.

## Pénurie d'éducateurs en petite enfance

Cependant, la pénurie d'éducateurs qualifiés ou l'absence de formation pose problème dans plusieurs régions du pays.

La pénurie d'éducatrices et d'éducateurs francophones ainsi que l'absence de formation en petite enfance dans plusieurs régions du Canada ont, entre autres, poussé l'ACUFC et ses partenaires à tenir ce symposium national virtuel. Une manière de mettre en lumière les enjeux liés à la petite enfance dans les communautés francophones en situation minoritaire.

L'un des constats principaux dressés dans plusieurs ateliers a sonné comme un rappel. Le niveau de confiance en français de l'éducateur ou de l'éducatrice a un impact sur l'enfant.

## Apprendre aux éducateurs la diversité multiculturelle francophone

Estelle Ethier, doyenne à l'enseignement au Collège La Cité à Ottawa, donne le ton. Pour elle, il est nécessaire de sensibiliser les éducatrices et éducateurs à ce qu'est la vie en contexte minoritaire. « Il ne faut pas tenir pour acquis que les gens savent de quoi il s'agit », a-t-elle assuré.

Dans cet esprit, Marie-Pier Bouchard, coordonnatrice de projets à la Fédération des parents francophones de Terre-Neuve et du Labrador (FPFTNL) observe qu'il faut faire davantage de place aux éducateurs, car « ce sont les premiers repères, ils servent de transition au système scolaire. Ils servent aussi de liens pour les parents, notamment au sein des communautés rurales éloignées. »

Pour pallier le manque de formation postsecondaire en français en petite enfance dans cette province, la FPFTNL travaille à l'élaboration d'une formation de 45 heures. Une première tant pour la province que pour la FPFTNL.

## Familles mixtes et petite enfance

En Nouvelle-Écosse, Lise Parent, professeure collégiale en éducation à l'Université Sainte-Anne explique que le programme Éducation à la petite-enfance [existant depuis 2012] prévoit un cours de francophonie canadienne et diversité culturelle pour, justement, sensibiliser les étudiants à la diversité au sein de la francophonie.

« Parmi les thèmes traités dans ce cours, il y a la définition de la construction identitaire et les principes directeurs qui sont de la documentation développée par l'Association canadienne d'éducation de langue française (ACELF). »

On présente aussi le livret *Voir grand petit à petit*, qui permet aux étudiants de réaliser qu'ils auront à travailler avec des familles exogames. On voit le rôle de l'éducateur comme un passeur culturel », explique la professeure.

## Transmettre la fierté de faire partie d'une minorité

Selon Estelle Ethier, enseigner la francophonie multiculturelle, c'est aussi préparer les éducateurs à transmettre une fierté d'être francophone et de faire partie de la minorité.

« Plusieurs de nos étudiants [internationaux] sont déjà en adaptation, à savoir "comment est-ce que je m'identifie comme nouveau Canadien ou nouvelle Canadienne?". On leur demande de renchérir ou faire vivre cette fierté francophone en situation minoritaire. »

Originaire du Québec, la doyenne à l'enseignement au Collège La Cité se rappelle: « Ça m'a pris une bonne dizaine d'années avant de vivre et d'être fière en tant que Franco-Ontarienne. D'entendre mes filles me dire: "J'ai la chance d'aller à l'école en français et de parler les deux langues", je trouve ça beau. »

« Ça part de la petite-enfance pour gagner cette confiance-là, afin de poursuivre des études en français au primaire, au secondaire et au postsecondaire avec confiance, pour venir jouer un rôle dans la communauté francophone. »

**Solidifier la sécurité linguistique**  
Cette fierté et la confiance de parler français transparaissent aussi en filigrane dans cet atelier du symposium qui abordait le thème *Accroître la sécurité linguistique des éducatrices et des éducateurs et celle des tout-petits*.

Karine Pineault, gestionnaire de projet en francisation préscolaire au District scolaire francophone Sud (DSFS) au Nouveau-Brunswick rappelle que l'insécurité linguistique se vit quand les éducatrices et éducateurs pensent que « leur langue ne correspond pas à la norme, qu'elle est moins prestigieuse. Même chose par rapport à l'accent. De fait, une personne peut choisir de parler la langue majoritaire plutôt que le français. »

Elle poursuit: « Malheureusement, cette insécurité linguistique nuit à l'épanouissement autant langagier que culturel et identitaire, tant chez nos éducateurs et éducatrices que chez nos petits. »

## Lorsque les éducatrices de la petite enfance se comparent avec les enseignants

Line Thibodeau, directrice du développement culturel et communautaire au Carrefour Communautaire Beausoleil-Miramichi, au Nouveau-Brunswick, observe que l'insécurité

linguistique intervient aussi lorsque les éducatrices se comparent avec les enseignants de l'école francophone, notant leur différence de formation.

« On a l'impression que si on a un français plus soutenu, c'est plus acceptable. Mais ce ne l'est pas vraiment », assure la directrice qui fait valoir que plus l'éducatrice va se sentir en sécurité au niveau de son français, plus elle va avoir un effet positif sur les enfants dont elle a la charge.

« Elles sont des modèles pour les enfants qui veulent souvent faire comme elles », rapporte Line Thibodeau.

## Vivre des expériences culturelles en français

Pour sécuriser la langue, cette dernière favorise l'approche selon laquelle la langue et la culture ne vont pas l'une sans l'autre.

« Vivre des expériences culturelles en français aide à développer la sécurité linguistique. Parler français ne devient pas une obligation, mais un sentiment de fierté, souligne-t-elle. Ça ne va pas avec la tête, ça va directement au cœur. »

Le service de garde profite, entre autres, du passage d'artistes à Miramichi, pour offrir des formations aux éducatrices.

## Chansons et comptines pour la petite enfance

Cette vision est également soutenue par Lise Parent en Nouvelle-Écosse qui participait à un autre atelier du symposium.

Dans le cours « Musique et mouvement » que suivent les futurs éducatrices, « on pose la question "Quelle est la chanson préférée de l'enfant?" aux étudiants. Dans leurs réponses, on peut voir que certains ont été formés par des enseignants passionnés et que ça s'est maintenu dans le temps. »

Pour Lise Parent, les chansons et comptines dans la transmission de la langue et de la culture correspondent à un moment où l'on prend conscience de l'importance de ces éléments dans le vécu d'une éducatrice dans un service de garde. « Et cela permet de conserver une certaine vitalité [de la communauté francophone] », précise-t-elle.

## Microcours pour adultes

À la Coalition ontarienne de formation aux adultes (COFA), combattre l'insécurité linguistique passe entre autres par 19 microcours, axés sur différents notions permettant aux étudiants de choisir celles dont ils ont besoin, explique la gestionnaire de programme Sylvie Gauthier.

Karine Pineault évoque quant à elle la création d'un espace de discussion et de réflexion autour de l'insécurité linguistique au sein de la formation.

Cette dernière explique que, si chez les petits l'insécurité linguistique n'est pas aussi accrue que chez les éducatrices/éducateurs, elle peut s'illustre par le fait qu'un enfant a l'impression que sa langue n'est pas reconnue ou qu'elle n'a pas sa place dans le milieu où il se trouve.

## Impliquer les parents, premiers repères culturels

De fait, impliquer les parents est, entre autres, ce que recommandent la plupart des intervenantes. « Ils sont les premiers repères culturels de leurs enfants, eux aussi, rappelle Karine Pineault. La relation affective que l'enfant va avoir, pour qu'il se sente appartenir à son groupe, à sa communauté. »

Line Thibodeau abonde dans le même sens: « Si les parents ne développent pas d'autres occasions de parler français en dehors de la garderie ou de l'école, il sera plus compliqué pour l'enfant de s'épanouir dans cette langue. »



Alors que le besoin de recruter des éducatrices et éducateurs francophones en milieu minoritaire est criant dans certaines régions du Canada, les discussions et pratiques échangées ont montré à quel point les constructions identitaire et linguistique de ces professionnels jouent un rôle pivot dans l'épanouissement des tout-petits. PHOTO: CDC, UNSPLASH

## METROLINX

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L'ébauche de rapport sur les travaux préliminaires contient l'évaluation des travaux préliminaires de la station Corktown. Le rapport définit l'objectif des travaux préliminaires et décrit les conditions de l'environnement local, les répercussions potentielles ainsi que les mesures d'atténuation proposées et contient un journal des consultations.

#### Processus d'examen et de consultation dans le cadre de l'ébauche de rapport sur les travaux préliminaires

À compter du **12 mai 2021**, l'ébauche de rapport sur les travaux préliminaires de la station Corktown se trouvera sur la page Web du projet ([www.metrolinx.com/ligneontario](http://www.metrolinx.com/ligneontario)). Participez à nos journées portes ouvertes virtuelles temporaires, du **12 mai au 11 juin 2021**, pour en apprendre davantage sur l'ébauche du rapport sur les travaux préliminaires de la station Corktown et nous donner votre avis à son sujet au moyen du formulaire se trouvant sur la page Web. Les personnes qui souhaitent envoyer des commentaires sur l'ébauche du rapport sur les travaux préliminaires de la station Corktown doivent le faire d'ici le **11 juin 2021** et les transmettre au moyen du formulaire se trouvant sur la page Web ou par courriel à l'adresse [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

L'article 10 du *Règlement 341/20 de l'Ontario* exige que Metrolinx établisse un processus de résolution des problèmes afin de tenter de résoudre toute préoccupation soulevée par le public ou les Premières Nations au cours de la période d'examen. À la fin de cette période, Metrolinx mettra à jour l'ébauche du rapport sur les travaux préliminaires de la station Corktown en y ajoutant une description du processus de résolution des problèmes, les mesures prises par Metrolinx pour répondre aux préoccupations et l'incidence du traitement des préoccupations sur le calendrier de mise en œuvre des travaux préliminaires, le cas échéant. Metrolinx publiera le rapport définitif sur les travaux préliminaires de la station Corktown sur la page Web du projet ([www.metrolinx.com/ligneontario](http://www.metrolinx.com/ligneontario)) et émettra un avis de publication à cet effet. Pour obtenir un exemplaire de l'ébauche de rapport sur les travaux préliminaires de la station Corktown, veuillez écrire à l'adresse courriel indiquée ci-dessus.

**Vous pouvez communiquer avec Josh Vandezande (tél. : 416 202-5100, courriel : [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)), représentant de Metrolinx.**

**Metrolinx, 130 Adelaide Street West, Toronto, Ontario M5H 3P5**

Tous les renseignements personnels que renferment les commentaires (nom, adresse, numéro de téléphone, lieu d'une propriété, etc.) sont recueillis, conservés et divulgués par Metrolinx aux fins de transparence et de consultation. Ces renseignements sont recueillis conformément au Règl. de l'Ont. 341/20 en vertu de la *Loi sur les évaluations environnementales* (disponible uniquement en anglais) ou sont recueillis et conservés dans le but de constituer un document accessible au grand public, comme le stipule l'article 37 de la *Loi sur l'accès à l'information et la protection de la vie privée*. Les renseignements personnels soumis feront partie des dossiers accessibles au grand public, à moins que l'on demande expressément qu'ils restent confidentiels. Pour en savoir plus, veuillez écrire à [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) ou composer le 416 874-5900.

Date de la première publication : le **12 mai 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**Draft Corktown Station Early Works  
Report Newspaper Advertisements  
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- **Toronto Star**

# Ottawa steps into Line 5 legal dispute

Government argues shutdown poses 'grave concerns' for Canada

ALEX BALLINGALL  
OTTAWA BUREAU

OTTAWA—In a bid to keep a crucial oil pipeline flowing into Ontario, the federal government has stepped into the legal battle over Enbridge's Line 5 to argue the threatened shutdown raises "grave concerns" about Canada's relationship with the United States.

Natural Resources Minister Seamus O'Regan announced the move on Tuesday, one day before Michigan Gov. Gretchen Whitmer's deadline to shut down the portion of the pipeline that runs under the Straits of Mackinac between Lake Michigan and Lake Huron.

Enbridge, the Calgary-based company that runs the pipeline, says it won't shut it down unless a court or energy regulator orders it to do so.

In an interview with the Star, O'Regan said he doesn't expect to see such an order while Enbridge and Michigan are in court-ordered mediation in the U.S., which is currently the case. But he made clear that Ottawa believes the state should not be able to "unilaterally" close a vital oil pipeline that crosses the Canada-U.S. border.

"This is in Canada's national interest," he said. "It is a part of our energy security, and we will make sure that it is upheld."

In an effort to do so, Ottawa submitted a legal argument in U.S. federal court on Tuesday to support Enbridge's effort to keep Line 5 open. Through the 20-page submission, the federal government argues the threatened shutdown "poses grave concerns" for Canada's economy and energy supplies, as well as its ability to rely on



JOHN FLESHER THE ASSOCIATED PRESS FILE PHOTO

An above-ground section of Enbridge's Line 5 at the Mackinaw City, Mich., pump station. Michigan Gov. Gretchen Whitmer has ordered the pipeline shut down because of concerns about a potential spill in the channel that connects Lake Huron and Lake Michigan.

treaties with the U.S.

The government points to a treaty signed in 1977, under which the countries agreed not to interfere with cross-border oil pipelines like Line 5. Ottawa argues Michigan should not be allowed to shut down Line 5 while discussions continue between the Canadian and U.S. federal governments. Prime Minister Justin Trudeau said Tuesday he has raised the issue directly with U.S. President Joe Biden.

"It is essential to the continued success of the relationship that both countries can trust that their reciprocal legal commitments will be fully honoured and implemented," the submission says.

In a statement to the Star, Enbridge welcomed support from Ottawa and said the 1977 treaty was designed to ensure pipelines like Line 5 are "free of this type of interference from public authorities."

The company said it hopes the U.S. and Canada can work to keep the pipeline open until it is upgraded with Enbridge's proposed \$620-million project to

encase it in a tunnel built into the lake bed.

In Washington, U.S. Energy Secretary Jennifer Granholm declined to state the Biden administration's position on Line 5. "It will be decided in court," she told reporters at the White House. Whitmer's office did not respond to questions from the Star on Tuesday.

She was elected governor with a promise to shut down Line 5 because of the risk of an oil spill from the 68-year-old pipeline, which splits into a two pipelines to cross under the straits for more than seven kilometres. In November, Whitmer revoked authorization for the line that was granted in 1953 and ordered Enbridge to shut it down by May 12.

Line 5 carries 540,000 barrels of Canadian oil and natural gas liquids per day and runs from Wisconsin, through Michigan to Sarnia, Ont. It is the only pipeline that supplies propane to southern Ontario, according to a parliamentary committee report in April.

Tuesday's court submission says Line 5 supplies about 66

per cent of Quebec's crude oil needs, and accounts for about half of the oil used by refineries in Ontario, where more than 4,900 people work to make fuel.

Bob Larocque is president and chief executive officer of the Canadian Fuels Association, which represents oil refineries in Sarnia and Quebec that rely on Line 5. He called it an "absolutely critical piece of infrastructure" and said alternative pipelines could only account for 60 per cent of what they get from Line 5.

That means those refineries would need to ship oil by boat through the Great Lakes, or by rail and truck from oil suppliers in the United States or Western Canada, he said.

Larocque said the association estimates this would increase annual greenhouse gas emissions by two to three megatonnes, the equivalent of adding roughly 400,000 to 600,000 gas-burning cars on the road.

**BUSINESS:** Line 5 operator vows to keep oil moving in Michigan, B1

# B.C. pitches permanent paid sick leave days

ALEX MCKEEN  
VANCOUVER BUREAU

VICTORIA—Building on legislation introduced by Ontario's Progressive Conservative government last month, B.C.'s NDP government Tuesday introduced paid sick day legislation for the first time.

It came with a Canadian pandemic first: The promise of a permanent program that outlasts the COVID-19 crisis, as workers across the country have demanded since the pandemic began.

Like the Ontario program, B.C. will offer workers three paid sick days during the pandemic. But it's the post-pandemic promises workers' advocates and businesses are watching most closely — as the NDP government promises a permanent paid sick leave program after the pandemic with details still entirely up in the air.

It could be a model for provinces extending a hard-won lesson of the pandemic that workers need support to stay home into the aftertime.

But even the government proposing the first COVID-era permanent paid sick plan doesn't know what it will look like yet.

"Unfortunately, the federal program has been difficult to access for workers," B.C. Premier John Horgan said of Canada's sickness benefit, of which he was an early proponent, but which ultimately fell flat. "As a result, the province is going to step up and fill that gap."

Under the temporary COVID-19 program, workers will get three days off for illness, paid at their usual rate by their employer.

**METROLINX**

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### The Draft Early Works Report Review and Consultation Process

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form. Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

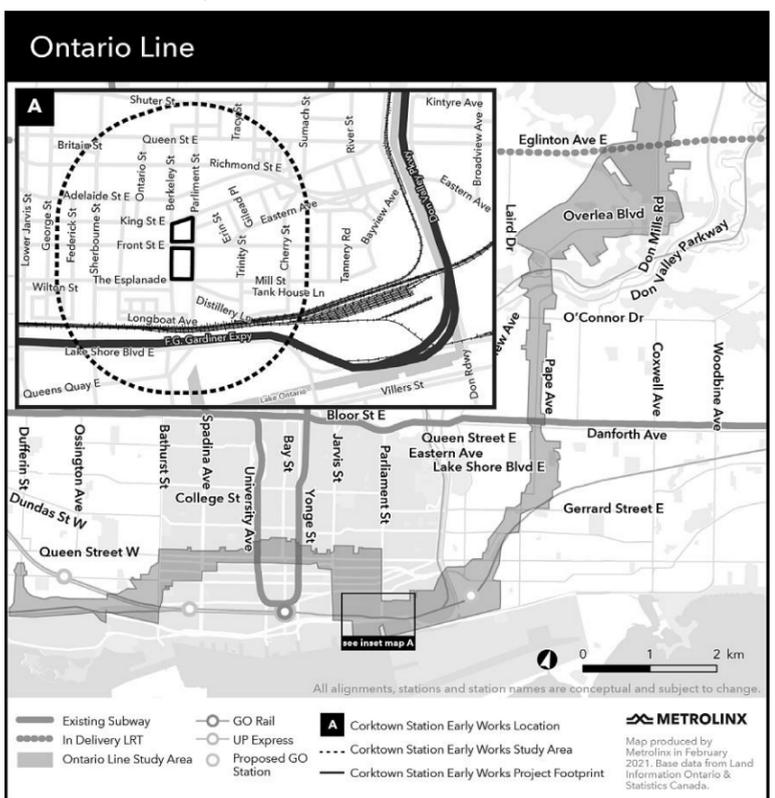
Section 10 of O. Reg. 341/20 requires Metrolinx to establish an issues resolution process to attempt to resolve any concerns raised by the public or Indigenous Nations during the review period. At the end of the review period, Metrolinx will update the Draft Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**. Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).



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- **Metrolinx Newsletter**

# Corktown Station Early Works Report brings Ontario Line another step closer to reality



Metrolinx is looking for community feedback on a new environmental assessment, released today, for the early works required at Ontario Line's future Corktown Station.

The Corktown Station Early Works Report will guide important environmental and archaeological work that's needed before construction begins at the site, and is an important step in keeping the project on track.

Ontario Line's Corktown Station will provide convenient transit connections east of the downtown core, integrated with a vibrant mix of housing, commercial, retail and community space, all while commemorating the important history and culture connected to the [First Parliament site](#).

[Read more about the report](#), check out the [Draft Corktown Station Early Works Report](#) and [provide your feedback](#) by June 11, 2021.

## Contact Us

You can reach the Ontario Line Community Relations Team by email at [OntarioLine@Metrolinx.com](mailto: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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## Public Feedback

- Ask-A-Question

**Ask-A-Question – January 1, 2021 to June 11, 2021**

<b>Comment Title</b>	<b>Comment Body</b>	<b>Response</b>
Stations	Any possibility that Cosburn can be called East York Station instead? Also, Corktown seems like it might be in St. Lawrence, sort of?	Thank you for your feedback about station names for Cosburn and Corktown Stations. The current station names are working names only and we are looking forward to a community engagement process to select final station names for the Ontario Line. Stay tuned!
Ontario Line/ Corktown Station/ East Harbour Transit Hub	Just curious, does Metrolinx plan to engage in public “consultations” about this Corktown Stop / East Harbour Transit Hub before or after it signs contracts with developers? Will there be any real engagement with the surrounding communities over these plans or will Metrolinx follow its past practice of presenting plans as a fait accompli and refusing to consider any alternatives?	<p>Infrastructure Ontario is exploring opportunities to create transit-oriented communities at future station locations throughout our subway program. The only proposed Ontario Line stations that are excluded from consideration as transit-oriented communities sites at this time are Osgoode, Queen, Moss Par and Leslieville.</p> <p>As part of Ontario Line plans, Metrolinx is making progress on stations to serve Corktown and East Harbour. The Government of Ontario through infrastructure Ontario will be leading the Transit Oriented Communities for these areas and will host public consultations with local communities, Indigenous partners and stakeholders starting in the Summer and Fall of 2021.</p> <p>Transit Oriented Communities will involve collaboration between communities, municipalities and developers in order to deliver benefits for all individual, families and businesses in the GTA. To learn more, please read the Province of Ontario’s news release here.</p>
Corktown Station Early Works Report - Noise/Vibration	<p>The report includes Table ES-1: Relevant Baseline Noise Measurement Data, setting out baseline noise measurements from Erin Street (which runs along my building) -- but proceeds to compare apples and oranges by following it with Table 5-1:</p> <p>Construction Noise Prediction Results, in which Erin Street is not mentioned. Why have you not identified "baseline" and "prediction" noise measurements for the same specific locations?</p> <p>Second, the report makes no mention of 90 Trinity Street by name, despite it being closer to the Corktown Station site than many of the other residential addresses specifically cited. Did Metrolinx neglect to include 90 Trinity in an oversight? Or, if it was deliberate, why was that decision made?</p>	<p>The closest noise sensitive receptor to 90 Trinity is 393 King Street East. Seeing as it is closer to the project footprint than 90 Trinity, it is anticipated that the construction noise levels experienced at 90 Trinity are anticipated to be lower than at 393 King Street East. It is important to note that the demolition noise prediction results in the Draft Early Works Report do not account for mitigation measures that will be considered.</p> <p>The baseline noise level measurement results at Erin Street are provided in the Corktown Station Early Works Noise and Vibration Report to characterise the existing conditions within the study area; these measurements were obtained as part of the Ontario Line Existing Conditions Report development. Corktown Station early works construction noise impacts were assessed by predicting noise levels and comparing predicted levels against construction noise criteria adopted for the assessment. The Erin Street location where noise level measurements were completed is located further away from the early works site and is expected to have lower noise levels than the locations closest to the works site shown in Figure #5-1 of the Report. It was thus not part of the assessment. The construction noise assessment criteria are shown in Table 2-6 of the Report. These criteria were developed based on review of guidelines from the Ministry of the Environment, Conservation and Parks, City of Toronto and the United States Federal Transit Administration. As early works planning progresses, project-specific noise limits will be established. Noise levels will be monitored during early works completion, and mitigation measures will be implemented to reduce noise impacts. To learn more about noise and vibration, please see the Ontario Line Noise and Vibration Info Sheet as well as the Ontario Line Final Noise and Vibration Environmental Conditions Report (Section 2 and 3 of the report describe how the baseline noise and vibration conditions were determined).</p> <p>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.</p> <p>It is important to note that the Corktown Station early works only include demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation of soil where required. These early works are being</p>

**Ask-A-Question – January 1, 2021 to June 11, 2021**

		<p>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 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 and will include further assessment of and mitigation measures for noise and vibration impacts.</p>
<p>Corktown Station</p>	<p>Bit confused with the footprint of Corktown Station overall. Initial Draft drawings seem to show a significant discrepancy in the above and below ground impacts. The current Draft shows the underground platform spanning 100m on the EB side of Berkeley from King St. to about the middle of Front St. according to the photo on Page 10 of the below:</p> <p><a href="https://www.metrolinxengage.com/sites/default/files/appendix_b2-project_webpage-corktown_station_2021-04-29_lock.pdf">https://www.metrolinxengage.com/sites/default/files/appendix_b2-project_webpage-corktown_station_2021-04-29_lock.pdf</a></p> <p>Yet above ground, there are indications of both North and South Sites east of Berkeley on either side of Front, with the South Site (including the First Parliament Site where there is no transit platform) spanning approximately 2x the distance further above ground (an additional 200m+ going South) according to the below:</p> <p>(Early Works Components)</p> <p><a href="https://www.metrolinxengage.com/en/content/ontario-line-early-works-corktown-station">https://www.metrolinxengage.com/en/content/ontario-line-early-works-corktown-station</a></p> <p>There is mention of: "A section of Corktown that is mostly paved over will become a place for the people, with a mix of housing, commercial, retail and community space around the station" in your blog below:</p> <p>Advancing plans for the Ontario Line station in Corktown: Commemorating history while building for the future   Metrolinx News</p> <p>Given the South Site would be butting up against a neighborhood/school park and a much-traversed park through-way - can you please elaborate and help us understand what the above ground structural needs for both a North and South site are? How will this span either side of Front St. along Berkeley above ground?</p>	<p>Thanks for your questions about the Ontario Line station serving Corktown. The station itself will be located north of Front street, where the Staples is currently located. This site will also be used to launch the tunnel boring machines to construct the tunnels across the downtown segment. 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 in order to reduce community impacts and keep construction off the street.</p> <p>As you may know, Corktown Station early works include the demolition of existing, 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 followed by Corktown Station construction - will start in approximately 2023.</p> <p>As far as the long term development vision for the site, the province is pursuing a transit-oriented community proposal for the site for which you can find more details here.</p>

## Public Feedback

- **Provide Your Feedback**
  - **Draft Corktown Station Early Works Report Feedback Form**
  - **Air Quality Study**
  - **Archaeological Resources Study**
  - **Built Heritage Resources & Cultural Heritage Landscapes Study**
  - **Noise & Vibration Study**
  - **Socio-Economic & Land Use Characteristics Study**
  - **Soil & Groundwater Study**
  - **Traffic & Transportation Study**

## **Public Feedback**

- **Provide Your Feedback**
  - **Draft Corktown Station  
Early Works Report  
Feedback Form**

Date	1. What are your thoughts on the results of the Corktown Station early works environmental studies?	2. Which Corktown Station early works 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 Corktown Station Early Works Report.	Response
13-May-21	Shocking to me with the quick timeline of the bridge build over the lower Don alongside Corktown Common park that details about the bridge are not part of these early works and feedback. Worse, for a document that ultimately is simply about demolishing four buildings, it gives zero detail about when those businesses would close, when the buildings would come down, what alternatives to those businesses might be available nearby, etc. It reads instead simply as a mini EA, and a poorly rushed one at that.	Heritage and Socio-Economic. The Heritage aspect should include details of the work that the City of Toronto did to acquire the First Parliament site, consultations they had with the public, and details of their proposals for the site's heritage interpretation and future use. There is little connection to Corktown, with no reference to it's makeup, heritage character, special status within the new secondary plan, etc., (so include a report on Corktown as you've done for StLawrence, Distillery, and West Don Lands) ... and what is there about Corktown includes errors! (i.e., southwest corner of Eastern-Cherry is not a park, it's a long-term care site waiting for development finalization.)	Include a neighbourhood section for Corktown, especially the Little Trinity/Enoch Turner Schoolhouse heritage block less than 100m from your site. Tell us about the portal dig in the south part of Corktown and whether early works there may need to include the Richmond Hill GO line shifting slightly or not -- that's our park alongside and we want to know your plans there a.s.a.p., along with confirmations of the design details of the new bridge (your April presentation suggested it would start this year and be done by the end of next summer -- that MUST qualify as an "early work" since it will precede the contract awarding for "South Civil" or "RSSOM"). Give more details in the Early Works report about why you feel you need to clear the First Parliament block south of Front so quickly, why you feel you need to acquire it fully from the city rather than just working out a plan to use it while they retain ownership, and most importantly explain why a site as large as the north block of Parliament-King-Berkeley-Front (as large as it is already) is not big enough on its own for the construction staging you're planning around there. This report is severely lacking in the details that MATTER -- hugely disappointing in how it fails to tell anything substantial. Do better, Metrolinx.	<p>Thank you for the thorough review and detailed comments. Metrolinx has made updates to the Corktown Station Early Works Report in response to your feedback as follows.</p> <ul style="list-style-type: none"> <li>- Section 5.6.1.3.4 was added to include the Corktown Neighbourhood profile.</li> <li>- Figure 5-14, the community amenities map, was updated to revise the southwest corner of Eastern Avenue-Cherry Street to reflect the long-term care site. Additionally, the site was added to the Air Quality Report as a sensitive receptor.</li> <li>- Rationale for proceeding with Corktown Station early works has been included in Section 1.3.1 of the report.</li> </ul> <p>Planned works at the Lower Don Bridge are assessed in the Lower Don Bridge and Don Yard Early Works Report which was released for public review and comment on June 22nd 2021.</p>
7-Jun-21		Appendix A4. Heritage Detailed Design Report This area has one of the densest Heritage Protected group of structures in Toronto with an actual distinct design language. I think a large public works project like this has the opportunity to incorporate many of these design elements into the station design where in smaller scale projects it would not be feasible. To that end, I hope that the result of the Heritage Detailed Design Report is a recommendation to perhaps echo heritage structures in these new buildings. I think that would be a statement piece for the area like a Union Station. I think while a contemporary structures might be interesting, it would not create as much of an anchor / marketplace value as a heritage-like structure with proper mixed use incorporated.		Ontario Line stations will be designed with the community in mind and using a set of guidelines that make sure stations are attractive and fit into the areas they will serve. We look forward to working with community and the City of Toronto on design of Ontario Line stations that the community will be proud of.

## Public Feedback

- **Provide Your Feedback**
  - **Air Quality Study**

Date	What are your thoughts on the Air Quality study key findings and identified potential impacts and mitigation measures?	Response
12-May-21	<p>What of the 3 proposed buildings south of 39 Parliament and the college planned for in Distillery Lane, which are not shown in your plan and 39 Parliament itself. Are we to be sandwiched between 6 active digs? With trucks, traffic issues and noise.</p>	<p>Metrolinx is working closely with the City as construction timelines of nearby projects are advanced so that projects are coordinated. Construction impacts of the Corktown Station early works will be comprehensively mitigated and monitored as presented in the Corktown Station Early Works Report and if required, additional mitigation will be implemented so that impacts are appropriately managed.</p>
11-Jun-21	<p>Why is this section titled Archaeological Resources when it's in the Air Quality Section?</p> <p>One of the Monitoring Activities listed on page vi state "Reporting detailed results of ongoing monitoring and mitigation activities"</p> <p>How will Metrolinx take responsibility for reporting to residents about ensuring compliance of subcontractors with:</p> <ul style="list-style-type: none"> <li>- the Air Quality Environmental Compliance Approval(s) for all equipment,</li> <li>- the application of threshold "Action Level" triggers for implementation of specific and increasing intensity mitigation activities linked to specific construction activities, and,</li> <li>- detailed results of ongoing monitoring and mitigation activities?</li> </ul>	<p>There was an error with the section title and it should have referenced Air Quality instead of Archaeological Resources.</p> <p>Metrolinx will work with the contractor throughout the duration of early works to ensure that contractors comply with any requirements. Metrolinx will also be sharing information to the public via a Construction Liaison Committee, which we look forward to establishing.</p>

## **Public Feedback**

- **Provide Your Feedback**
  - **Archaeological Resources Study**

Date	What are your thoughts on the Archaeological Resources study key findings and identified potential impacts and mitigation measures?	Response
25-May-21	<p>First Parliament was a rather small log cabin. Why not rebuild it so it's a destination, it honors history, and then build huge towers above it to pay for everything? Can't we have it all? Our family wants more than a plaque. Rebuilding the log cabin and building around it will not cost much and will please everyone... Gregg Terrence</p>	<p>The station itself will be located north of Front street, where the Staples is currently located. 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 in order to reduce community impacts and keep construction off the street.</p> <p>Early works including the demolition of existing buildings followed by environmental due diligence activities such as archaeological assessments are planned to begin as early as September 2021. The main contract work – tunneling/underground construction activities followed by Corktown Station construction - will start in approximately 2023. As far as the long term development vision for the site, the province is pursuing a transit-oriented community proposal for the site for which you can find more details here.</p> <p>Metrolinx and the Province plan to work with the City of Toronto, Indigenous Nations and the local community to raise the profile of the site in downtown Toronto where Upper Canada's first parliament buildings used to stand. While the site is now mostly occupied by a parking lot, a car rental dealership, and a car wash, we want to make sure that any history hidden under the surface is interpreted and commemorated.</p>
27-May-21	<p>Given that we already have evidence of the architecture and historical significance of the First and Second Parliament Buildings, Metrolinx should commit, in agreement with the City, to reconstruct at least one of these buildings on site. The proposed station and other development should be designed and located to respect the scale and location of the reconstruction. Both Metrolinx and the developers should contribute significantly to the cost of the reconstruction. Alan Waterhouse</p>	<p>Stations will be designed with the community in mind and using a set of guidelines that make sure stations are attractive and fit into the areas they will serve. We look forward to working with community and the City of Toronto on how to design Ontario Line stations that the community will be proud of. In order to unlock the history of the First Parliament site, Metrolinx and Infrastructure Ontario will be working with representatives of the City, the Ministry of Heritage, Sport, Tourism and Culture Industries, Indigenous Nations including the Missisauagas of the Credit First Nation as treaty holder, and the Ontario Heritage Trust to develop 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. Metrolinx anticipates sharing the draft Interpretation and Commemoration Plan for public review and comment later this year.</p>
11-Jun-21	<p>How will Metrolinx engage with the community in the development of the Heritage Interpretation for the design of the station in Phase 1 (North Site) and the actual heritage site in Phase 2 (South Site)?</p>	<p>Metrolinx and Infrastructure Ontario will be working with representatives of the City, the Ministry of Heritage, Sport, Tourism and Culture Industries, Indigenous Nations including the Missisauagas of the Credit First Nation as treaty holder, and the Ontario Heritage Trust to develop 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. Metrolinx anticipates sharing the draft Interpretation and Commemoration Plan for public review and comment later this year.</p>

## Public Feedback

- **Provide Your Feedback**
  - **Built Heritage Resources & Cultural Heritage Landscapes Study**

Date	What are your thoughts on the Cultural Heritage Report key findings and identified potential impacts and mitigation measures?	Response
12-May-21	<p>Hello everyone,</p> <p>I am concerned that the group of identified heritage buildings in the above report does not include 70 Berkeley Street (the Alumnae Theatre). The northern boundary of the area you survey appears to be Adelaide Street as is evidenced by the inclusion of the row houses on the east side of Berkeley (north of King) and the former Nienkamper building at King and Berkeley. 70 Berkeley is on the south west corner of Berkeley and Adelaide and so should be included in your list of heritage buildings.</p> <p>Here is a link to the entry for 70 Berkeley Street in TO Built, a database of heritage buildings posted by the Architectural Conservancy of Ontario. This entry includes the text for a plaque from Heritage Toronto (on the building since 2010).  <a href="https://www.acotoronto.ca/show_building.php?BuildingID=2712">https://www.acotoronto.ca/show_building.php?BuildingID=2712</a></p> <p>I would appreciate hearing from you about this matter.</p>	<p>Hi [REDACTED],</p> <p>Hope you are well.</p> <p>Thank-you for providing your feedback on the Draft Corktown Station Early Works Report.</p> <p>The Corktown Station Early Works Built Heritage Resources and Cultural Heritage Landscapes Study Area consists of the Corktown Station Early Works Project Footprint and properties adjacent to the footprint. The Corktown Station Early Works Built Heritage Resources and Cultural Heritage Landscapes Study Area is shown in Figure 5-16 of the Draft Corktown Station Early Works Report. The definition of “adjacency” in the City of Toronto Official Plan has been used for the purpose of identifying properties adjacent to the Corktown Station Early Works Project Footprint and is as follows: “those lands adjoining a property of the heritage register or lands that are directly across from and near to a property on the heritage register and separated by land used as a private or public road, highway street, lane, trail, right-of-way, walkway, green space, park and/or easement, or an intersection of any of these; whose location has the potential to have an impact on a property on the heritage register; or as otherwise defined in a Heritage Conservation District Plan adopted by by-law”.</p> <p>As 70 Berkeley Street does not adjoin with a property located within the project footprint and is not located directly across from and near the project footprint, it is not applicable to the Corktown Station Early Works Report. However, 70 Berkeley Street is documented in the Ontario Line Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment, which was issued on November 30, 2020.</p> <p>I’d like to take this opportunity to let you know that we are holding another virtual open house for the downtown segment tomorrow, in case you haven’t heard. You can register for the event here.</p> <p>I hope this information is helpful, and please do let me know if you have any further questions,</p>
11-Jun-21	<p>When will the Distillery District National Historic Site and Heritage Conservation District (HCD) Plan be available online?</p>	<p>The Distillery District National Historic Site and Heritage Conservation District Plan is being prepared by the City of Toronto.</p>

## **Public Feedback**

- **Provide Your Feedback**
  - **Noise & Vibration Study**

Date	What are your thoughts on the Noise & Vibration study key findings and identified potential impacts and mitigation measures?	Response
12-May-21	<p>Why do you not refer to the eight-storey condo building at 90 Trinity Street (corner of Eastern Ave) in any of your discussion of vibration/noise exposure? Will we not be affected?</p>	<p>As part of the Draft Corktown Station Noise &amp; Vibration Early Works Report preparation, a noise screening was conducted to identify noise sensitive receivers located within the study area. The study area was determined by identifying the area where the daytime and nighttime noise assessment criteria are predicted to be met during construction, using a conservative approach. Representative noise sensitive receptors were selected based on their location in the study area and their proximity to the Corktown Station Early Works Project Footprint, and are those closest to the Project Footprint. Although 90 Trinity Street is located in the study area, it is further from the project footprint than other receptors. As shown in Figure 5-1 of the report, 393 King Street East is the closest representative noise sensitive receptor to 90 Trinity Street. However, since 90 Trinity Street is farther from the project footprint than 393 King Street East, the construction noise levels experienced at 90 Trinity Street are anticipated to be lower.</p>
3-Jun-21	<p>You may want to consider the sound stages, film sets, and recording studios in the area, as they have much more stringent noise requirements</p>	<p>These types of receptors were considered during the assessment. As they are only noise sensitive during performances and recordings, the commitment to coordinate with these locations to avoid disturbance during performances was included in the mitigation measures.</p>
11-Jun-21	<p>What is the communication protocol with residents which includes the timely resolution of resident complaints? What is the mechanism for complaints about noise and vibration?  As the current work is exempt from City of Toronto Noise Bylaws, what structures are in place to hold Metrolinx to account for exceeding the limits on noise and vibration particularly during the nighttime hours of 2300 to 0700?  Section 6.1.1 of the Noise and Vibration report states "If construction will occur outside of normal daytime hours, inform local residents of the type of construction and expected duration outside of daytime hours prior to commencing work". What forms of communication will Metrolinx use with the residents of the nearest representative noise-sensitive receptors listed on page 24?  What are the locations of the noise monitoring equipment?  How has Metrolinx catalogued the existing cracks in walls, floors, and exterior cladding of the first two storeys above grade and interior finishes of all storeys below grade in sufficient detail to facilitate comparison of pre-construction and post-construction condition including statements of the efforts made to gain access where not possible?  What alternative means of construction might be used within 5.8m and 11.1m of structures where vibration levels exceed the guidelines?  What are the locations of the vibration monitoring equipment?</p>	<p>We provide advance notice to communities about work taking place in their neighbourhood through a variety of methods. Community notices are currently being shared digitally with area elected officials and community groups where work will be taking place. Physical copies may also be provided to residents and businesses near work areas, at minimum 48 hours ahead of work beginning. The Ontario Line Community Relations team will be available for the duration of the project to address questions, complaints and concerns via email and phone (416-202-5100 and ontarioline@metrolinx.com). The team is also available through a virtual appointment booking system on the Metrolinx Engage website and our social media channels. When possible, in person meetings will also resume.</p> <p>Residents and businesses can also stay connected with the latest Ontario Line updates and upcoming work through the Ontario Line website (metrolinx.com/ontarioline). These same updates and details of upcoming work are also shared through the weekly Ontario Line e-newsletter.</p> <p>Metrolinx will work with the contractor during early works to ensure that the applicable noise and vibration limits are met. Noise and vibration monitoring will be conducted to ensure compliance with applicable limits, including at locations where persistent complaints are made. Locations of noise and vibration monitoring equipment, pre-construction and post-construction survey requirements and alternative construction methods will be determined as planning progresses and more project specific details become available.</p>

## **Public Feedback**

- **Provide Your Feedback**
  - **Socio-Economic & Land Use Characteristics Study**

Date	What are your thoughts on the Socio-Economic Environment study key findings and identified potential impacts and mitigation measures?	Response
12-May-21	<p>The mapping analysis does not reflect the future planned neighbourhoods along the waterfront .</p> <p>The recently released Parks and Public Realm Plan (TO core) and the Downtown mobility strategy must be considered when considering the future state of Parliament Street and a Great Street, a Retail Main Street and as a gateway to the East downtown from the waterfront.</p>	<p>Information on the Downtown Parks and Public Realm Strategy and the Downtown Mobility Strategy were added to the Corktown Station Early Works Report in Section 2.2.3.9 and 2.2.3.10. Information regarding future planned neighborhoods along the waterfront with active development applications is included in Section 5.6.4.</p>
25-May-21	<p>First Parliament was a rather small log cabin. Why not rebuild it so it's a destination, it honors history, and then build huge towers above it to pay for everything? Can't we have it all? Our family wants more than a plaque. Rebuilding the log cabin and building around it will not cost much and will please everyone...</p>	<p>Hello [REDACTED],</p> <p>Thank you for reaching out about the Ontario Line station serving Corktown.</p> <p>The station itself will be located north of Front Street, where the Staples is currently located. 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 in order to reduce community impacts and keep construction off the street.</p> <p>Early works including the demolition of existing buildings followed by environmental due diligence activities such as archaeological assessments are planned to begin as early as September 2021. The main contract work – tunneling/underground construction activities followed by Corktown Station construction - will start in approximately 2023. As far as the long term development vision for the site, the province is pursuing a transit-oriented community proposal for the site for which you can find more details here.</p> <p>Metrolinx and the Province plan to work with the City of Toronto, Indigenous Nations and the local community to raise the profile of the site in downtown Toronto where Upper Canada's first parliament buildings used to stand. While the site is now mostly occupied by a parking lot, a car rental dealership, and a car wash, we want to make sure that any history hidden under the surface is interpreted and commemorated.</p> <p>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, this Thursday June 17th at 6:30pm. You can register for the event here.</p> <p>I hope this helps, and please don't hesitate to let me know if you have any other questions.</p>
11-Jun-21	<p>How will Metrolinx ensure that the walkways around the sites are kept free from obstructions, like garbage, snow and ice, so that people with mobility issues can freely traverse the area?</p> <p>What is Metrolinx's plan to ensure that AODA requirements are enforced in areas around the construction site?</p>	<p>The contract will mandate that the contractor maintains sidewalks and areas at and adjacent to the site in a clean and safe condition and that they promptly remove ice and snow. Access to existing elements around the construction site will be maintained. The final design and constructed facilities will meet all AODA requirements.</p>
11-Jun-21	<p>Thank you in advance for reading this.</p> <p>I can't believe I'm actually writing to say that we should retain public ownership, because I usually 'lean right', and on the side of private ownership. But I definitely DO NOT AGREE with letting the Corktown/First Parliament property go to the private sector.</p> <p>This is an exceptional property. It should stay in public hands.</p> <p>There is huge potential for the City of Toronto and the Province to realize benefits well into the future.</p> <p>Please follow the Master Plan lead by Toronto. As a resident of the St. Lawrence neighbourhood, I truly believe that the Master Plan reflects the requirements of the neighbourhood in a forward-looking fashion. And no discussion of this property would be complete without noting it's potential value, especially what could be derived from being adjacent to the ever-popular Distillery District.</p> <p>I'd like to emphasize that I live here and I'm always keen to show visitors around my part of town. I truly love it! And so do my guests.</p> <p>By profession, I'm in finance. I have a difficult time understanding the financial aspects of letting such a valuable property go. Unless, we're only looking at the short term.</p> <p>I certainly hope that's not the case.</p> <p>Thanks so much for considering my submission.</p>	<p>Thank you for your feedback. 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 and keep construction off the street.</p> <p>The province is pursuing a transit-oriented community proposal that builds from the City of Toronto's First Parliament master plan work for the site. It would create a dynamic community with housing, jobs, commercial uses, and community spaces, such as a library – all connected to the Ontario Line subway and TTC bus and streetcar services. In recognition of the historical significance of the land, the province will work closely with the City of Toronto, stakeholders, the community, and Indigenous Nations to collaborate on a meaningful plan to commemorate the rich heritage of the First Parliament site. This will have the benefit of delivering much-needed infrastructure at a lower cost to taxpayers. You can learn more about the transit-oriented community proposal for the site here and further details will be shared for community consultation starting this fall.</p>

## Public Feedback

- **Provide Your Feedback**
  - **Soil & Groundwater Study**

Date	What are your thoughts on the Soil and Groundwater study key findings and identified potential impacts and mitigation measures?	Response
11-Jun-21	<p>How will residents report on changes to their property with a view to mitigation measures that need to be changed?</p> <p>What forms of communication will Metrolinx use with the area residents to identify changes in soil and groundwater activities?</p>	<p>Residents are encouraged to reach out to the Ontario Line Community Relations team at any point with their feedback or questions. The Ontario Line Community Relations team will be available for the duration of the project to address questions, complaints and concerns via email and phone (416-202-5100 and ontarioline@metrolinx.com). The team is also available through a virtual appointment booking system on the Metrolinx Engage website and our social media channels. When possible, in person meetings will also resume.</p> <p>We provide advance notice to communities about work taking place in their neighbourhood through a variety of methods. Community notices are currently being shared digitally with area elected officials and community groups where work will be taking place. Physical copies may also be provided to residents and businesses near work areas, at minimum 48 hours ahead of work beginning.</p> <p>Residents and businesses can also stay connected with the latest Ontario Line updates and upcoming work through the Ontario Line website (metrolinx.com/ontarioline). These same updates and details of upcoming work are also shared through the weekly Ontario Line e-newsletter.</p>

## **Public Feedback**

- **Provide Your Feedback**
  - **Traffic & Transportation Study**

Date	What are your thoughts on the Traffic & Transportation study key findings and identified potential impacts and mitigation measures?	Response
12-May-21	<p>There will be a significant increase in traffic at the intersection of Parliament Street and Front street as a result of the proposed conversion of Mill street to one way westbound (the esplanade bike lanes)</p> <p>If this was to be reversed to one way Eastbound, the impact on the traffic demand in this area would be significantly reduced. Cherry Street can address Westbound traffic demands utilizing Lakeshore. Note there is no access from Lakeshore Northbound onto Cherry (which is the root case of the problem) all planned transportation plans need to be coordinated and not planned in isolation</p>	<p>As noted in the Early Works Report, Metrolinx will co-ordinate with the City of Toronto regarding other ongoing construction projects when scheduling early works activities to maintain the mobility of all road users (e.g. avoid closure of parallel corridors).</p>
16-May-21	<p>1. Priority should always be the flow and movement of regular traffic. Never should construction related vehicles or traffic be given priority over the free and easy movement of the public (inclusive of public transit, bicycles, pedestrians and commercial business traffic - on delivery etc). Pay Duty Police should be engaged to ensure that construction related vehicles do not park and block thoroughfares and respect the priority of the general public.</p> <p>2. Construction related personnel - ALL construction related personnel - should be encouraged/instructed to use public transport to her to and from work. Public parking is at a premium In this area and should be prioritized for residents and individuals using local businesses, retail and services. No construction personnel should be allowed to park in any way that disrupts the general public.</p>	<p>The Early Works Report includes mitigation measures to minimize the potential traffic and transportation impacts during early works construction. Examples of potential mitigation measures include developing a traffic and transportation management plan, traffic signal timing optimization and implementing flagging where construction vehicles are present.</p> <p>Construction vehicles are expected to be accommodated at construction laydown areas within the Corktown Station Early Works Project Footprint, and therefore it is not anticipated that these vehicles will occupy curb lanes of roads within the Corktown Station Study Area. Metrolinx will consult with the City of Toronto and the Toronto Parking Authority should public parking be affected.</p>
11-Jun-21	<p>How will residents report on their negative transportation experiences with a view to mitigation measures that need to be changed?</p> <p>What forms of communication will Metrolinx use with the area residents to identify changes in traffic patterns for pedestrians, cyclists, motorists, and transit users?</p>	<p>We provide advance notice to communities about work taking place in their neighbourhood through a variety of methods. This includes work that would have an impact on public transit, auto, pedestrian or cyclist transport. Community notices are currently being shared digitally with area elected officials and community groups where work will be taking place. Physical copies may also be provided to residents and businesses near work areas, at minimum 48 hours ahead of work beginning. The Ontario Line Community Relations team will be available for the duration of the project to address questions, complaints and concerns via email and phone (416-202-5100 and ontarioline@metrolinx.com).The team is also available through a virtual appointment booking system on the Metrolinx Engage website and our social media channels. When possible, in person meetings will also resume. Residents are encouraged to reach out to the team at any point with their feedback or questions.</p>

## **Public Engagement Record**

- **Public Email  
Correspondence Table**
- **Public Email  
Correspondence Record**

Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
January 21, 2021	<ul style="list-style-type: none"> <li>Noted opposition to development on the First Parliament site and requested that this location be protected and preserved</li> <li>Noted that the First Parliament site is of provincial and national importance and contains historical significance</li> <li>Noted that a property interpreted site would provide a major tourist attraction for the City of Toronto</li> <li>Requested that an alternate site be considered and that a response be provided in the form of a letter</li> </ul>	February 5, 2021	<ul style="list-style-type: none"> <li>Metrolinx advised that they are working with the City, the Ministry of Heritage Sport Tourism and Culture Industries and the Ontario Heritage Trust to ensure an outcome for the site that everyone can be proud of</li> <li>Metrolinx confirmed that the First Parliament site will be used during construction of the nearby Ontario Line station serving Corktown Station, and that all efforts will be made to minimize impacts on cultural and heritage sites</li> <li>Metrolinx confirmed that archaeological assessments will be completed prior to any ground disturbing activities and that all archaeological findings or historical features will be properly documented or conserved and, where possible, made accessible for the public to learn more about</li> <li>Metrolinx provided links to learn more about the Downtown Neighbourhood Updates, Metrolinx News for more information, and to sign up for the e-newsletter for future updates</li> </ul>
January 25, 2021	<ul style="list-style-type: none"> <li>Noted opposition to development on the First Parliament site and requested that this location be protected and preserved</li> <li>Noted that the First Parliament site is of provincial and national importance and contains historical significance</li> <li>Noted that the engagement process related to the First Parliament site should include the City of Toronto and other stakeholders</li> </ul>	January 26, 2021	<ul style="list-style-type: none"> <li>Metrolinx advised that they are working with the City, the Ministry of Heritage Sport Tourism and Culture Industries and the Ontario Heritage Trust to ensure an outcome for the site that everyone can be proud of</li> <li>Metrolinx confirmed that the First Parliament site will be used during construction of the nearby Ontario Line station serving Corktown Station, and that all efforts will be made to minimize impacts on cultural and heritage sites</li> <li>Metrolinx confirmed that archaeological assessments will be completed prior to any ground disturbing activities and that all archaeological findings or historical features will be properly documented or conserved and, where possible, made accessible for the public to learn more about</li> <li>Metrolinx provided links to learn more about the Downtown Neighbourhood Updates and Metrolinx News for more information on how the Ontario Line plans will protect and pay tribute to the legacy of the First Parliament site</li> </ul>
February 14, 2021	<ul style="list-style-type: none"> <li>Expressed concern regarding expropriation of properties on the First Parliament site and the historical importance of this site for the City of Toronto</li> <li>Noted that the First Parliament site is a designated Historical Cultural Heritage property under the <i>Ontario Heritage Act</i> and expressed that it should be protected</li> </ul>	March 30, 2021	<ul style="list-style-type: none"> <li>Metrolinx advised that they are 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</li> <li>Metrolinx confirmed that the First Parliament site will be used during construction of the nearby Ontario Line station serving Corktown Station, and that all efforts will be made to minimize impacts on cultural and heritage sites</li> <li>Metrolinx confirmed that archaeological assessments will be completed prior to any ground disturbing activities and that all archaeological findings or historical features are properly documented or conserved and, where possible, made accessible for the public to learn more about</li> <li>Metrolinx provided links to learn more about the Downtown Neighbourhood Updates and to sign up for the e-newsletter</li> </ul>
N/A	<ul style="list-style-type: none"> <li>N/A*</li> </ul>	April 12, 2021	<ul style="list-style-type: none"> <li>Metrolinx advised that an announcement has been made in by the Province of Ontario and the City of Toronto on preliminary plans to build a Transit-Oriented Community (TOC) at the future Corktown Station as part of the government's TOC program to bring more jobs and housing closer to transit along the routes of the province's subway projects</li> <li>Metrolinx advised that the Province is committed to working with the City, community groups and Indigenous Nations to commemorate and celebrate the rich history of the First Parliament site, while also meeting the future growth potential for the area</li> </ul>

\* Metrolinx proactively provided updates about Corktown Station to members of the public based on previous correspondence about Corktown Station and/or related project components.

Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
			<ul style="list-style-type: none"> <li>Metrolinx advised that following City review, the province will engage with the community and Indigenous Nations to gather feedback on plans for the proposed Corktown site beginning in the summer of 2021</li> <li>Metrolinx noted they are working with Indigenous Nations and heritage experts to plan archeological work on the First Parliament site and will provide an update in the coming weeks</li> <li>Metrolinx provided links to the announcement, the Ontario Line project and Metrolinx News for more information</li> </ul>
N/A	<ul style="list-style-type: none"> <li>Noted confusion regarding the location of Corktown Station and the potential expropriation of land due to conflicting information in the media and on the Metrolinx website</li> <li>Stated that construction workers informed that drilling taking place at the First Parliament heritage site is for tunneling related to the Ontario Line</li> <li>Requested confirmation of the future location of Corktown Station and any proposed work at the First Parliament site</li> </ul>	February 24, 2021	<ul style="list-style-type: none"> <li>Metrolinx clarified that the land on the First Parliament site is needed for the future Corktown subway station for Ontario Line as well as various uses for the community and the City of Toronto</li> <li>Metrolinx provided a link to the blog for future updates</li> </ul>
February 24, 2021	<ul style="list-style-type: none"> <li>Noted that previous correspondence did not fully answer their inquiry</li> <li>Requested confirmation of information on the Metrolinx website indicating that the station serving Corktown will be located to the east side of Berkeley Street at King Street East</li> </ul>	February 26, 2021	<ul style="list-style-type: none"> <li>Metrolinx confirmed that the station serving Corktown will be located where the Staples currently is, on the east side of Berkeley between King and Front</li> <li>Metrolinx advised that the First Parliament site will be used to support construction of the Ontario Line, in order to reduce community impacts and keep construction off the street</li> <li>Metrolinx provided an image which displayed the location of Corktown Station and land to be used for construction activities along with a link to the Project webpage to sign up for the e-newsletter</li> </ul>
March 13, 2021	<ul style="list-style-type: none"> <li>Requested to know if the Ontario Line will be going underneath the condo building at 39 Parliament Street, and if so, requested to know if this would cause issues related to tunnel depth</li> <li>Shared concern regarding the identified area's status as a flood protection area</li> </ul>	March 17, 2021	<ul style="list-style-type: none"> <li>Metrolinx confirmed that, according to current plans, the Ontario Line tunnels will run below 39 Parliament Street but there are no anticipated impacts to the condo building</li> <li>Metrolinx confirmed that flood protection is a priority and advised that they are working with the Toronto Region Conservation Authority to ensure Ontario Line plans are coordinated with flood protection plans in the area</li> <li>Metrolinx provided a link to the Project webpage for more information and to sign up for the e-newsletter</li> </ul>
N/A	<ul style="list-style-type: none"> <li>N/A*</li> </ul>	April 12, 2021	<ul style="list-style-type: none"> <li>Metrolinx advised that an announcement has been made in by the Province of Ontario and the City of Toronto on preliminary plans to build a TOC at the future Corktown Station as part of the government's TOC program to bring more jobs and housing closer to transit along the routes of the province's subway projects</li> <li>Metrolinx advised that the Province is committed to working with the City, community groups and Indigenous Nations to commemorate and celebrate the rich history of the First Parliament site, while also meeting the future growth potential for the area</li> <li>Metrolinx advised that following City review, the province will engage with the community and Indigenous Nations to gather feedback on plans for the proposed Corktown site beginning in the summer of 2021</li> <li>Metrolinx noted they are working with Indigenous Nations and heritage experts to plan archeological work on the First Parliament site and will provide an update in the coming weeks</li> <li>Metrolinx provided links to the announcement, the Ontario Line project and Metrolinx News for more information</li> </ul>

\* Metrolinx proactively provided updates about Corktown Station to members of the public based on previous correspondence about Corktown Station and/or related project components.

Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
April 12, 2021	<ul style="list-style-type: none"> <li>Noted opposition to building condos and a community centre on a significant piece of this country's history</li> <li>Inquired if Fort York or Queen's Park would be used for future development in future projects</li> </ul>	April 14, 2021	<ul style="list-style-type: none"> <li>Metrolinx confirmed that the First Parliament site will be used during construction of the nearby Ontario Line station serving Corktown Station, and that all efforts will be made to minimize impacts on cultural and heritage sites</li> <li>Metrolinx confirmed that archaeological assessments will be completed prior to any ground disturbing activities</li> <li>Metrolinx advised that archaeological plans are currently being developed in collaboration with the City of Toronto, representatives of the Mississaugas of the Credit First Nation as treaty holder, the Ontario Heritage Trust, Infrastructure Ontario and archaeological experts, as part of the First Parliament Working Group and provided a link to the blog for more details</li> <li>Metrolinx advised that a Heritage Interpretation and Commemoration Plan will be established to build on the robust Heritage Interpretation Strategy for the First Parliament site, as well as opportunities for further public engagement</li> <li>Metrolinx provided links to sign up for virtual open houses and the e-newsletter for future updates</li> </ul>
N/A	<ul style="list-style-type: none"> <li>N/A*</li> </ul>	April 12, 2021	<ul style="list-style-type: none"> <li>Metrolinx advised that an announcement has been made in by the Province of Ontario and the City of Toronto on preliminary plans to build a TOC at the future Corktown Station as part of the government's TOC program to bring more jobs and housing closer to transit along the routes of the province's subway projects</li> <li>Metrolinx advised that the Province is committed to working with the City, community groups and Indigenous Nations to commemorate and celebrate the rich history of the First Parliament site, while also meeting the future growth potential for the area</li> <li>Metrolinx advised that following City review, the Province will engage with the community and Indigenous Nations to gather feedback on plans for the proposed Corktown site beginning in the summer of 2021</li> <li>Metrolinx noted they are working with Indigenous Nations and heritage experts to plan archeological work on the First Parliament site and will provide an update in the coming weeks</li> <li>Metrolinx provided links to the announcement, the Ontario Line project and Metrolinx News for more information</li> </ul>
April 12, 2021	<ul style="list-style-type: none"> <li>Noted opposition to development on the First Parliament site and requested that this location be protected and preserved</li> </ul>	April 14, 2021	<ul style="list-style-type: none"> <li>Metrolinx confirmed that the First Parliament site will be used during construction of the nearby Ontario Line station serving Corktown Station, and that all efforts will be made to minimize impacts on cultural and heritage sites</li> <li>Metrolinx confirmed that archaeological assessments will be completed prior to any ground disturbing activities</li> <li>Metrolinx advised that a Stage 4 Assessment will be conducted for the site, which will ensure that all archaeological artifacts and features delineated, catalogued and, where possible, Metrolinx will endeavour to protect archaeological features in-situ</li> <li>Metrolinx advised that archaeological plans are currently being developed in collaboration with the City of Toronto, representatives of the Mississaugas of the Credit First Nation as treaty holder, the Ontario Heritage Trust, Infrastructure Ontario and archaeological experts, as part of the First Parliament Working Group and provided a link to the blog for more details</li> <li>Metrolinx advised that a Heritage Interpretation and Commemoration Plan will be established to build on the robust Heritage Interpretation Strategy for the First Parliament site, as well as opportunities for further public engagement</li> </ul>

\* Metrolinx proactively provided updates about Corktown Station to members of the public based on previous correspondence about Corktown Station and/or related project components.

Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
			<ul style="list-style-type: none"> <li>Metrolinx advised that the Province is working with the City of Toronto to develop a public engagement process for Fall 2021 and the details will be communicated in the near future</li> <li>Metrolinx provided links to sign up for virtual open houses</li> </ul>
April 12, 2021	<ul style="list-style-type: none"> <li>Noted that they feel previous engagement with the City, Indigenous Nations and other stakeholders has not been productive as concerns have not been addressed and inquired whether the engagement process for Corktown Station early works will be different</li> <li>Requested to know if Metrolinx is willing to modify early works plans if significant archeological findings are encountered and/or if there are serious objections from the City, Indigenous Nations, or other stakeholders</li> </ul>	April 14, 2021	<ul style="list-style-type: none"> <li>Metrolinx confirmed that the First Parliament site will be used during construction of the nearby Ontario Line station serving Corktown Station, and that all efforts will be made to minimize impacts on cultural and heritage sites</li> <li>Metrolinx confirmed that archaeological assessments will be completed prior to any ground disturbing activities</li> <li>Metrolinx advised that archaeological plans are currently being developed in collaboration with the City of Toronto, representatives of the Mississaugas of the Credit First Nation as treaty holder, the Ontario Heritage Trust, Infrastructure Ontario and archaeological experts, as part of the First Parliament Working Group and provided a link to the blog for more details</li> <li>Metrolinx advised that a Heritage Interpretation and Commemoration Plan will be established to build on the robust Heritage Interpretation Strategy for the First Parliament site, as well as opportunities for further public engagement</li> <li>Metrolinx advised that the Province is working with the City of Toronto to develop a public engagement process for Fall 2021 and the details will be communicated in the near future</li> <li>Metrolinx provided links to sign up for virtual open houses and the e-newsletter for future updates</li> </ul>
April 26, 2021	<ul style="list-style-type: none"> <li>Requested to know more about the Minister's Zoning Orders mentioned during the Downtown Segment Live Question and Answer Event</li> </ul>	April 27, 2021	<ul style="list-style-type: none"> <li>Metrolinx confirmed following up with Infrastructure Ontario regarding the question about Minister's Zoning Orders at the Live Question and Answer Event hosted on April 26, 2021</li> <li>Metrolinx noted that Infrastructure Ontario provided information regarding next steps for the development at Corktown Station, including confirmation that the Province's aim is to work with the City through a streamlined review process for proposed TOC development concepts while maintaining project timelines and confirmation that the Province is committed to engage and consult with the City and the public about all TOC development proposals</li> <li>Metrolinx confirmed that the public consultation for development at Corktown is expected to begin in the fall of 2021 and information will be provided when available</li> </ul>
April 30, 2021	<ul style="list-style-type: none"> <li>Inquired about future stations at Cherry Street or in the Portlands/Distillery District/East Bayfront area</li> <li>Noted there is a heritage feature at the old Cherry Street building station that can be incorporated into station design</li> </ul>	May 4, 2021	<ul style="list-style-type: none"> <li>Metrolinx confirmed that the alignment between Exhibition and the Ontario Science Centre with 15 stations will be advanced</li> <li>Metrolinx noted that Corktown Station is within a six-minute walk from the Distillery District, and is intended to serve Corktown, St. Lawrence Market, and the West Don Lands areas, and provide relief to the 504 King Streetcar</li> <li>Metrolinx noted that adding an extra stop at Cherry Street may have an impact on overall time savings for travellers, and the Corktown Station stop can accommodate the anticipated ridership in the area</li> <li>Metrolinx confirmed working together with the City of Toronto, Toronto Transit Commission 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</li> <li>Metrolinx provided a link to the Ontario Line e-newsletter</li> </ul>
May 4, 2021	<ul style="list-style-type: none"> <li>Requested to know if the Portland redevelopment and ridership information was considered in the planning rationale for station locations</li> </ul>	May 7, 2021	<ul style="list-style-type: none"> <li>Metrolinx confirmed that the planning process for the Ontario Line considered future population growth and the associated increased demand for transit</li> </ul>

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Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
	<ul style="list-style-type: none"> <li>Requested a map showing the pedestrian connectivity for the Corktown and East Harbour areas</li> </ul>		<ul style="list-style-type: none"> <li>Metrolinx confirmed working together with the City of Toronto on the Waterfront East LRT initiative to explore opportunities to integrate both transit projects</li> <li>Metrolinx provided information on the Ontario Line planning process and the criteria that were considered for station locations and provided a link to the Preliminary Design Business Case for further details</li> <li>Metrolinx provided a walkability map for Corktown Station</li> </ul>
May 12, 2021	<ul style="list-style-type: none"> <li>Requested for the Draft Corktown Station Early Works Report be sent directly by mail or email, and to be added to the Ontario Line project distribution list</li> </ul>	May 12, 2021	<ul style="list-style-type: none"> <li>Metrolinx provided the link to the Draft Corktown Station Early Works Report on the project webpage and noted that any feedback on the report is requested by June 11, 2021 through the webpage or email</li> <li>Metrolinx provided a link to subscribe to the Ontario Line e-newsletter</li> </ul>
May 12, 2021	<ul style="list-style-type: none"> <li>Expressed concern regarding expected noise impacts described in the Draft Corktown Station Early Works Report and requested information on expected noise levels along Erin Street</li> <li>Requested to know why the condominium building at 90 Trinity Street was not included as part of the noise and vibration study</li> </ul>	June 14, 2021	<ul style="list-style-type: none"> <li>Metrolinx confirmed that the representative receptor closest to 90 Trinity Street is at 393 King Street East, and construction noise levels experienced at 90 Trinity Street are anticipated to be lower than at 393 King Street</li> <li>Metrolinx noted that the demolition noise prediction results outlined in the Draft Early Works Report do not account for mitigation measures that will be considered</li> <li>Metrolinx advised on how baseline noise measurement results at Erin Street were obtained and how construction noise impacts were assessed</li> <li>Metrolinx provided links to the Ontario Line Noise and Vibration Information Sheet and the Ontario Line Final Noise and Vibration Environmental Conditions Report</li> <li>Metrolinx advised on noise mitigation measures and noted that mitigation measures will be refined and updated as project planning progresses</li> <li>Metrolinx noted that Corktown Station early works will include only demolition of existing buildings, removal of other structures and asphalt, decommissioning of utilities, soil removal and/or remediation</li> <li>Metrolinx advised that the early works are being advanced to prepare the site for archaeological investigations in advance of future construction stating and laydown to support tunneling and work associated with the future Corktown Station</li> <li>Metrolinx confirmed that the Ontario Line Environmental Impact Assessment Report is expected to be released in early 2022</li> </ul>
May 12, 2021	<ul style="list-style-type: none"> <li>Expressed concern that 70 Berkeley Street (the Alumnae Theatre) was not included in the report, and noted the building has a heritage plaque since 2010</li> <li>Provided a link to the entry for 70 Berkeley Street in TO Built</li> </ul>	June 16, 2021	<ul style="list-style-type: none"> <li>Metrolinx noted that the Corktown Station Built Heritage Resources and Cultural Heritage Landscapes study area consists of the Corktown Station Early Works project footprint and properties adjacent to the footprint, and therefore 70 Berkeley Street is not applicable to the Corktown Station Early Works Report</li> <li>Metrolinx noted that 70 Berkeley Street is documented in the Ontario Line Cultural Heritage Report, and provided a link to the report</li> <li>Metrolinx provided a link to register for the Virtual Open House for the Downtown Segment</li> </ul>
May 13, 2021	<ul style="list-style-type: none"> <li>Expressed excitement about the project, recognition of the First Parliament site, and neighbourhood enhancement</li> <li>Requested confirmation on whether the exterior station elements at the street level will match the historical buildings within the immediate area of the future Corktown Station</li> </ul>	May 17, 2021	<ul style="list-style-type: none"> <li>Metrolinx advised that the First Parliament site is required for subway construction of the Ontario Line and is the site of a proposed TOC development, and confirmed that any history hidden under the surface is interpreted and commemorated as part of the Ontario Line design</li> <li>Metrolinx confirmed that archaeologists will investigate the site beginning Fall 2021 prior to construction beginning</li> </ul>

\* Metrolinx proactively provided updates about Corktown Station to members of the public based on previous correspondence about Corktown Station and/or related project components.

Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
			<ul style="list-style-type: none"> <li>Metrolinx advised that the First Parliament Working Group (consisting of representatives from Metrolinx, Infrastructure Ontario, the Ministry of Heritage, Sport, Tourism and Culture Industries, City of Toronto, and the Mississaugas of the Credit First Nation) will advise the Province on appropriate commemoration for the history and artifacts that may be uncovered at the site, including development of a Heritage Interpretation and Commemoration Plan for the site</li> <li>Metrolinx noted that there will be further opportunities for community engagement related to Corktown Station and the First Parliament site and confirmed further engagement with Indigenous partners will take place in Fall 2021</li> <li>Metrolinx advised that specific details regarding station entrance design will be determined based on criteria set for the constructor by Metrolinx to ensure consistency along the entire Ontario Line route, while allowing for exterior elements to reflect the unique character of each neighbourhood</li> </ul>
<p>May 13, 2021</p>	<ul style="list-style-type: none"> <li>Expressed concern regarding noise and vibration levels at their condominium building, and asked for clarification on the representative receptors closest to 90 Trinity Street</li> <li>Requested noise prediction figures along Erin Street and an example of predicted noise and vibration effects that are expected at their property</li> </ul>	<p>May 26, 2021</p>	<ul style="list-style-type: none"> <li>Metrolinx noted that they are working closely with the community to mitigate any impacts and disruptions</li> <li>Metrolinx advised that noise sensitive receptors were identified in proximity to the Corktown Station Early Works project footprint using criteria based on guidelines from the Ministry of the Environment, Conservation and Parks, City of Toronto, and United States Federal Transit Administration</li> <li>Metrolinx confirmed that the representative receptor closest to 90 Trinity Street is at 393 King Street East, and construction noise levels experienced at 90 Trinity Street are anticipated to be lower than at 393 King Street</li> <li>Metrolinx confirmed that as planning progresses, noise limits will be established, monitored and mitigation measures will be implemented to reduce impacts; and mitigation measures will be investigated if limits are exceeded</li> <li>Metrolinx noted that Corktown Station early works will include only demolition of existing buildings, removal of other structures and asphalt, decommissioning of utilities, soil removal and/or remediation</li> <li>Metrolinx advised that the early works are being advanced to prepare the site for archaeological investigations in advance of future construction staging and laydown to support tunneling and work associated with the future Corktown Station</li> <li>Metrolinx confirmed that the Ontario Line Environmental Impact Assessment Report is expected to be released in early 2022</li> <li>Metrolinx provided links to the Ontario Line Noise and Vibration Information Sheet and the Ontario Line Final Noise and Vibration Environmental Conditions Report for more information on baseline noise and vibration conditions</li> <li>Metrolinx provided a link to sign up for the e-newsletter to receive project information</li> </ul>
<p>May 25, 2021</p>	<ul style="list-style-type: none"> <li>Suggested rebuilding the log cabin on the First Parliament site in addition to a plaque</li> </ul>	<p>June 15, 2021</p>	<ul style="list-style-type: none"> <li>Metrolinx noted that the Corktown Station will be located north of Front Street, and the site located just south of Front Street between Berkeley and Parliament Street will be used to support the construction of Corktown Station and tunnelling activities</li> <li>Metrolinx noted that demolition at the First Parliament site will begin as early as September 2021, and main construction activities will begin in approximately 2023</li> <li>Metrolinx confirmed that the Province is pursuing a TOC proposal for the site and provided a link for more details</li> </ul>

\* Metrolinx proactively provided updates about Corktown Station to members of the public based on previous correspondence about Corktown Station and/or related project components.

Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
			<ul style="list-style-type: none"> <li>Metrolinx noted that the Province is working with the City of Toronto, Indigenous Nations and the local community to ensure the history of the site is interpreted and commemorated</li> <li>Metrolinx provided a link to register for the Downtown Segment Virtual Open House on June 17</li> </ul>
May 26, 2021	<ul style="list-style-type: none"> <li>Inquired about the construction scope of work for Corktown Station, including timelines for demolition and construction</li> </ul>	June 3, 2021	<ul style="list-style-type: none"> <li>Metrolinx noted that Corktown Station early works will include only demolition of existing buildings, removal of other structures and asphalt, decommissioning of utilities, soil removal and/or remediation</li> <li>Metrolinx advised that the early works are being advanced to prepare the site for archaeological investigations in advance of future construction staging and laydown to support tunneling and work associated with the future Corktown Station</li> <li>Metrolinx confirmed that the Ontario Line Environmental Impact Assessment Report is expected to be released in early 2022</li> <li>Metrolinx provided a link to the Draft Corktown Station Early Works Report for further information and noted that the report is available for public review via project webpage and email until June 11, 2021</li> <li>Metrolinx provided a link to the Corktown Station Early Works Noise and Vibration Report for further information on construction noise mitigation, and noted that mitigation measures will be refined and updated as project planning progresses</li> </ul>
June 1, 2021	<ul style="list-style-type: none"> <li>Requested information on depth below grade of the Ontario Line tracks at the Corktown Station location</li> </ul>	June 1, 2021	<ul style="list-style-type: none"> <li>Metrolinx advised that the Ontario Line platforms will be approximately 25-30 meters beneath the surface at Corktown Station, and the exact depths will be confirmed by the winner bidder of the South Stations, Tunnels and Civil contracts</li> </ul>
June 8, 2021	<ul style="list-style-type: none"> <li>Inquired about if a project is planned at the King Street East/Sumach Street location</li> </ul>	June 10, 2021	<ul style="list-style-type: none"> <li>Metrolinx noted that the Ontario Line project is underway, and a station servicing Corktown will be located to the east side of Berkeley Street between King Street East and Front Street East</li> <li>Metrolinx provided a link for further information about Corktown Station</li> <li>Metrolinx advised that the early works are being advanced to prepare the site for archaeological investigations in advance of future construction staging and laydown to support tunneling and work associated with the future Corktown Station</li> <li>Metrolinx advised that the demolition activities for Corktown Station early works are planned to begin in September 2021 and the main construction activities will begin in approximately 2023</li> <li>Metrolinx noted that they are hosting a Virtual Open House for the Downtown Segment of the Ontario Line on June 17, 2021. Metrolinx provided a link to register for the event</li> </ul>
June 10, 2021	<ul style="list-style-type: none"> <li>Expressed opposition to the Ontario Line project and concern regarding noise</li> <li>Inquired about project timelines, construction duration, and daytime construction timing</li> <li>Requested to know if there will be a station at the King and Parliament intersection</li> </ul>	June 17, 2021	<ul style="list-style-type: none"> <li>Metrolinx provided a link to register for the Downtown Segment Virtual Open House on June 17. Metrolinx noted that the early works activities at Corktown Station are expected to begin in Fall 2021, and construction on the full Ontario Line project is expected to be complete in 2029</li> <li>Metrolinx provided a link to the Draft Corktown Station Early Works Report and the Draft Corktown Station Early Works Noise and Vibration Report for further detail on construction impacts and mitigation on nearby residential buildings</li> <li>Metrolinx advised that station construction will take place during typical daytime construction hours on weekdays (7 a.m. to 7 p.m.)</li> <li>Metrolinx confirmed that Corktown Station will be located between King Street East, Parliament Street, Front Street East, and Berkeley Street, and provided a link to maps of the station location and larger plan for the block</li> </ul>

\* Metrolinx proactively provided updates about Corktown Station to members of the public based on previous correspondence about Corktown Station and/or related project components.

Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
June 11, 2021	<ul style="list-style-type: none"> <li>• Expressed opposition to private sector entities controlling property within Corktown and the First Parliament site</li> <li>• Requested that the City of Toronto's Master Plan be followed</li> <li>• Expressed concern about potential long-term financial losses versus short-term gains from selling property</li> </ul>	June 24, 2021	<ul style="list-style-type: none"> <li>• Metrolinx provided a link to sign up for the e-newsletter to receive project information</li> <li>• Metrolinx noted that the Corktown Station will be located north of Front Street, and the site located just south of Front Street between Berkeley and Parliament Street will be used to support the construction of Corktown Station and tunnelling activities</li> <li>• Metrolinx advised that the Province of Ontario's plans for a TOC at the future Corktown Station build from the City of Toronto's First Parliament Master Plan and are part of the government's TOC program to bring more jobs and housing closer to transit along the routes of the province's subway projects</li> <li>• Metrolinx advised that the Province is committed to working with the City, community groups and Indigenous Nations to commemorate and celebrate the rich history of the First Parliament site, while also meeting the future growth potential for the area</li> <li>• Metrolinx confirmed that community consultation on the First Parliament site will begin in Fall 2021 and provided a link to the blog for further details</li> </ul>

\* Metrolinx proactively provided updates about Corktown Station to members of the public based on previous correspondence about Corktown Station and/or related project components.

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**From:** Ontario Line

**Sent:** June 24, 2021 10:09 AM

**To:** [REDACTED]

**Subject:** Re: Form submission from: Socio-Economic & Land Use Characteristics - Corktown Station

Hello [REDACTED]

Thank you for your feedback. 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 and keep construction off the street. You can learn more about these plans [here](#).

The province is pursuing a transit-oriented community proposal that builds from the City of Toronto's First Parliament master plan work for the site. It would create a dynamic community with housing, jobs, commercial uses, and community spaces, such as a library – all connected to the Ontario Line subway and TTC bus and streetcar services. In recognition of the historical significance of the land, the province will work closely with the City of Toronto, stakeholders, the community, and Indigenous Nations to collaborate on a meaningful plan to commemorate the rich heritage of the First Parliament site. This will have the benefit of delivering much-needed infrastructure at a lower cost to taxpayers. You can learn more about the transit-oriented community proposal for the site [here](#) and further details will be shared for community consultation starting this fall.

I hope this helps, and please don't hesitate to let our team know if you have any further questions or concerns,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line



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**From:** Metrolinx Engage via Metrolinx Engage <[no-reply@metrolinxengage.com](mailto:no-reply@metrolinxengage.com)>

**Sent:** June 11, 2021 10:11 PM

**To:** ontariolineENV <[ontariolineENV@metrolinx.com](mailto:ontariolineENV@metrolinx.com)>

**Subject:** Form submission from: Socio-Economic & Land Use Characteristics - Corktown Station

**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.

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Submitted on Friday, June 11, 2021 - 22:10

Submitted by anonymous user: [REDACTED]

Submitted values are:

What are your thoughts on the Socio-Economic Environment study key findings and identified potential impacts and mitigation measures?

Thank you in advance for reading this.

I can't believe I'm actually writing to say that we should retain public ownership, because I usually 'lean right', and on the side of private ownership. But I definitely DO NOT AGREE with letting the Corktown/First Parliament property go to the private sector.

This is an exceptional property. It should stay in public hands.

There is huge potential for the City of Toronto and the Province to realize benefits well into the future.

Please follow the Master Plan lead by Toronto. As a resident of the St. Lawrence neighbourhood, I truly believe that the Master Plan reflects the requirements of the neighbourhood in a forward-looking fashion. And no discussion of this property would be complete without noting its potential value, especially what could be derived from being adjacent to the ever-popular Distillery District.

I'd like to emphasize that I live here and I'm always keen to show visitors around my part of town. I truly love it! And so do my guests.

By profession, I'm in finance. I have a difficult time understanding the financial aspects of letting such a valuable property go. Unless, we're only looking at the short term.

I certainly hope that's not the case.

Thanks so much for considering my submission.

[REDACTED]  
[REDACTED]  
[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/1110/submission/25057>

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**From:** Ontario Line

**Sent:** June 17, 2021 1:58 PM

**To:** [REDACTED]

**Subject:** RE: Metrolinx Notice

Hi [REDACTED],

Thank you for your email, and sorry for the delay getting back to you! We have had a high volume of emails over the past couple of weeks and we are working our way through them.

I want to start by sharing that we have a [virtual open house for your area tonight](#), June 17, at 6:30pm. If you aren't able to make it, the recording will be available on the event page.

To answer your questions:

1. Early works (preliminary construction) for this station is expected to begin as early as this fall. We recently released a [draft environmental report](#) for these early works, and will incorporate public feedback into the final report prior to construction. The environmental report includes a [noise and vibration study](#) that looked at construction impacts on nearby residential buildings, including 318 King St E, and mitigation measures to reduce those impacts.
2. Construction for the full Ontario Line project is expected to be complete in 2029.
3. We expect station construction to take place during typical daytime construction hours (between 7am and 7pm) on weekdays.
4. Yes, the station will be located in the block between King, Parliament, Front, and Berkeley. See maps [here](#). The station will be part of a larger plan for the block, outlined [here](#). The station would open along with the rest of the Ontario Line after construction of the project is complete.

Please let us know if you have any further questions, and consider signing up for our e-newsletter [here](#). Hope you can attend the virtual open house tonight.

Thanks,  
Sivahami

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team



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**From:** [REDACTED]  
**Sent:** Thursday, June 10, 2021 6:14 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Metrolinx Notice  
**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 Franca,

I am the owner of [REDACTED] and I just got this PDF from my management office. My unit is right across from Porsche dealer and very much worry about the noise from this.

Kindly let me know

1. when this is going to start
2. how long this will last
3. from what time to what time each day cause I work from home. (with or without COVID, [REDACTED])
4. is there going to be a station right at the intersection of King and Parliament? If so, when do you think it will open?

If the duration is for a long time, I guess I have to sell my unit before all this starts. Your prompt reply will be very much appreciated.

Thanks in advance

[REDACTED]  
[REDACTED]

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**From:** [REDACTED]  
**Sent:** June 10, 2021 11:45 AM  
**To:** [REDACTED]  
**Subject:** Fwd: Metrolinx Notice

----- Forwarded message -----

**From:** [REDACTED]  
**Date:** Thu, Jun 10, 2021 at 11:41 AM  
**Subject:** Re: Metrolinx Notice

To: [REDACTED]

Dear Owner/s of [REDACTED]

Please see the attached notice from Metrolinx for your information.

Sincerely,

Property Management

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 <ontarioline@metrolinx.com>

**Sent:** Thursday, June 10, 2021 5:27 PM

**To:** 

**Subject:** Re: Contact Ontario Line Submission

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.

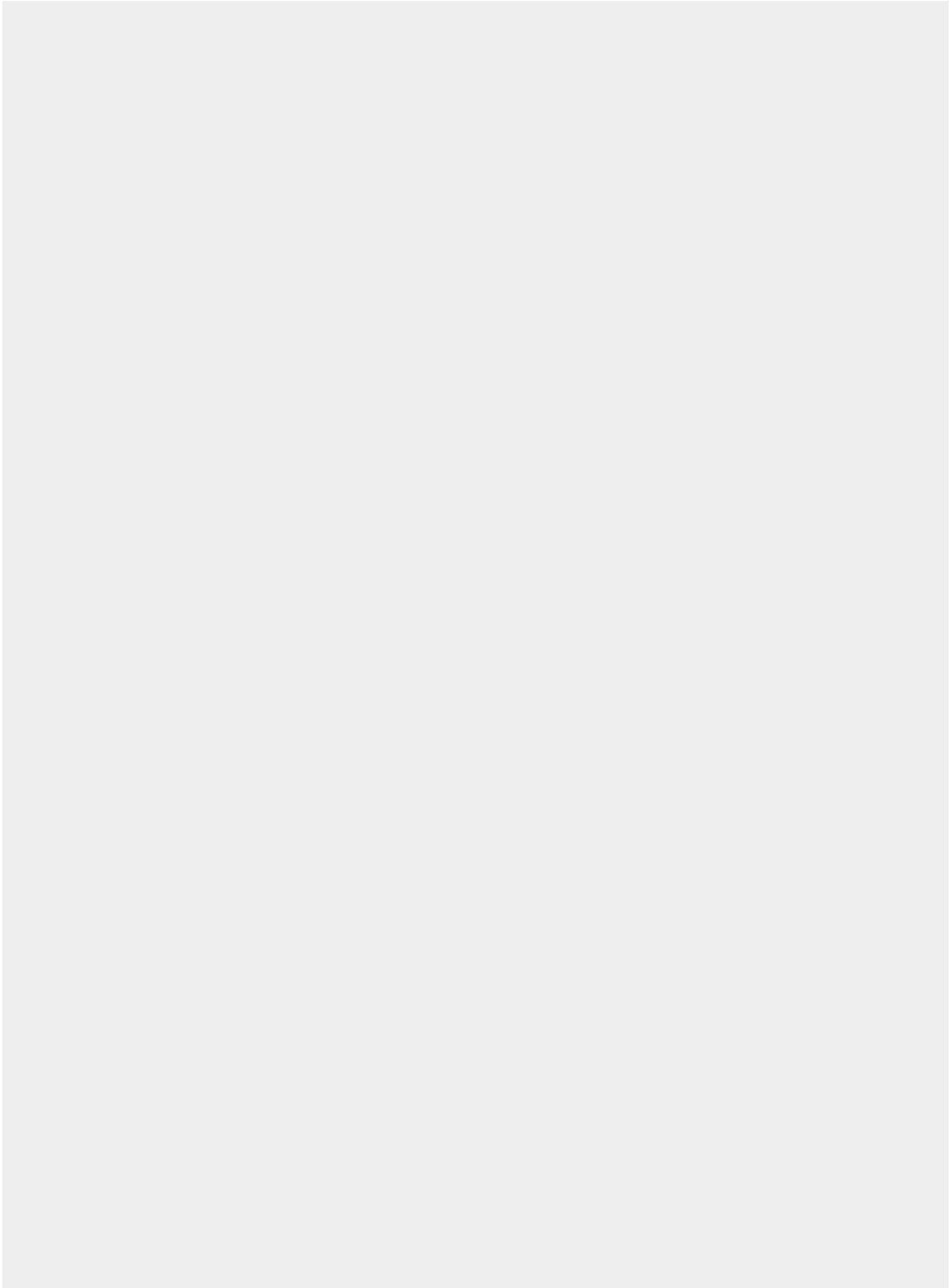
I'll take this opportunity to let you know that we are hosting a Virtual Open House for the Downtown Segment of the Ontario Line, which includes Corktown station, next Thursday June 17th at 6:30pm. You can register for the event [here](#).

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



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**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,



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<https://www.metrolinxengage.com/en/node/749/submission/24809>



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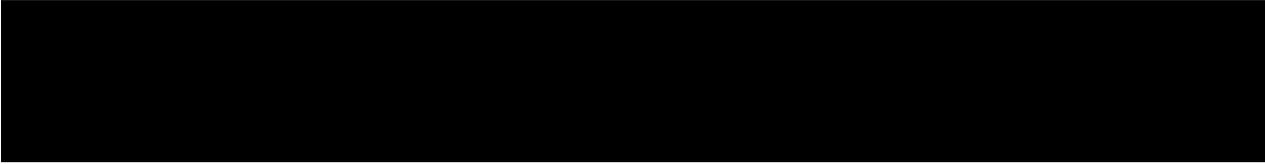


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---

**From:** Ontario Line <ontarioline@metrolinx.com>

**Sent:** June 1, 2021 12:18 PM

**To:** [REDACTED]

**Subject:** Re: Underground Track Depth

Hello [REDACTED]

Thank you for your question!

As mentioned over the phone, it is anticipated that the Ontario Line platforms will be approximately 25-30 meters beneath the surface at Corktown station. However the exact depths will be confirmed by the winning bidder of the South Stations, Tunnels and Civils contract.

Please don't hesitate to let me know if you have any further questions.

Best,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

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**From:** [REDACTED]

**Sent:** Tuesday, June 1, 2021 11:13 AM

**To:** Ontario Line

**Subject:** Underground Track Depth

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Hello,

I am carrying out a noise study for a proposed development at 102 Berkeley Street which is at the corner of Berkeley and Richmond Street East. I am needing to know the depth below grade that the track will be at this location to investigate potential vibration impacts.

Please let me know if you can help.

Thank you,

[REDACTED]

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**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** June 3, 2021 12:22 PM  
**To:** [REDACTED]  
**Subject:** Re: Corktown station construction question - 393 King East

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](mailto: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

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**From:** [REDACTED]

**Sent:** Wednesday, May 26, 2021 9:30 PM

**To:** Ontario Line

**Subject:** Corktown station construction question - 393 King East

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Hello,

I live at 393 King street East 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,



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**From:** Ontario Line

**Sent:** June 15, 2021 5:22 PM

**To:** [REDACTED]

**Subject:** Re: Form submission from: Socio-Economic & Land Use Characteristics - Corktown Station

Hello [REDACTED]

Thank you for reaching out about the [Ontario Line station serving Corktown](#).

The station itself will be located north of Front street, where the Staples is currently located. 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 in order to reduce community impacts and keep construction off the street.

[Early works](#) including the demolition of existing buildings followed by environmental due diligence activities such as archaeological assessments are planned to begin as early as September 2021. The main contract work – tunneling/underground construction activities followed by Corktown Station construction - will start in approximately 2023. As far as the long term development vision for the site, the province is pursuing a transit-oriented community proposal for the site for which you can find more details [here](#).

Metrolinx and the Province plan to work with the City of Toronto, Indigenous Nations and the local community to raise the profile of the site in downtown Toronto where Upper Canada's first parliament buildings used to stand. While the site is now mostly occupied by a parking lot, a car rental dealership, and a car wash, we want to make sure that any history hidden under the surface is interpreted and commemorated:

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, this 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

 **METROLINX**

**From:** Metrolinx Engage via Metrolinx Engage <[no-reply@metrolinxengage.com](mailto:no-reply@metrolinxengage.com)>

**Sent:** May 25, 2021 12:47 PM

**To:** ontariolineENV <[ontariolineENV@metrolinx.com](mailto:ontariolineENV@metrolinx.com)>

**Subject:** Form submission from: Socio-Economic & Land Use Characteristics - Corktown Station

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Submitted on Tuesday, May 25, 2021 - 12:47

Submitted by anonymous user: [REDACTED]

Submitted values are:

What are your thoughts on the Socio-Economic Environment study key findings and identified potential impacts and mitigation measures?

First Parliament was a rather small log cabin. Why not rebuild it so it's a destination, it honors history, and then build huge towers above it to pay for everything? Can't we have it all? Our family wants more than a plaque. Rebuilding the log cabin and building around it will not cost much and will please everyone... [REDACTED]  
[REDACTED]

The results of this submission may be viewed at:

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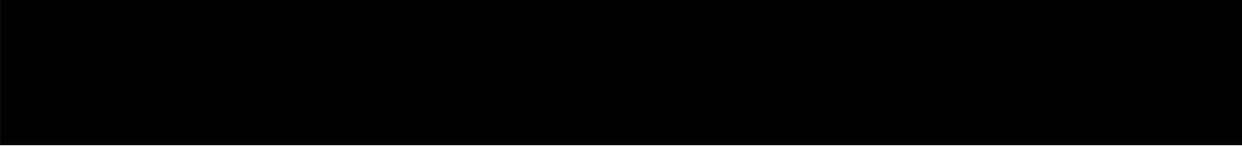
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---

**From:** Ontario Line

**Sent:** May 26, 2021 11:23 AM

**To:** 

**Cc:** councillor\_wongtam@toronto.ca

**Subject:** RE: Corktown Station Early Works Report - impact on 90 Trinity Street condos unaddressed

Hello 

Thank you for your email about Corktown station.

We understand your concerns. We know that building a large transit project like this one can be disruptive by nature and we will be working closely with the community to mitigate impacts and disruptions.

To answer your first question about measurements, as part of the Draft Corktown Station Noise & Vibration Early Works Report preparation, a noise screening was conducted to identify noise sensitive receivers located within the study area. The study area was determined by identifying the area where the daytime and nighttime noise assessment criteria are predicted to be met during construction, using a conservative approach. Representative noise sensitive receptors were selected based on their location in the study area and their proximity to the Corktown Station Early Works Project Footprint, and are those closest to the Project Footprint. Although 90 Trinity Street is located in the study area, it is further from the project footprint than other receptors. As shown in Figure 5-1 of the report, 393 King Street East is the closest representative noise sensitive receptor to 90 Trinity Street. However, since 90 Trinity Street is farther from the project footprint than 393 King Street East, the construction noise levels experienced at 90 Trinity Street are anticipated to be lower.

As for your second question about measurements in the Draft Early Works Report, construction noise impacts are assessed using construction noise assessment criteria rather than existing noise levels because construction noise is a temporary occurrence that will cease at the end of the work. As a result, existing noise level measurements collected at MO\_04S Erin Street were not used in this assessment. Criteria adopted for the Corktown Station early works noise impact assessment are outlined in Table 2-6 of the Corktown Station Early Works Noise & Vibration Report and were based on the review of guidelines from the Ministry of the Environment, Conservation and Parks, City of Toronto and the United States Federal Transit Administration. As early works planning progresses, project-specific noise limits will be established, noise levels will be monitored during construction and mitigation measures will be implemented to reduce noise impacts.

It is important to note that the Corktown Station early works only include demolition of existing

buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation of soil 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 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 and will include further assessment of and mitigation measures for noise and vibration impacts.

To learn more about noise and vibration, please see the [Ontario Line Noise and Vibration Info Sheet](#) as well as the [Ontario Line Final Noise and Vibration Environmental Conditions Report](#) (Section 2 and 3 of the report describe how the baseline noise and vibration conditions were determined). As noted in the Draft Corktown Station noise and vibration report, mitigation measures will be implemented to reduce early works noise and vibration impacts. Any noise and vibration impacts during construction will be temporary. The noise and vibration study for the operations phase of the Ontario Line project is currently ongoing and results pertaining to Corktown Station and area will be shared as part of the forthcoming Environmental Impact Assessment Report. In accordance with provincial guidance, noise and vibration mitigation will be investigated if a project is predicted to exceed any applicable noise and vibration limits (see Noise and Vibration Info Sheet for details).

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.

I hope this helps address your concerns. Please don't hesitate to let me know if you have any further questions,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

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**From:** [REDACTED]  
**Sent:** May 13, 2021 9:50 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [councillor\\_wongtam@toronto.ca](mailto:councillor_wongtam@toronto.ca)  
**Subject:** Corktown Station Early Works Report - impact on 90 Trinity Street condos unaddressed

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Dear Metrolinx representative,  
Dear Councillor Wong-Tam,

As a resident of the eight-storey condo building at 90 Trinity Street in Corktown, I have reviewed Metrolinx's newly released Corktown Station Report and particularly the appendix on "Draft Noise and Vibration". Unfortunately, Metrolinx's report leaves me none the wiser about what to do with the most significant investment of my life -- my condominium -- at the very time that I have left the private sector in Toronto for at least two years in the federal public service in Ottawa, taking a significant pay cut. I require clarification to determine whether my property is going to face significant noise and/or vibration over the next decade and, on that basis, make an informed decision about what to do with it.

I made the financial sacrifice associated with going from private to public sector based partly on careful assumptions, including (in consultation with a realtor) that I will be able to retain and rent out my Trinity Street condo for above the average Toronto monthly rental amount at any given time. Is that assumption sound following yesterday's news that vibratory rollers and tunnel boring machines will initially be concentrated one and a half blocks from me? In particular, is my condo going to face perceptible noise and vibration around the clock for several years starting this fall? If so, how significant is that noise and vibration going to be?

The Metrolinx report does not provide concrete information that could guide me at a time of sensitive financial, professional and geographical transition. In particular:

- The report repeatedly indicates noise and vibration predictions for several specific condo buildings by name, describing them as "the nearest representative noise sensitive receptors". Some of these, such as 5 Mill St, are further than 90 Trinity from the Corktown Station site, yet you never once mention 90 Trinity Street with its 77 owners. Why? Which of the representative receptors represents the noise/vibration effects on us? If none do, please provide equivalent data for 90 Trinity Street.
- The report includes Table ES-1: Relevant Baseline Noise Measurement Data, in which the measurements are from "MO\_04S" Erin Street (in effect, the west side of 90 Trinity), yet does not include that same location in Table 5-1: Construction Noise Prediction Results. Why have you compared apples (baseline) with oranges (prediction)? Please provide noise prediction figures for the MO\_04S Erin Street location to allow comparison.

Finally, as I am a lay person not versed in decibel or vibration measurements, please provide or refer me to an audio file or other resource that will allow me to meaningfully assess the predicted noise and vibration effects on my property and make an informed decision about how to handle the single largest investment of my life at a delicate time of transition.



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**From:** Ontario Line

**Sent:** May 17, 2021 3:42 PM

**To:** [REDACTED]

**Subject:** RE: Contact Ontario Line Submission

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**

Community Relations and Issues Specialist - Ontario Line



---

**From:** Metrolinx Engage via Metrolinx Engage <[no-reply@metrolinxengage.com](mailto:no-reply@metrolinxengage.com)>

**Sent:** May 13, 2021 8:57 AM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Contact Ontario Line Submission

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Submitted on Thursday, May 13, 2021 - 08:57

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your [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,

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<https://www.metrolinxengage.com/en/node/749/submission/23450>

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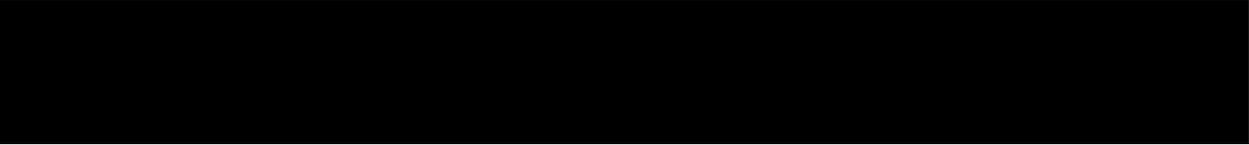


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**From:** Ontario Line

**Sent:** June 16, 2021 1:18 PM

**To:** [REDACTED]

**Subject:** Re: Form submission from: Built Heritage Resources & Cultural Heritage Landscapes - Corktown Station

Hi [REDACTED]

Hope you are well.

Thank-you for providing your feedback on the Draft Corktown Station Early Works Report.

The Corktown Station Early Works Built Heritage Resources and Cultural Heritage Landscapes Study Area consists of the Corktown Station Early Works Project Footprint and properties adjacent to the footprint. The Corktown Station Early Works Built Heritage Resources and Cultural Heritage Landscapes Study Area is shown in Figure 5-16 of the [Draft Corktown Station Early Works Report](#). The definition of “adjacency” in the City of Toronto Official Plan has been used for the purpose of identifying properties adjacent to the Corktown Station Early Works Project Footprint and is as follows: “those lands adjoining a property of the heritage register or lands that are directly across from and near to a property on the heritage register and separated by land used as a private or public road, highway street, lane, trail, right-of-way, walkway, green space, park and/or easement, or an intersection of any of these; whose location has the potential to have an impact on a property on the heritage register; or as otherwise defined in a Heritage Conservation District Plan adopted by by-law”.

As 70 Berkeley Street does not adjoin with a property located within the project footprint and is not located directly across from and near the project footprint, it is not applicable to the Corktown Station Early Works Report. However, 70 Berkeley Street is documented in the [Ontario Line Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment](#), which was issued on November 30, 2020.

I’d like to take this opportunity to let you know that we are holding another virtual open house for the downtown segment tomorrow, in case you haven’t heard. You can register for the event [here](#).

I hope this information is helpful, and please do let me know if you have any further questions,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line



---

**From:** Metrolinx Engage <[no-reply@metrolinxengage.com](mailto:no-reply@metrolinxengage.com)>

**Sent:** May 12, 2021 6:13 PM

**To:** OLengage <[OLengage@metrolinx.com](mailto:OLengage@metrolinx.com)>

**Subject:** Form submission from: Built Heritage Resources & Cultural Heritage Landscapes - Corktown Station

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Submitted on Wednesday, May 12, 2021 - 18:12

Submitted by user:

Submitted values are:

What are your thoughts on the Cultural Heritage Report key findings and identified potential impacts and mitigation measures?

Hello everyone,

I am concerned that the group of identified heritage buildings in the above report does not include 70 Berkeley Street (the Alumnae Theatre). The northern boundary of the area you survey appears to be Adelaide Street as is evidenced by the inclusion of the row houses on the east side of Berkeley (north of King) and the former Nienkamper building at King and Berkeley. 70 Berkeley is on the south west corner of Berkeley and Adelaide and so should be included in your list of heritage buildings.

Here is a link to the entry for 70 Berkeley Street in TO Built, a database of heritage buildings posted by the Architectural Conservancy of Ontario. This entry includes the text for a plaque from Heritage Toronto (on the building since 2010).

[https://www.acotoronto.ca/show\\_building.php?BuildingID=2712](https://www.acotoronto.ca/show_building.php?BuildingID=2712)

I would appreciate hearing from you about this matter.

Many thanks,

[REDACTED]  
[REDACTED]  
[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/1114/submission/23441>

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**From:** Ontario Line

**Sent:** June 14, 2021 9:27 AM

**To:** 

**Subject:** RE: Contact Ontario Line Submission

Hello 

I understand your concerns about noise and vibration impacts at your property and hope the below information provides some clarity.

The closest noise sensitive receptor to 90 Trinity is 393 King Street East. Seeing as it is closer to the project footprint than 90 Trinity, it is anticipated that the construction noise levels experienced at 90 Trinity are anticipated to be lower than at 393 King Street East. It is important to note that the demolition noise prediction results in the Draft Early Works Report do not account for mitigation measures that will be considered.

The baseline noise level measurement results at Erin Street are provided in the Corktown Station Early Works Noise and Vibration Report to characterise the existing conditions within the study area; these measurements were obtained as part of the Ontario Line Existing Conditions Report development. Corktown Station early works construction noise impacts were assessed by predicting noise levels and comparing predicted levels against construction noise criteria adopted for the assessment. The Erin Street location where noise level measurements were completed is located further away from the early works site and is expected to have lower noise levels than the locations closest to the works site shown in Figure #5-1 of the Report. It was thus not part of the assessment. The construction noise assessment criteria are shown in Table 2-6 of the Report. These criteria were developed based on review of guidelines from the Ministry of the Environment, Conservation and Parks, City of Toronto and the United States Federal Transit Administration. As early works planning progresses, project-specific noise limits will be established. Noise levels will be monitored during early works completion, and mitigation measures will be implemented to reduce noise impacts. To learn more about noise and vibration, please see the [Ontario Line Noise and Vibration Info Sheet](#) as well as the [Ontario Line Final Noise and Vibration Environmental Conditions Report](#) (Section 2 and 3 of the report describe how the baseline noise and vibration conditions were determined).

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.

It is important to note that the Corktown Station early works only include demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation of soil 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 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 and will include further assessment of and mitigation measures for noise and vibration impacts.

Please don't hesitate to reach out to our team 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](mailto:no-reply@metrolinxengage.com)>

**Sent:** May 12, 2021 5:05 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Contact Ontario Line Submission

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Submitted on Wednesday, May 12, 2021 - 17:05

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Corktown

Subject: Corktown Station Early Works report - inconsistent baseline and predictive noise tables

Message:

The Corktown Early Works Report includes Table ES-1: Relevant Baseline Noise Measurement Data, setting out baseline noise measurements from Erin Street

(which runs along my building) -- but proceeds to compare apples and oranges by following it with Table 5-1: Construction Noise Prediction Results, in which Erin Street is not even mentioned. How can local residents assess the expected noise impacts of Metrolinx's plans if you provide "baseline" and "prediction" noise measurements for different locations? Please provide predicted noise numbers for Erin Street.

Second, the report makes no mention of 90 Trinity Street -- and eight-storey residential building -- by name, despite it being closer to the Corktown Station site than many of the other residential addresses specifically cited. Did Metrolinx neglect to include 90 Trinity in an oversight? Or, if it was deliberate, why was that decision made?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/23439>



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[REDACTED]

---

**From:** Ontario Line  
**Sent:** May 12, 2021 1:58 PM  
**To:** [REDACTED]  
**Subject:** RE: Draft Corktown Station Early Works Report

Hello [REDACTED]

Thank you for your email.

You can access the Draft Corktown Early Works Report on our website [here](#). Feedback on the report is requested by June 11, 2021 through either the web form or to this email address.

In order to stay in the loop for future updates, I would like to invite you to subscribe to our e-newsletter [here](#).

Please don't hesitate to let me know if you need anything further.

Stay safe,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line



-----Original Message-----

**From:** [REDACTED]  
**Sent:** May 12, 2021 10:03 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Draft Corktown Station Early Works Report

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source sûre.

Further to your Notice of Publication of today, please send me, by email or mail at [REDACTED]  
[REDACTED], a copy of the Draft Corktown Station EWR, by email or the mail address  
above, and put me on the list for future documents, publications and notices relating to the above  
project.

Thank-you.

[REDACTED]

.

Thank-you.

[REDACTED]

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attachments.



---

**From:** Ontario Line  
**Sent:** May 7, 2021 5:00 PM  
**To:** [Redacted]  
**Subject:** RE: New Station

Hi [Redacted]

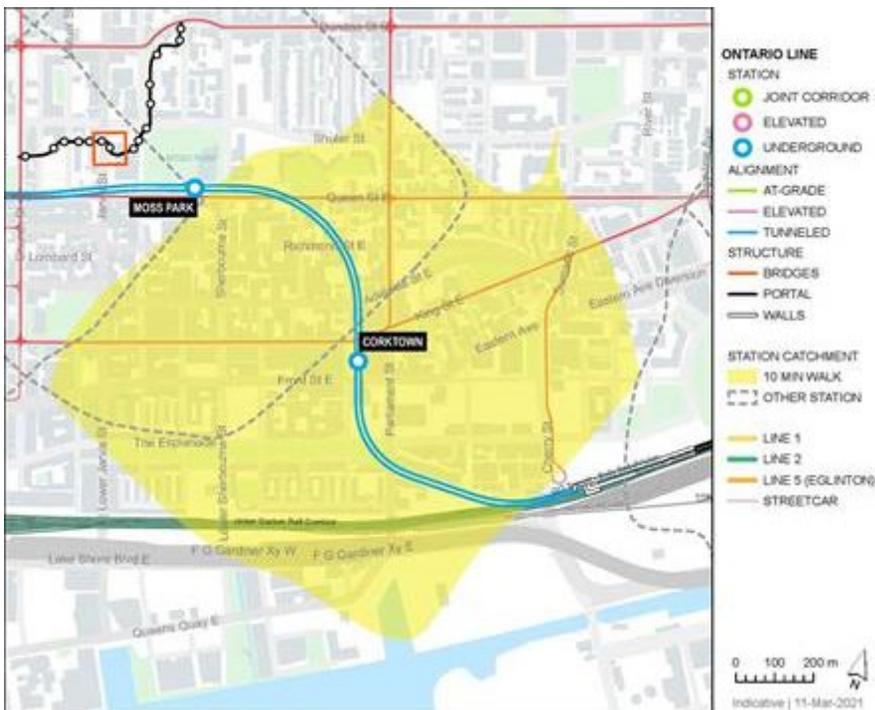
Thanks for your questions!

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](mailto: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](mailto: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 an 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](mailto: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/distillery 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]

[REDACTED]

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--

Regards,

[REDACTED]

[REDACTED]

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**From:** Ontario Line  
**Sent:** April 27, 2021 6:59 AM  
**To:** [REDACTED]  
**Subject:** follow up regarding Corktown station

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 MZOs 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

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---

**From:** Ontario Line

**Sent:** April 14, 2021 12:19 PM

**To:** [REDACTED]

**Subject:** RE: Contact Ontario Line Submission

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 26<sup>th</sup> 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

**From:** Metrolinx Engage via Metrolinx Engage <[no-reply@metrolinxengage.com](mailto:no-reply@metrolinxengage.com)>

**Sent:** April 12, 2021 5:01 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Contact Ontario Line Submission

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Submitted on Monday, April 12, 2021 - 17:01

Submitted by anonymous user: [REDACTED]

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:

[REDACTED]



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---

**From:** Ontario Line

**Sent:** April 14, 2021 12:14 PM

**To:** [REDACTED]

**Subject:** RE: Province of Ontario Announcement - Corktown Station

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 26<sup>th</sup> 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



---

**From:** [REDACTED]  
**Sent:** April 12, 2021 2:45 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto: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.

[REDACTED]

----- Original Message -----

---

From: Ontario Line ([ontarioline@metrolinx.com](mailto: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](mailto:OntarioLine@Metrolinx.com).

Best,

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line



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[REDACTED]

---

**From:** Ontario Line  
**Sent:** February 5, 2021 8:51 AM  
**To:** [REDACTED]  
**Subject:** First Parliament Site - Ontario Line

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



**From:** [REDACTED]  
**Sent:** January 21, 2021 7:00 AM

**To:** Premier Webmail <[Premier.Webmail@ontario.ca](mailto: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](http://www.premier.gov.on.ca)

Name: [REDACTED]

Email: [REDACTED]

Telephone:

Address: [REDACTED]

City: Toronto

Province: Ontario

Country: Canada

Postal/Zip Code: [REDACTED]

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 property 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]

[REDACTED] I would request a letter response to this please.

Message Nature: QUESTION

Require Reply: YES

[REDACTED]

Web Reference ID: 694556

Update Link: [REDACTED]

---

**From:** Ontario Line

**Sent:** April 14, 2021 12:11 PM

**To:** [REDACTED]

**Subject:** RE: Province of Ontario Announcement - Corktown Station

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 26<sup>th</sup> 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



**From:** [REDACTED]

**Sent:** April 12, 2021 2:45 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com)> wrote:

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](mailto:OntarioLine@Metrolinx.com).

Best,

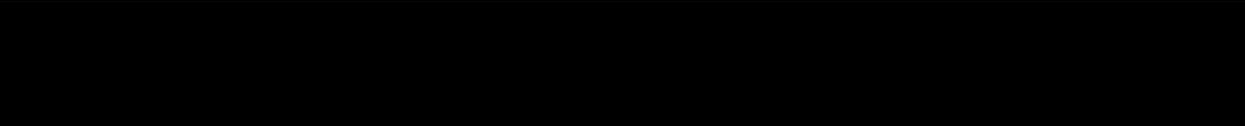
**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

<image001.png>

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---

**From:** Ontario Line

**Sent:** January 26, 2021 9:14 AM

**To:** [REDACTED]

**Subject:** RE: 301-496771-W1S8X1 > Construction > Construction Impacts Not Noise EM0002368480

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

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**From:** Metrolinx Customer Relations <[CustomerRelations@metrolinx.com](mailto:CustomerRelations@metrolinx.com)>

**Sent:** January 25, 2021 1:53 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto: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

**Sent:** April 12, 2021 2:22 PM

**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](mailto:OntarioLine@Metrolinx.com).

Best,

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line





---

**From:** Ontario Line

**Sent:** March 30, 2021 9:28 AM

**To:** [REDACTED]

**Subject:** Ontario Line - First Parliament Site

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]

Received March 24, 2021

February 14<sup>th</sup> 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 'Booze 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?

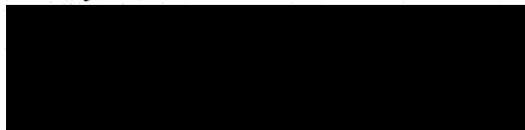
The Act is to ensure the preservation of threaten historical properties for the benefit of present and futre generations. Doesn't the government need to legislature changing the Act to expropriate these Heritage properties or can they just run shotgun over anything they want to do?

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, convice and votes for our hopes and dreams. Sad.. so sad.. to be what could be... EH!

Not

Sincerely,



And sending my regards to Metro linx 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

Playhouse

Theatre presents

44

Money is the Value of Human Worth

History? What's that uh!

Booze Alley Politics

Convent Booze Stores Love Dougy



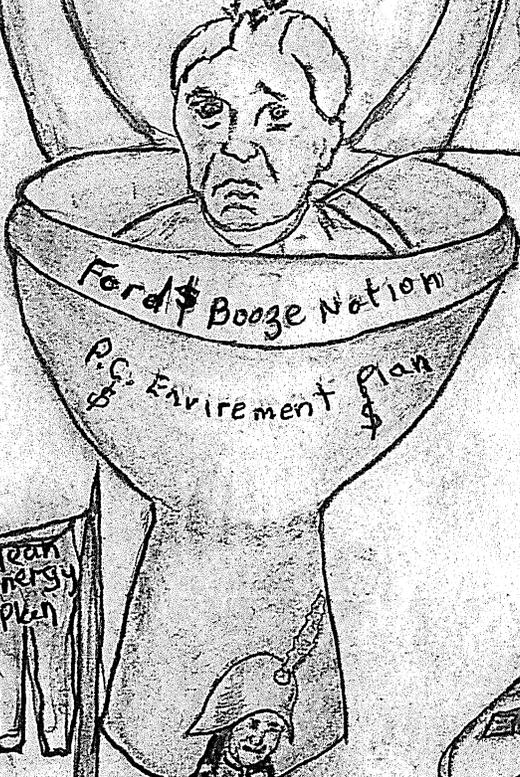
Nares Dead History

Bill 157 M20

Clean Energy Plan

Beer

OPEN FOR BUSINESS E-School for Idiots in Training



Ford's Booze Nation P.C. Environment Plan

Love & Dougy Gas Booze Lounges

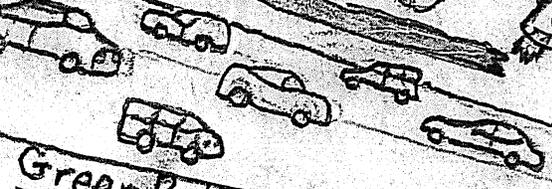
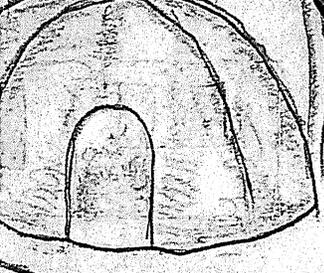
Ontario Lay Away Golden Years Plan

Forgot Me Not Love Dougy

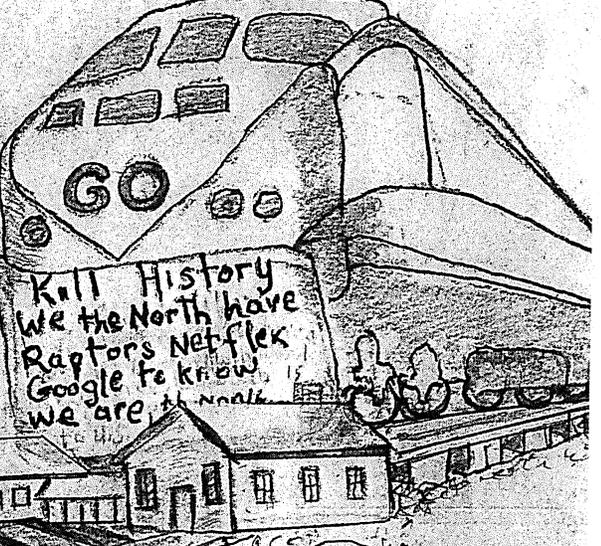
Fast Track to poverty Love Dougy



Ontario Housing Plan



Green Belt Highways Mohican Joe



1796 Ontario First Parliament Historic

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**From:** Ontario Line  
**Sent:** March 17, 2021 12:39 PM  
**To:** [REDACTED]  
**Subject:** RE: Questions

Hi [REDACTED]

Thank you for your question.

According to current plans, the Ontario Line tunnels will run below 39 Parliament Street 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



---

**From:** [REDACTED]  
**Sent:** March 13, 2021 10:26 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** 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.

Can you tell me if the subway line is going right under the condo building at 39 Parliament Street? 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.



Sent from my Galaxy

**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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On Feb 26, 2021, at 12:19 PM, Metrolinx Customer Relations <[customerrelations@metrolinx.com](mailto:customerrelations@metrolinx.com)> wrote:

Hi [REDACTED],

Thank you for your patience.

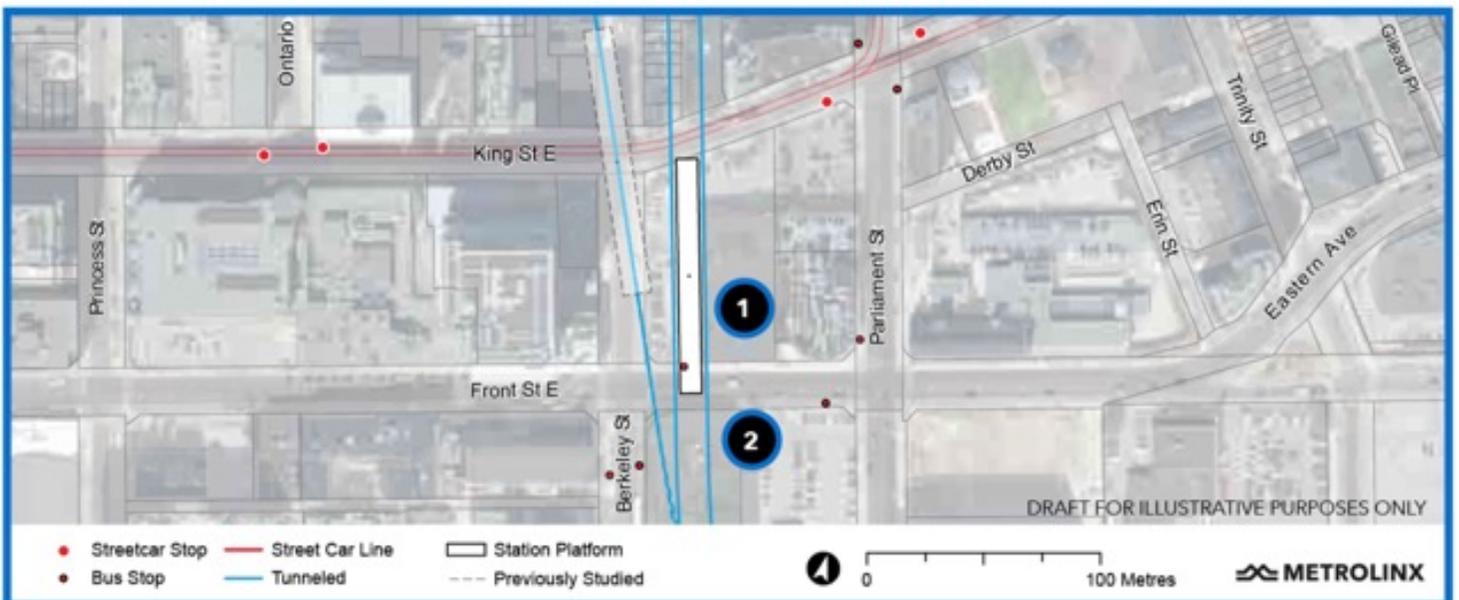
I was able to confirm with our Community Relations group that the station serving Corktown will be located where the Staples currently is, on the east side of Berkeley between King and Front. To reduce community impacts and keep construction off the street, the First Parliament Site will be used to support 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



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

----- 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

**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 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]

On Feb 24, 2021, at 12:01 PM, Metrolinx Customer Relations  
<[customerrelations@metrolinx.com](mailto: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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## **Community Stakeholders and Groups**

- **Aboriginal Labour Force Development Circle**
- **Aboriginal Legal Services**
- **Amazing Moss Park**
- **Anishnawbe Health Toronto**
- **Association for Native Development in the Performing and Visual Arts**
- **Beaconsfield Village Residents Association**
- **Building Roots**
- **Campbell House Museum**
- **Canadian Council for Aboriginal Business**
- **CF Toronto Eaton Centre**

- **Chinatown Business Improvement Area**
- **CityPlace Fort York Business Improvement Area**
- **CityPlace Residents' Association**
- **Community Living Toronto**
- **Corktown Residents and Business Association**
- **Danforth Business Improvement Area**
- **Danforth Residents' Association**
- **Distillery Historic District**
- **Don Mills Residents Inc.**
- **Don Valley Community Legal Services**

- **Downtown Yonge  
Business Improvement  
Area**
- **East End Transit Alliance**
- **East Waterfront  
Community Association  
Toronto**
- **Enoch Turner  
Schoolhouse Foundation**
- **Flemingdon Health Centre**
- **Fontbonne Ministries**
- **Fort York Neighbourhood  
Association**
- **Friends of Corktown  
Common**
- **Friends of Flemingdon  
Park**
- **Friends of Moss Park**
- **Friends of Trinity  
Bellwoods Park**

- **Gabriel Dumont Institute**
- **Garden District Residents Association**
- **Garment District Neighbourhood Association**
- **Gooderham and Worts Neighbourhood Association**
- **Grange Community Association**
- **Green Communities Canada**
- **GreekTown on the Danforth Business Improvement Area**
- **Lakeshore East Community Advisory Committee**
- **Leadership of Downtown Toronto Business Improvement Areas**

- **Leaside Green and Leaside Park Terrace Condos**
- **Leaside Residents Association**
- **Leslieville Business Improvement Area**
- **Liberty Village Business Improvement Area**
- **Liberty Village Residents Association**
- **March of Dimes Canada**
- **Miziwe Biik Aboriginal Employment & Training**
- **Native Canadian Centre of Toronto**
- **Native Men's Residence**
- **Native Women's Resource Centre**

- **Nishnawbe Homes**
- **Ontario Aboriginal HIV/AIDS Strategy**
- **Pape Area Concerned Citizens for Transit**
- **Pape Avenue Junior Public School Parent Council**
- **Pape Village Business Improvement Area**
- **Parkdale Residents Association**
- **Parkdale Village Business Improvement Area**
- **Queen Street West Business Improvement Area**
- **Regent Park Neighbourhood Association**
- **Respect Local Planning**

- **Riverside Business Improvement Area**
- **Sisters of St. Joseph Toronto**
- **St. Lawrence Market Neighbourhood Business Improvement Area**
- **St. Lawrence Neighbourhood Association**
- **The 519**
- **The Bentway Conservancy**
- **The Danny Business Improvement Area**
- **The Friends of Fort York and Garrison Common**
- **The Neighbourhood Organization**

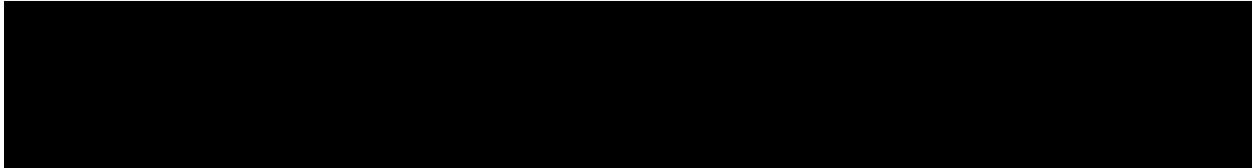
- **The Ontario Federation of Indigenous Friendship Centres**
- **Thorncliffe Park Community Association**
- **Thorncliffe Park Women's Committee**
- **Thorncliffe Park Soccer Club**
- **Toronto Aboriginal Support Services Council**
- **Toronto Community Housing**
- **Toronto Entertainment District Residents Association**
- **Toronto Entertainment District Business Improvement Area**

- **Toronto Financial District  
Business Improvement  
Area**
- **Trinity Bellwoods  
Business Improvement  
Area**
- **United Way of Greater  
Toronto**
- **Wandering Spirit School**
- **Waterfront Business  
Improvement Area**
- **West Don Lands  
Committee**
- **West Queen West  
Business Improvement  
Area**
- **Wigwamen**
- **WoodGreen Community  
Services**
- **Wynford-Concord  
Residents Association**

- **Young Men's Christian Association of Greater Toronto**
- **2-Spirited People of the 1st Nations**

## **Community Stakeholders and Groups**

- **Aboriginal Labour Force Development Circle**



**From:** Ontario Line

**Sent:** May 12, 2021 12:16 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

Hello,

On behalf of Metrolinx, we are writing to share some information about the Ontario Line project.

As you may know, the proposed 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 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

As the next step in the environmental assessment process for the Ontario Line, we are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report for public consultation](#).

The [Draft Corktown Station Early Works Report](#) provides details on the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures.

Corktown Station early works will include **only demolition of existing buildings, removal of other structures and asphalt, decommissioning of utilities, soil removal and/or remediation where required**, within the Corktown Station early works project footprint. These early works are being advanced to prepare the site for archeological investigations in advance of future construction staging and laydown to support tunneling and work associated with the future Corktown Station.

The release of the draft Early Works report initiates a consultation period in which the public are invited to share their feedback on its findings and recommendations. **Feedback is requested by June 11, 2021.** Please take time to review the draft report and provide your feedback through the webform or by email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

The Ontario Line Environmental Impact Assessment Report to be released in early 2022 will include an assessment of project operations and construction of Corktown Station and other project components.

Please do not hesitate to let us know if you have any questions or would like to set up some time to learn more about the Ontario Line. You may also wish to learn more through our [project website](#) or subscribe to our e-newsletter there to stay updated on the latest Ontario Line developments.

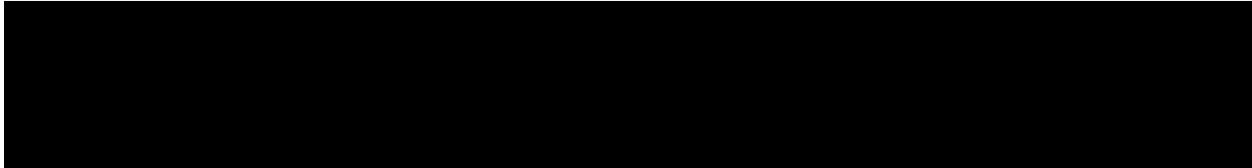
Stay safe!

The Ontario Line Community Relations team



## Community Stakeholders and Groups

- **Aboriginal Legal Services**



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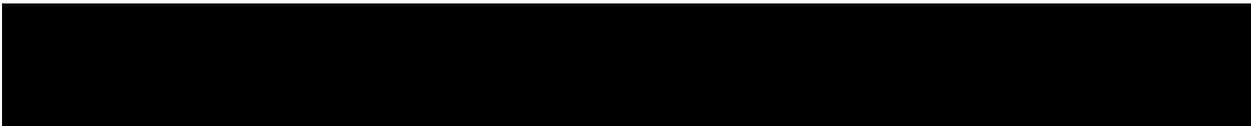
Stay safe!

The Ontario Line Community Relations team



## Community Stakeholders and Groups

- **Amazing Moss Park**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

Hello,

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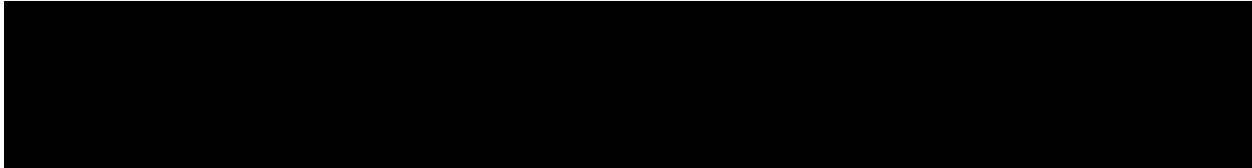
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Stay safe!

The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Anishnawbe Health  
Toronto**



**From:** Ontario Line

**Sent:** May 12, 2021 12:16 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

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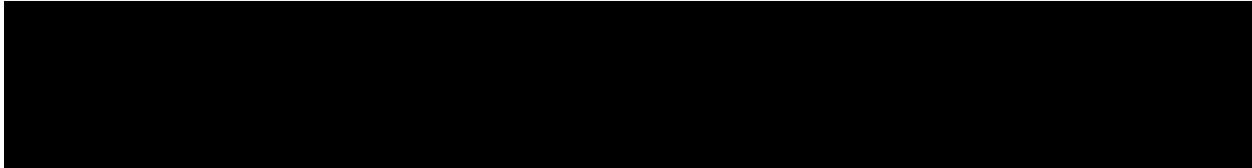
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The Ontario Line Community Relations team



## **Community Stakeholders and Groups**

- **Association for Native Development in the Performing and Visual Arts**



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**Sent:** May 12, 2021 12:16 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

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Stay safe!

The Ontario Line Community Relations team



## Community Stakeholders and Groups

- **Beaconsfield Village  
Residents Association**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

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The Ontario Line Environmental Impact Assessment Report to be released in early 2022 will include an assessment of project operations and construction of Corktown Station and other project components.

Please take time to review the draft report and provide your feedback through the webform or by email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Stay safe!

The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Building Roots**

**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

Hello,

We are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report](#) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

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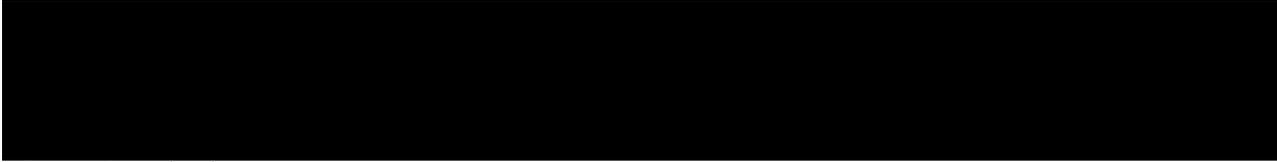
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The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Campbell House  
Museum**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

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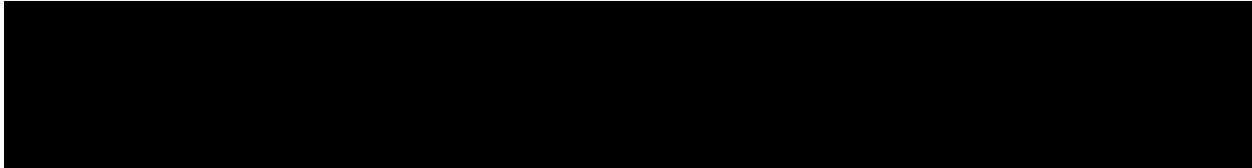
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Stay safe!

The Ontario Line Community Relations team

## **Community Stakeholders and Groups**

- **Canadian Council for  
Aboriginal Business**



**From:** Ontario Line

**Sent:** May 12, 2021 12:16 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

Hello,

On behalf of Metrolinx, we are writing to share some information about the Ontario Line project.

As you may know, the proposed 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 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

As the next step in the environmental assessment process for the Ontario Line, we are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report for public consultation](#).

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The Ontario Line Environmental Impact Assessment Report to be released in early 2022 will include an assessment of project operations and construction of Corktown Station and other project components.

Please do not hesitate to let us know if you have any questions or would like to set up some time to learn more about the Ontario Line. You may also wish to learn more through our [project website](#) or subscribe to our e-newsletter there to stay updated on the latest Ontario Line developments.

Stay safe!

The Ontario Line Community Relations team



## Community Stakeholders and Groups

- CF Toronto Eaton Centre

**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

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Stay safe!

The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Chinatown  
Business  
Improvement  
Area**

**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

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The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **CityPlace Fort York  
Business Improvement  
Area**

**From:** Ontario Line

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The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **CityPlace Residents' Association**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

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The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Community  
Living Toronto**



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**Sent:** May 12, 2021 12:12 PM

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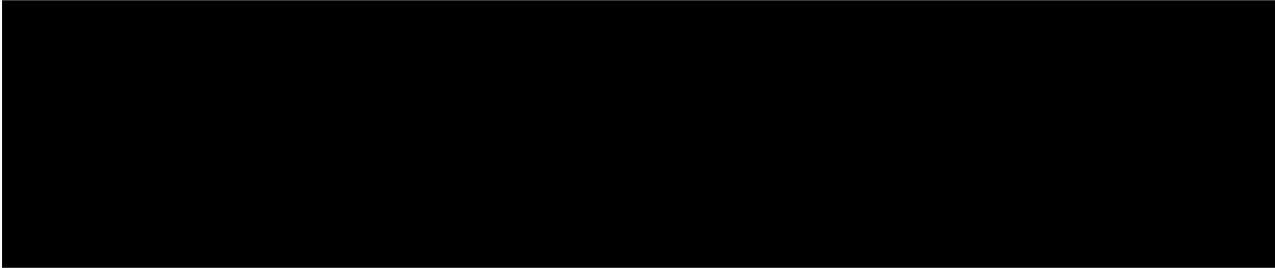
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Stay safe!

The Ontario Line Community Relations team

## **Community Stakeholders and Groups**

- **Corktown Residents and Business Association**



**From:** Ontario Line <ontarioline@metrolinx.com>

**Sent:** June 4, 2021 3:30 PM

**To:** [REDACTED]

**Subject:** Re: Metrolinx - Appendix A4 - Heritage Detailed Design Report - Corktown EWR.pdf

Hello [REDACTED]

Thank you for bringing this to our attention.

I passed your message on to the team leading the Early Works Report and they noted that updates to boundaries and the heritage register sometimes do take some time to become available from the City of Toronto. The revised St. Lawrence HCD boundary was uploaded to the City of Toronto dataset in late April 2021, not long before the Draft Early Works Report was published on May 12.

Rest assured, the updated St. Lawrence HCD boundaries will be included in the Final Corktown Station Early Works Report to be released in July 2021.

Again, thank you very much for your note, and please don't hesitate to let me know if you have any further questions or feedback.

Hope you have a great weekend,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

---

**From:** [REDACTED]

**Sent:** Tuesday, June 1, 2021 3:44 PM

**To:** Ontario Line

**Subject:** RE: Metrolinx - Appendix A4 - Heritage Detailed Design Report - Corktown EWR.pdf

**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 whom it may concern.**

I'd like to bring to your attention that **Metrolinx - Appendix A4 - Heritage Detailed Design Report** - is incorrect in respects to the *St. Lawrence HCD* boundaries.

The report illustrate maps and mentions, in several areas, the St. Lawrence HCD boundaries prior to LPAT's decision dated July 27, 2020 (MM160020).

I'm somewhat surprised as AECOM's report is dated a year following the Ontario Tribunal decision. In my opinion, it's important that this be brought to your attention.

[REDACTED]

[REDACTED]

----- Forwarded Message -----

**From:** [REDACTED]

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** Tuesday, June 1, 2021, 12:28:36 p.m. EDT

**Subject:** Reply: Your Ontario Line Newsletter - May 12, 2021

**Thank you.** I was able to open the two documents via the Zip file. [REDACTED]

~~~~~

On Tuesday, June 1, 2021, 12:13:53 p.m. EDT, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED]

Hope you're well.

Please see attached for PDF versions of the two requested sections of the Draft Corktown Station Early Works Report.

I hope you won't hesitate to let us know if you need anything further. Thank you for making the time to review the report.

Best,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

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**From:** [REDACTED]  
**Sent:** Monday, May 31, 2021 4:59 PM  
**To:** Ontario Line  
**Subject:** Fw: Your Ontario Line Newsletter - May 12, 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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To whom it may concern.

Is it possible to send me a pdf of the following sections from the Corktown Station Draft Report?

- 1) Appendix 4A: Heritage Detailed Design Report
- 2) Appendix A5. Traffic and Transportation Early Works Report

The reports seem to download but do not open.

Thank you

[REDACTED]

----- Forwarded Message -----

**From:** Metrolinx <[no-reply@community.metrolinx.com](mailto:no-reply@community.metrolinx.com)>  
**To:** [REDACTED]  
**Sent:** Wednesday, May 12, 2021, 4:07:03 p.m. EDT

**Subject:** Your Ontario Line Newsletter - May 12, 2021

[View this email in your browser](#)



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Ontario Line      May 12, 2021



# Corktown Station Early Works Report brings Ontario Line another step closer to reality



Metrolinx is looking for community feedback on a new environmental assessment, released today, for the early works required at Ontario Line's future Corktown Station.

The Corktown Station Early Works Report will guide important environmental and archaeological work that's needed before construction begins at the site, and is an important step in keeping the project on track.

Ontario Line's Corktown Station will provide convenient transit connections east of the downtown core, integrated with a vibrant mix of housing, commercial, retail and community space, all while commemorating the important history and culture connected to the [First Parliament site](#).

[Read more](#) about the report, check out the [Draft Corktown Station Early](#)

[Works Report](#) and [provide your feedback](#) by June 11, 2021.

---

## Contact Us

You can reach the Ontario Line Community Relations Team by email at [OntarioLine@Metrolinx.com](mailto:OntarioLine@Metrolinx.com) or by calling 416-202-5100. You can also share comments and ask questions at [Metrolinx Engage](#).

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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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**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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**BCC:** [REDACTED]

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Stay safe!

The Ontario Line Community Relations team

[REDACTED]

BCCed to [REDACTED]

---

**From:** Ontario Line

**Sent:** April 12, 2021 10:04 AM

**Subject:** Province of Ontario Announcement - Corktown Station

Hello,

Hope this email finds you well.

We are writing to share 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 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.

As always, if you have any questions, please do not hesitate to contact us here at [OntarioLine@Metrolinx.com](mailto:OntarioLine@Metrolinx.com).

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The Ontario Line Community Relations Team



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---

From: Ontario Line  
Sent: March 11, 2021 2:10 PM  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: Ontario Line Update

Hello [REDACTED]

I hope you are doing well and enjoying the warmer weather.

I am connecting with you today to share an Ontario Line [blog post](#) which details the progress made and what communities can expect this year. For residents in Corktown, we expect to provide an update in the near future with concept renderings and proposed station entrance locations of the Ontario Line station which will serve Corktown and what this all means for the First Parliament site.

While health and safety restrictions continue to be in place, I can share we will be hosting a round of virtual open houses this spring so residents can understand the look and feel of the Ontario Line in their neighbourhood. As always, the Ontario Line Community Relations team is available by phone or email to listen to community feedback, provide the latest updates and answer questions. I know we never had a chance to chat with the CRBA board so happy to offer a phone call if you have any questions.

Here are some helpful links:

Our [blog post](#) detailing our commitment to protecting and paying tribute to the First Parliament Site.

Our [e-newsletter](#) where folks can receive the latest updates on the project.

Click [here](#) for different ways to contact us either by phone, email or set up a meeting.

The [Downtown Neighbourhood Update](#) which includes more information about planned stations serving Osgoode, Queen, Moss Park and Corktown.

Please reach out if you have any further questions,

**Daryl Gonsalves**

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



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## Community Stakeholders and Groups

- **Danforth Business Improvement Area**

**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

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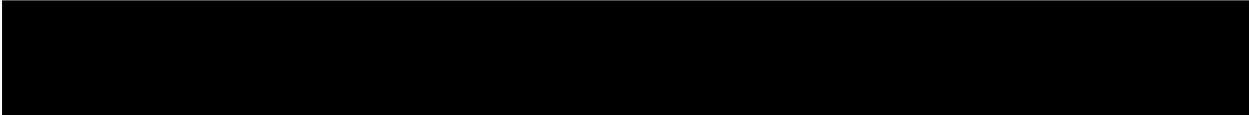
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Stay safe!

The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Danforth Residents' Association**



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Please take time to review the draft report and provide your feedback through the webform or by email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Stay safe!

The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Distillery Historic District**

**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

Hello,

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The Ontario Line Community Relations team

## Community Stakeholders and Groups

- Don Mills Residents Inc.

**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

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The Ontario Line Community Relations team

## **Community Stakeholders and Groups**

- **Don Valley Community  
Legal Services**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

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The Ontario Line Community Relations team

## **Community Stakeholders and Groups**

- **Downtown Yonge  
Business Improvement  
Area**

**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

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The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **East End Transit Alliance**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

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The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **East Waterfront  
Community  
Association Toronto**

**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

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The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Enoch Turner  
Schoolhouse  
Foundation**

**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

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The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Flemingdon  
Health Centre**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

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The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Fontbonne Ministries**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

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The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Fort York  
Neighbourhood  
Association**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

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The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Friends of Corktown  
Common**

**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

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Stay safe!

The Ontario Line Community Relations team

---

From: Ontario Line  
Sent: March 11, 2021 2:11 PM  
To: [REDACTED]  
Subject: Ontario Line Update

Hello there,

Congratulations on relaunching your community group this past January. My name is Daryl and I am part of the Ontario Line Community Relations team focused on engaging the Corktown neighbourhood.

I am connecting with you today to share an Ontario Line [blog post](#) which details the progress on the transit project so far and what communities can expect this year. In terms of the Ontario Line station planned to serve Corktown, we expect to update the community in the near future with concept renderings and the proposed station entrance locations at King and Berkeley.

While health and safety restrictions continue to be in place, I can share we will be hosting a round of virtual open houses this spring so Corktown residents can understand the look and feel of the Ontario Line in their neighbourhood. As always, the Ontario Line Community Relations team is available by phone or email to listen to community feedback, provide the latest updates and answer questions.

Here are some helpful links:

Learn more about the Ontario Line on our [website](#).

Here is a link to our [e-newsletter](#) where folks can receive the latest updates on the project.

Click [here](#) for different ways to contact us either by phone, email or set up a meeting.

The [Downtown Neighbourhood Update](#) which includes more information about planned stations serving Osgoode, Queen, Moss Park and Corktown.

Please reach out if you have any further questions,

**Daryl Gonsalves**

Community Relations & Issues Specialist – Ontario Line

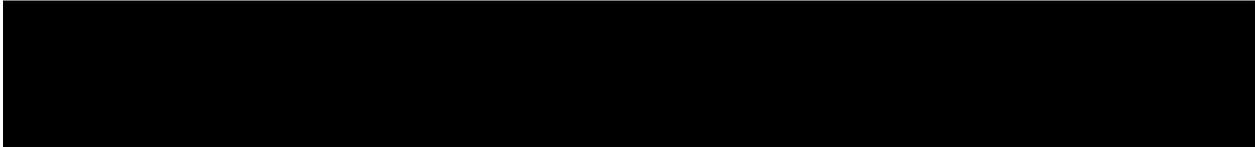
Metrolinx: connecting our communities



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## Community Stakeholders and Groups

- **Friends of Flemington Park**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

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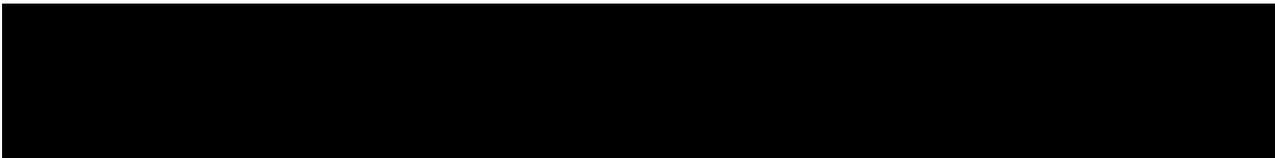
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Stay safe!

The Ontario Line Community Relations team

## Community Stakeholders and Groups

- Friends of Moss Park



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

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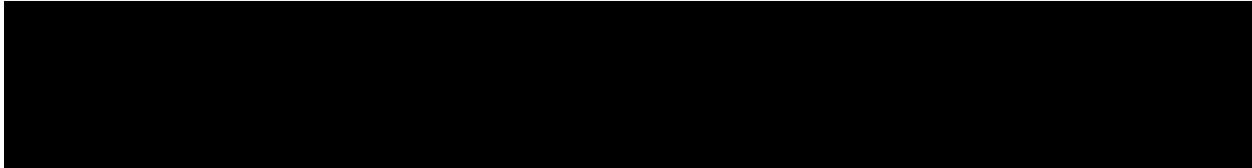
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Stay safe!

The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Gabriel Dumont  
Institute**



**From:** Ontario Line

**Sent:** May 12, 2021 12:16 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

Hello,

On behalf of Metrolinx, we are writing to share some information about the Ontario Line project.

As you may know, the proposed 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 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

As the next step in the environmental assessment process for the Ontario Line, we are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report for public consultation](#).

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Please do not hesitate to let us know if you have any questions or would like to set up some time to learn more about the Ontario Line. You may also wish to learn more through our [project website](#) or subscribe to our e-newsletter there to stay updated on the latest Ontario Line developments.

Stay safe!

The Ontario Line Community Relations team



## Community Stakeholders and Groups

- **Garden District  
Residents  
Association**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

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The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Garment District  
Neighbourhood  
Association**

**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

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The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Gooderham & Worts  
Neighbourhood  
Association**

**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

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Stay safe!

The Ontario Line Community Relations team

[REDACTED]

BCCed to: [REDACTED]

---

**From:** Ontario Line

**Sent:** April 12, 2021 10:04 AM

**Subject:** Province of Ontario Announcement - Corktown Station

Hello,

Hope this email finds you well.

We are writing to share 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 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.

As always, if you have any questions, please do not hesitate to contact us here at [OntarioLine@Metrolinx.com](mailto:OntarioLine@Metrolinx.com).

Best,

The Ontario Line Community Relations Team



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## Community Stakeholders and Groups

- **Grange Community Association**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

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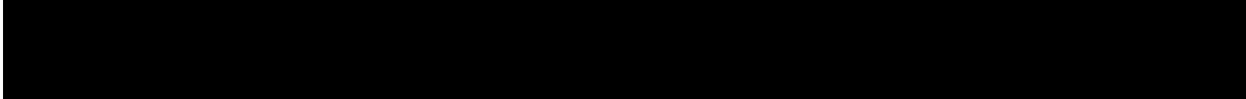
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Stay safe!

The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Green Communities  
Canada**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

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## Community Stakeholders and Groups

- **GreekTown on the Danforth Business Improvement Area**

**From:** Ontario Line

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The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Lakeshore East  
Community Advisory  
Committee**

BCC: [REDACTED]

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[REDACTED]

## **Community Stakeholders and Groups**

- **Leadership of Downtown  
Toronto Business  
Improvement Areas**



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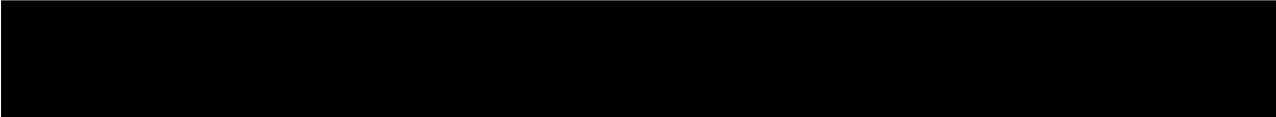
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## **Community Stakeholders and Groups**

- **Leaside Green and  
Leaside Park Terrace  
Condos**



**From:** Ontario Line

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## Community Stakeholders and Groups

- **Leaside Residents Association**

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## **Community Stakeholders and Groups**

- **Leslieville Business Improvement Area**



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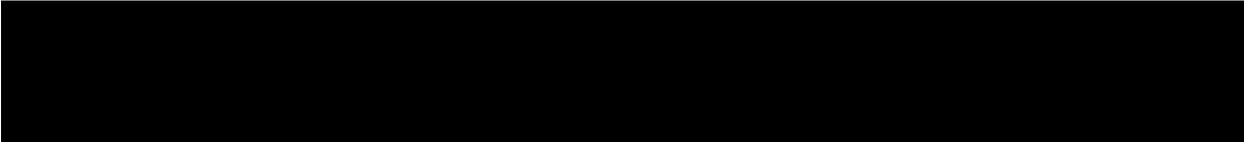
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## Community Stakeholders and Groups

- **Liberty Village  
Business  
Improvement Area**



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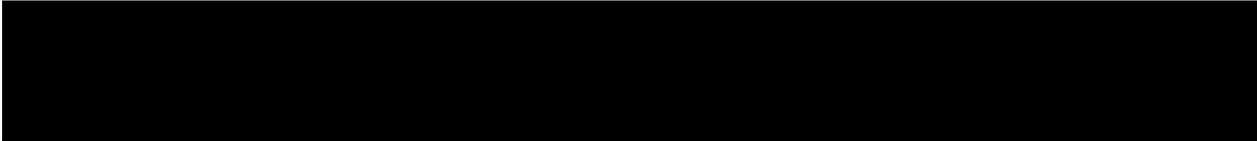
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## Community Stakeholders and Groups

- **March of Dimes  
Canada**



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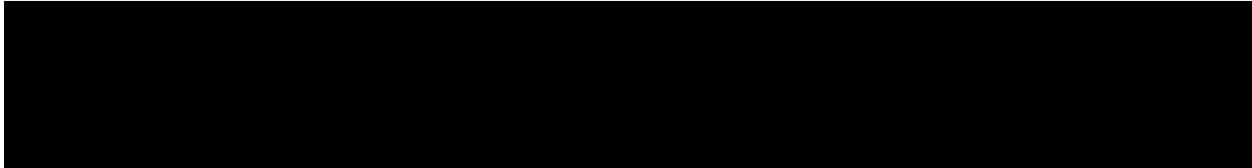
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## Community Stakeholders and Groups

- **Miziwe Biik Aboriginal  
Employment and  
Training**



**From:** Ontario Line

**Sent:** May 12, 2021 12:16 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

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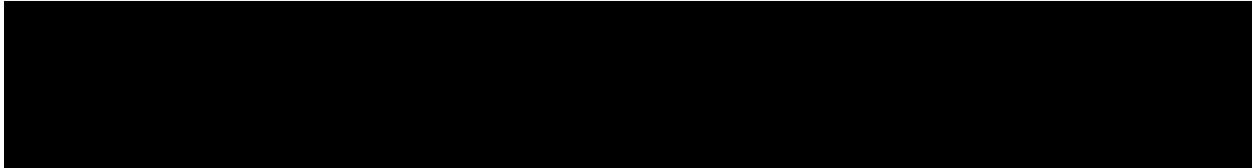
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## Community Stakeholders and Groups

- **Native Canadian Centre of Toronto**



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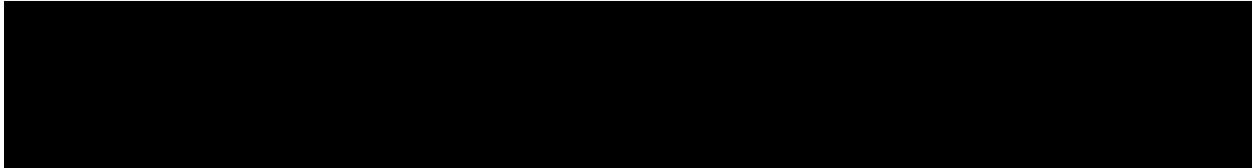
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## Community Stakeholders and Groups

- **Native Men's  
Residence**



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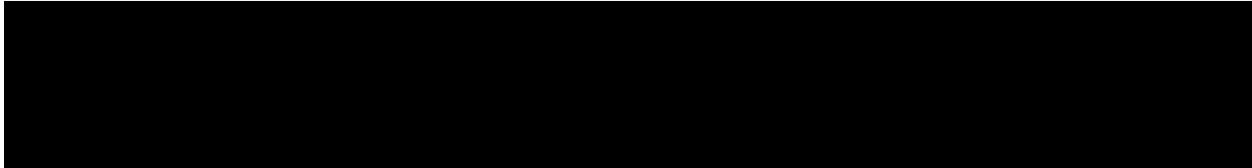
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## Community Stakeholders and Groups

- **Native Women's  
Resources Centre  
of Toronto**



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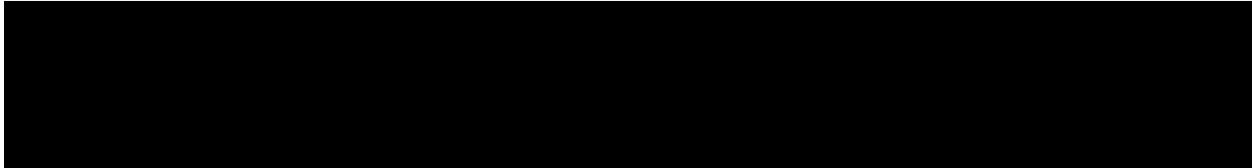
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## Community Stakeholders and Groups

- Ontario Aboriginal HIV/AIDS Strategy



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## Community Stakeholders and Groups

- **Pape Area Concerned  
Citizens for Transit (PACCT)**

**From:** Ontario Line

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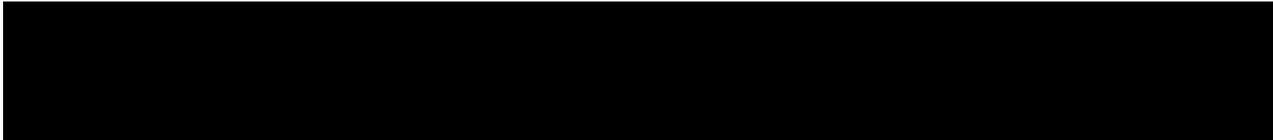
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## **Community Stakeholders and Groups**

- **Pape Avenue Junior Public School Parent Council**



**From:** Ontario Line

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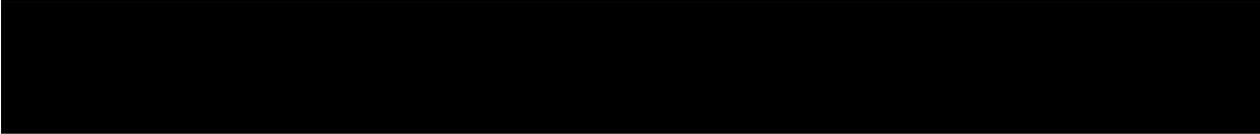
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## Community Stakeholders and Groups

- **Pape Village  
Business  
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**From:** Ontario Line

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The release of the draft Early Works report initiates a consultation period in which the public are invited to share their feedback on its findings and recommendations. **Feedback is requested by June 11, 2021.**

The Ontario Line Environmental Impact Assessment Report to be released in early 2022 will include an assessment of project operations and construction of Corktown Station and other project components.

Please take time to review the draft report and provide your feedback through the webform or by email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Stay safe!

The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Parkdale Residents Association**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

Hello,

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The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Parkdale Village  
Business  
Improvement Area**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

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Stay safe!

The Ontario Line Community Relations team

## **Community Stakeholders and Groups**

- **Queen Street West  
Business Improvement  
Area**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

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Stay safe!

The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Regent Park  
Neighbourhood  
Association**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

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Stay safe!

The Ontario Line Community Relations team



## **Community Stakeholders and Groups**

- **Respect Local Planning**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

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Stay safe!

The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Riverside Business Improvement Area**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

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Stay safe!

The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Sisters of St. Joseph**



**From:** Ontario Line

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The Ontario Line Community Relations team

## **Community Stakeholders and Groups**

- **St. Lawrence Market  
Neighbourhood  
Business Improvement  
Area**

**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

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Stay safe!

The Ontario Line Community Relations team

[REDACTED]

BCCed to: [REDACTED]

---

**From:** Ontario Line

**Sent:** April 12, 2021 10:04 AM

**Subject:** Province of Ontario Announcement - Corktown Station

Hello,

Hope this email finds you well.

We are writing to share 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 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.

As always, if you have any questions, please do not hesitate to contact us here at [OntarioLine@Metrolinx.com](mailto:OntarioLine@Metrolinx.com).

Best,

The Ontario Line Community Relations Team



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[REDACTED]

BCCed to: [REDACTED]

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---

From: Ontario Line  
Sent: March 11, 2021 2:10 PM

To: [REDACTED]  
Cc: [REDACTED]

Subject: Ontario Line Update

Hello [REDACTED]

I hope you are doing well and enjoying the warmer weather.

I am connecting with you today to share an Ontario Line [blog post](#) which details the progress on the project so far and what communities and businesses can expect this year. For businesses and residents in the St. Lawrence Community, we expect to provide an update soon with concept renderings and proposed station entrances for the planned station at King and Berkeley and what this all means for the First Parliament site.

While health and safety restrictions continue to be in place, I can share we will be hosting a round of virtual open houses this spring so St. Lawrence residents and businesses can understand the look and feel of the Ontario Line in their neighbourhood. As always, the Ontario Line Community Relations team is available by phone or email to listen to community feedback, provide the latest updates and answer questions.

Here are some helpful links:

Here is a link to our [e-newsletter](#) where folks can receive the latest updates on the project.

Click [here](#) for different ways to contact us either by phone, email or set up a meeting.

The [Downtown Neighbourhood Update](#) which includes more information about planned stations serving Osgoode, Queen, Moss Park and Corktown.

Please reach out if you have any further questions,

**Daryl Gonsalves**

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

C: (416) 843-3265



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## Community Stakeholders and Groups

- **St. Lawrence Neighbourhood Association**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

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The Ontario Line Community Relations team

[REDACTED]

BCCed to: [REDACTED]

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[REDACTED]

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The Ontario Line Community Relations Team



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---

From: Ontario Line  
Sent: March 12, 2021 12:19 PM  
To: [REDACTED]  
Subject: RE: Updated Agenda - SLNA Community Meeting - November 25; New Local History Highlight

Hello [REDACTED]

Thanks for your question about the First Parliament site. At the recent West Don Lands Committee meeting, we had a chance to hear from [REDACTED] who provided great feedback on this topic.

Metrolinx will be working with the Ontario Heritage Trust, the City of Toronto, Infrastructure Ontario and the community to collaboratively develop a detailed plan to recognize, conserve and commemorate the sites historical and cultural legacy and assets during transit construction. These ideas will inform future station design, the long term vision for the site, educational opportunities and how any findings will be preserved during and after construction. We're working with the city to determine how we pickup where the Master Plan conversations left off. I'll reach out as soon as we have a further update.

In terms of direct community engagement for the broader project, we are also working with Councillor Wong-Tam to establish local community tables. I need to check on the specific timelines for getting these setup but I know the goal was to have groups assembled by this summer. While health and safety restrictions continue to be in place, I can share we will be hosting a round of virtual open houses this spring so communities can understand the look and feel of the Ontario Line in their neighbourhood. As always, the Ontario Line Community Relations team is available by phone or email to listen to community feedback, provide the latest updates and answer questions.

I also want to take this opportunity to share an Ontario Line [blog post](#) which details the progress on the project so far and what communities can expect this year. For residents in the St. Lawrence community, we expect to provide an update soon with concept renderings and planned station entrance locations for the station at King and Berkeley.

Here are some helpful links should you need them:

Here is a link to our [e-newsletter](#) where folks can receive the latest updates on the project.

Click [here](#) for different ways to contact us either by phone, email or set up a meeting.

The [Downtown Neighbourhood Update](#) which includes more information about planned stations serving Osgoode, Queen, Moss Park and Corktown.

Please reach out if you have any further questions,

**Daryl Gonsalves**

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



---

From: [REDACTED]  
Sent: March 10, 2021 7:57 PM  
To: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Subject: Re: Updated Agenda - SLNA Community Meeting - November 25; New Local History Highlight

**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 Daryl

Thanks for your email. I'm wondering about the community consultation and liaison committees for this work - particularly the First Parliament Site. This is something that we feel quite strongly about joining and the important role the board can play in community consultation.

Thanks

On 12 Feb 2021, at 11:40, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

I am well, thanks for asking. I hope your 2021 is going well so far.

Since we last spoke at the SLNA community meeting in November, there have been some updates we can share.

As we shared via email on December 1, 2020, we released the Ontario Line [Final Environmental Conditions Report](#) which incorporates feedback we received during the engagement period. Just a reminder that this report presents a series of studies that explores the existing environmental conditions along the entire route of the Ontario Line and its surrounding areas, along with an initial understanding of potential impacts and possible solutions.

The Environmental Conditions Report will be followed by an Environmental Impact Assessment Report that will provide a full analysis of impacts and mitigation measures. Due to current design progress, we expect to share this report with the SLNA at the start of 2022.

On our online engagement hub, we released the [Preliminary Design Business Case](#) which builds on the initial business case we released in 2019. Thanks to feedback from the community, this report provides a clearer picture how the Ontario Line will benefit riders, communities and the region as a whole.

I also wanted to touch base on the First Parliament Site and reaffirm our commitment to protecting and paying tribute to the legacy of this land. As we mentioned in our previous community update to the SLNA, 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. 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. We also published a [blog post](#) about our commitment to the First Parliament Site. We will reach out to organize a meeting with the SLNA Heritage Committee [REDACTED] to hear some feedback from the community on the First Parliament Site.

I hope this update is helpful and feel free to forward any questions about the Ontario Line that comes out of your upcoming meeting on February 24th.

Best regards,

**Daryl Gonsalves**

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

<image002.png>

---

From [REDACTED]

Sent: February 10, 2021 7:28 PM

To: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

Subject: Re: Updated Agenda - SLNA Community Meeting - November 25; New Local History Highlight

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Hi Daryl,

I hope you're well. I wanted to check in with you to see if there have been any updates on the Ontario Line that you could share with us. I know last we spoke, Metrolinx was working on the environmental impact assessments and other review and prep work. Any updates to share?

Looking forward to hearing from you.

Best,

[Redacted]

[Redacted]

---

From: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

Sent: Thursday, November 26, 2020 12:27 PM

To: [Redacted]

Cc: [Redacted]

Subject: RE: Updated Agenda - SLNA Community Meeting - November 25; New Local History Highlight

Hi [Redacted]

It was great to see the new SLNA board and a pleasure to connect with the residents yesterday. I have attached the presentation we used to this email.

Regarding the Sherbourne bike lane closures, I've copied our colleagues on the Toronto East team who will be able to share more details.

Please let me know if there are any other questions I can help with.

Thanks,

Daryl

**Daryl Gonsalves**

Ontario Line Community Relations Team

<image001.png>

---

From: [Redacted]

Sent: November 25, 2020 9:46 PM

To: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

Subject: Re: Updated Agenda - SLNA Community Meeting - November 25; New Local History Highlight

Hi Daryl,

Thanks so much for attending today's meeting. As requested if you could kindly share the presentation, we would like to distribute it to the community.

After you left a conversation came up about bike lanes and the closure of the Sherbourne North/South lanes. I understand this is happening because of a Metrolinx project. Would you be able to send more information about what disruption/changes we can expect and what considerations were taken for this? We may ask that someone come back to a future meeting to discuss further.

Thanks for your help,

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

---

From: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

Sent: Monday, November 23, 2020 5:20 PM

To: [REDACTED]

Subject: RE: Updated Agenda - SLNA Community Meeting - November 25; New Local History Highlight

Hi [REDACTED]

If possible, we would prefer to stay at 7:40pm to accommodate our representatives. Please let us know if that can be done.

Thanks,  
Daryl

**Daryl Gonsalves**

Ontario Line Community Relations Team

<image006.png>

---

From: [REDACTED]

Sent: Monday, November 23, 2020 4:10 PM

To: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

Subject: Re: Updated Agenda - SLNA Community Meeting - November 25; New Local History Highlight

Thanks Daryl. MP Ien has had to cancel as her swearing in is the 25th. As such we are able to move you up to 7:20. Good news hopefully so that you can get out a little sooner.

-----

[REDACTED]  
[REDACTED]

On 23 Nov 2020, at 11:04, [REDACTED] wrote:

FYI re participants from Metrolinx for the meeting.

---

From: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

Sent: Monday, November 23, 2020 11:04 AM

To: [REDACTED]

Subject: RE: Updated Agenda - SLNA Community Meeting - November 25; New Local History Highlight

Hi [REDACTED]

Hope you had a great weekend. Thank you for the updated agenda. We look forward to presenting at 7:40pm. We will join the meeting five minutes before our presentation.

The representatives from Metrolinx will be as follows:

Carrie Sheaffer or James Francis from our Environment team

Josh Vandezande, Lancefield Morgan and Daryl Gonsalves from Community Relations

Best,  
Daryl

**Daryl Gonsalves**

Ontario Line Community Relations Team

<image002.png>

From: [REDACTED]  
Sent: Sunday, November 22, 2020 9:00 PM  
To: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Subject: Fwd: Updated Agenda - SLNA Community Meeting - November 25; New Local History Highlight

Hi there

See below the final agenda times. Can you confirm who will attend?

-----  
[REDACTED]

Begin forwarded message:

From: [REDACTED]  
Date: 22 November 2020 at 16:41:56 GMT-5  
[REDACTED]  
Subject: Updated Agenda - SLNA Community Meeting - November 25; New Local History Highlight  
Reply-To: [REDACTED]



## **\*Updated\* SLNA Community Meeting Agenda**

The next SLNA Community Meeting will take place Wednesday, November 25, 2020 at 7:00 p.m.

The meeting will be held live via the videoconferencing platform Zoom (see link below).

### **AGENDA**

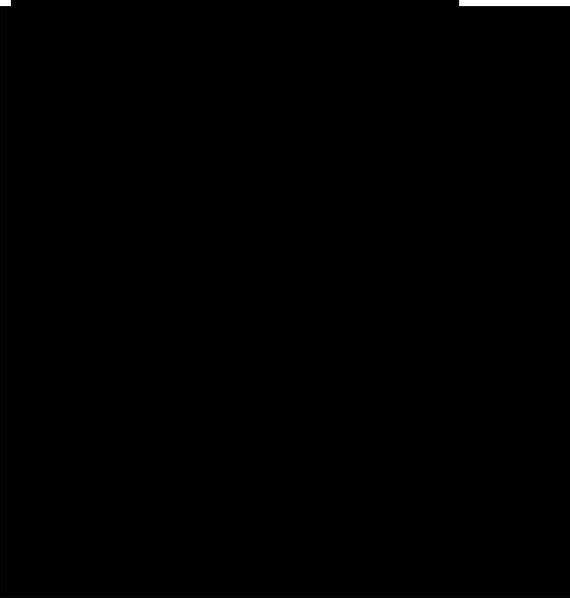
St. Lawrence Neighbourhood Association  
Community Meeting  
Wednesday, November 25, 2020, 7-9 p.m.  
Hosted on the Zoom Videoconferencing Platform

**7:00 p.m.**

Welcome [REDACTED]

SLNA Board Introductions

**7:10 p.m.**



**7:30 p.m.**

SLNA Budget Approval (T. Tenenbaum, SLNA Treasurer)



***Motion:***

That the SLNA Budget for 2021 be approved as presented.

***Motion:***

That the SLNA membership fees remain the same for 2021

**7:40 p.m.**

Metrolinx Presentation re: Ontario Line

**8:15 p.m.**



**8:25 p.m.**

Reports from Councillors' Offices:



**9 p.m.**

Adjournment

SLNA Meeting - ZOOM Information (videoconference link)



[REDACTED]

## **Gardiner Rehabilitation Update**

[REDACTED]

As of November 13, regularly scheduled night work and the majority of weekend work is complete and the contractor will now be working on completing the remainder of the work during the day shift ( 6 a.m. – 6 p.m.). There is a possibility that night work will be required on occasion, and we will continue to provide prior notification, where possible.

Installations of the deck have also been completed and the remainder of the work throughout the winter will include:

- Concrete work on the deck

- Pouring traffic barrier walls

- Installing drainage

- Finishing activities such as lighting, painting, and signage

- Waterproofing

- Paving

- Substructure work, including removing access platforms

While the work is still ongoing as crews work towards the project's completion, residents can still expect to experience noise coming from the Gardiner from time to time. However, since the most disruptive type of work and overnight work is now complete, we are expecting minimal impact leading up to project completion.

The Gardiner Rehabilitation Community Liaison Committee, which the SLNA was instrumental in starting, will not meet until the new year.

## **Local History Highlight The Bank of Upper Canada**



***By Bruce Bell, Local Historian and Tour Guide***

The Bank of Upper Canada building on the NE corner of George and Adelaide completed in 1827 by Dr. W.W. Baldwin with the help of engineer Thomas Hall is the oldest building still standing in the original boundaries of the Town of York and is the oldest bank building standing in Canada today (the original boundaries of York are Adelaide to the north, Front to the south, Berkeley to the east and George to the west).

The bank was built by the influential elite of early York known as the Family Compact, a group of men whose authority and influence in the time before democratic rule was unstoppable.

In 1851, architect Fredrick Cumberland (St. James Cathedral 1853) added a three story wing on the north side of the original bank with an entrance on George St. and lived there with his family in the spacious apartments above.

In 1861, after 35 plus years the Bank of Upper Canada moved out to be closer to the new burgeoning financial district a few blocks westward. However in 1866 the once all powerful bank collapsed after ill advised mortgages granted on worthless land deals.

In 1870, the Christian Brothers bought the old bank building and turned it into De La Salle College.

In 1876, the Brothers hired architect Henry Langley to build a centre wing connecting the bank

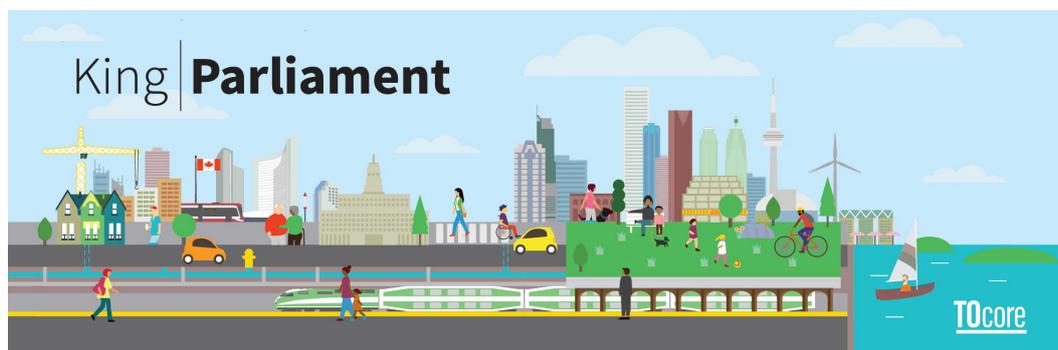
with Toronto's former first Post Office (1833) next door then constructed a huge mansard roof that would attach the post office to the bank thus giving the appearance of one large building.

As the years rolled on and businesses and schools came and went, on June 30, 1978 a fire broke out that gutted the top floors and even though it was designated under the Ontario Heritage Act in 1975 the building was on the verge of being demolished.

It sat there an empty shell boarded up and forgotten even though it was now declared a National Historic site in 1979.

In 1980, the bank building with its great stone portico that encompassed two centuries of the political, economic and social history of Toronto plus the work of the city's greatest architects was rescued by developers Sheldon and Judy Godfrey and is back in use today as a desirable and much sought after business address.

## King Parliament Consultations



### Fall Consultation Materials Now Available

Between October 22 and November 3, 2020, City Planning held a series of online consultation events to provide an update and collect feedback on the [King-Parliament Secondary Plan Review](#). Thank you to everyone who participated in our four sessions:

**Thursday, October 22** - Virtual Open House (Project Overview)

**Monday, October 26** - Queen Street East and Corktown Areas

**Thursday, October 29** - Heritage, Parks and Public Realm

**Tuesday, November 3** - Jarvis Parliament Area

Planning staff reported on our work in progress to refine the proposed Secondary Plan policies and update the zoning by-law for the area, took comments and answered questions.

If you were not able to join our live events, meeting materials will be posted at: [www.toronto.ca/king-parliament](http://www.toronto.ca/king-parliament). There you can also access a copy of the current revised Secondary Plan, red-lined to show revisions from the October 2019 draft. Meeting recordings are available upon request.

We invite you to review the materials and submit any comments you may have **by November 30, 2020**. Meeting this deadline allows us to continue moving forward with our work, consider the feedback and bring a recommended Secondary Plan and Area-Specific Zoning By-law Amendment to Council for consideration early next year.

If you would like to provide input to the Planning team, or if you have any questions about the study, please get in touch!



## Community Stakeholders and Groups

- **The 519**

**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

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Please take time to review the draft report and provide your feedback through the webform or by email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Stay safe!

The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **The Bentway  
Conservancy**



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## **Community Stakeholders and Groups**

- **The Danny Business Improvement Area**

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The Ontario Line Community Relations team

## **Community Stakeholders and Groups**

- **The Friends of Fort York  
and Garrison Common**

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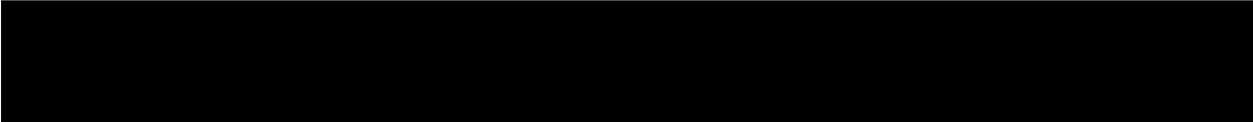
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The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **The Neighbourhood Organization**



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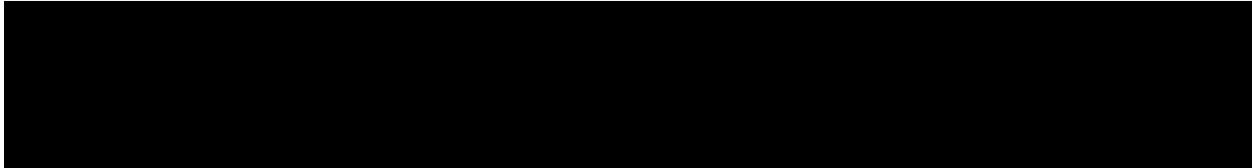
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The Ontario Line Community Relations team

## **Community Stakeholders and Groups**

- **The Ontario Federation of  
Indigenous Friendship  
Centres**



**From:** Ontario Line

**Sent:** May 12, 2021 12:16 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

Hello,

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As you may know, the proposed 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 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

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Stay safe!

The Ontario Line Community Relations team



## Community Stakeholders and Groups

- **Thorncliffe Park  
Community Association**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

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Stay safe!

The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Thorncliffe Park  
Women's Committee**



**From:** Ontario Line

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## Community Stakeholders and Groups

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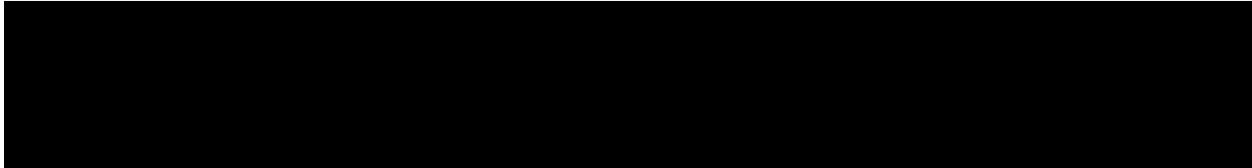
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## Community Stakeholders and Groups

- **Toronto Aboriginal  
Support Services  
Council**



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## Community Stakeholders and Groups

- **Toronto Community Housing**



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## **Community Stakeholders and Groups**

- **Toronto Entertainment District Residents Association**



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## Community Stakeholders and Groups

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## **Community Stakeholders and Groups**

- **Trinity Bellwoods  
Business Improvement  
Area**

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The release of the draft Early Works report initiates a consultation period in which the public are invited to share their feedback on its findings and recommendations. **Feedback is requested by June 11, 2021.**

The Ontario Line Environmental Impact Assessment Report to be released in early 2022 will include an assessment of project operations and construction of Corktown Station and other project components.

Please take time to review the draft report and provide your feedback through the webform or by email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Stay safe!

The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **United Way of  
Greater Toronto**

**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

Hello,

We are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report](#) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [Draft Corktown Station Early Works Report](#) provides details on the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures.

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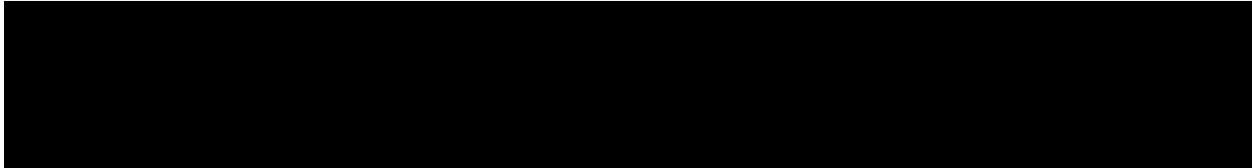
Please take time to review the draft report and provide your feedback through the webform or by email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Stay safe!

The Ontario Line Community Relations team

## Community Stakeholders and Groups

- Wandering Spirit School



**From:** Ontario Line

**Sent:** May 12, 2021 12:16 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

Hello,

On behalf of Metrolinx, we are writing to share some information about the Ontario Line project.

As you may know, the proposed 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 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

As the next step in the environmental assessment process for the Ontario Line, we are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report for public consultation](#).

The [Draft Corktown Station Early Works Report](#) provides details on the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures.

Corktown Station early works will include **only demolition of existing buildings, removal of other structures and asphalt, decommissioning of utilities, soil removal and/or remediation where required**, within the Corktown Station early works project footprint. These early works are being advanced to prepare the site for archeological investigations in advance of future construction staging and laydown to support tunneling and work associated with the future Corktown Station.

The release of the draft Early Works report initiates a consultation period in which the public are invited to share their feedback on its findings and recommendations. **Feedback is requested by June 11, 2021.** Please take time to review the draft report and provide your feedback through the webform or by email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

The Ontario Line Environmental Impact Assessment Report to be released in early 2022 will include an assessment of project operations and construction of Corktown Station and other project components.

Please do not hesitate to let us know if you have any questions or would like to set up some time to learn more about the Ontario Line. You may also wish to learn more through our [project website](#) or subscribe to our e-newsletter there to stay updated on the latest Ontario Line developments.

Stay safe!

The Ontario Line Community Relations team



## **Community Stakeholders and Groups**

- **Waterfront Business Improvement Area**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

Hello,

We are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report](#) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

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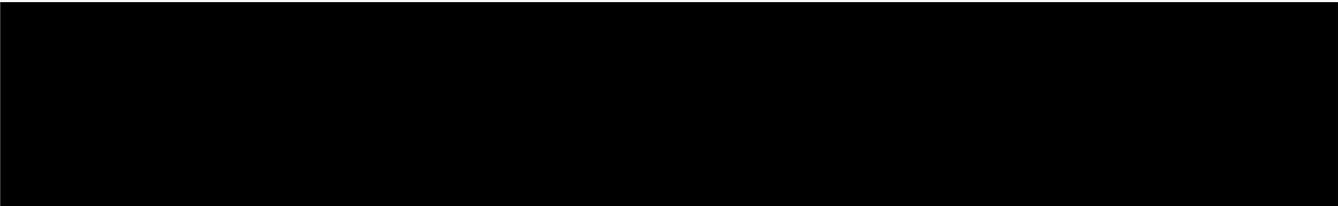
Please take time to review the draft report and provide your feedback through the webform or by email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Stay safe!

The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **West Don Lands  
Committee**



**From:** Ontario Line

**Sent:** July 9, 2021 5:33 PM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: WDLC submission to Corktown Stn Early Works Report

[REDACTED]

Thank you very much for taking the time to review and provide comments on the Draft Corktown Early Works Report on behalf of the West Don Lands Committee.

Similar to your comments, I've categorized the responses in themes below for ease in reviewing:

#### Reviewing and Commenting on the Report

The Ontario Line reports, including this one, have been drafted in compliance with O. Reg. 341/20 and the requirements outlined through the regulation have been satisfied through the contents of this report. Metrolinx recognizes that these reports can often be lengthy and technical in nature, and we have made an effort to present information in a succinct manner, including by providing a summary and grouping by the various disciplines/areas. If there are areas of this or future reports you would like clarity on while reviewing, we would encourage you or other members of the WDLC to pose questions through the forum on Metrolinx Engage or to email the Ontario Line Community Relations team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) so that we can assist you in your review.

#### Species at Risk

Species at Risk surveys were conducted at the buildings planned to be demolished within the Corktown Station early works project footprint. It was determined that the buildings do not support any habitat for Species at Risk including bat Species at Risk. However, should there be any impacts to Species at Risk as a result of early works, all requirements of the Endangered Species Act will be met.

#### Communication about Soil and Groundwater

We plan to share this type of information to the public through a Construction Liaison Committee (CLC), which we look forward to establishing in the coming months.

#### Air Quality

Prior to the early works beginning, the contractor will develop a plan to manage any potential air quality impacts as a result of Corktown Station early works. Real-time air quality monitoring will be required so that additional mitigation can be implemented in a timely manner, as needed, to manage potential impacts.

#### Communications and Notifications

The Ontario Line Community Relations Team is available to the community and public and will continue to be throughout construction. As you know, our team can be reached at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) or 416-202-5100.

Metrolinx will also work to stand up a Construction Liaison Committee (CLC) which will consist of community representatives and meet regularly as we advance towards work beginning in order to resolve complaints and concerns. The team will work closely with the project delivery team and the contractors and constructor to address community concerns such as noise and vibration.

#### Built Heritage Resources, Cultural Heritage Landscapes, and Archaeological Resources

Metrolinx has retained several cultural heritage consultants included in its technical advisory team. In addition, Metrolinx is working with the City of Toronto Heritage Planning, Infrastructure Ontario, the Ministry of Heritage, Sport, Tourism, and Cultural Industries, and Indigenous Nations including the Mississaugas of the Credit First Nation as treaty holder, elected officials and numerous community representatives to advance an Interpretation and Commemoration Plan for First Parliament that builds on the Heritage Interpretation Strategy and the Master Plan work led by the City of Toronto. Metrolinx is looking forward to future engagement with the public and Indigenous Nations on the Interpretation and Commemoration Plan.

#### Transportation and Traffic

As noted in the Corktown Station Early Works Report, a traffic management and control plan will be developed to mitigate any traffic-related impacts as a result of early works. Metrolinx will also consult with the City of Toronto regarding other ongoing construction projects when scheduling early works activities and to minimize potential impacts. As no large-scale construction is anticipated at this site as part of early works, most early works activities will be executed within the property with minor and temporary lane closures immediately adjacent to the structure to be demolished. Access will be maintained throughout the work taking place. If temporary closures to pedestrian, road or cyclist routes are required, notice will be sent to residents in advance of work detailing alternative routes, signage will be available for wayfinding and Traffic Control personnel will be present to assist traffic. Bus routes and stops will remain accessible to the public throughout construction.

Thank you once again for providing your feedback on the Draft Corktown Early Works Report, and please don't hesitate to reach out should you have any further questions or comments.

Talk to you soon,

Bismah

#### **Bismah Haq**

Community Relations and Issues Specialist - Ontario Line



---

From: [REDACTED]

**Sent:** July 6, 2021 4:08 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** [REDACTED]

**Subject:** Re: WDLC submission to Corktown Stn Early Works Report

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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.

Thanks for doing the extra check. I'm pretty sure I submitted it, but in the future I'll copy you. The Word document is verbatim what I submitted.

[REDACTED]  
[REDACTED]

On Tue, Jul 6, 2021, 2:56 PM Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Thanks [REDACTED] I've checked in with the team and we didn't receive them through the web form, but we will make sure the comments (based on what is in the word document) are included in the consultation appendix of the final report. Hope that's okay.

Bismah

---

**From:** [REDACTED]  
**Sent:** July 2, 2021 8:54 PM  
**To:** [REDACTED]  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: WDLC submission to Corktown Stn Early Works 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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[REDACTED] Bismah,

I posted the WDLC commentary on the **Metrolinx Engage Early Works** web form for responses. I did not email it to the ontarioline email address.

I circulated the commentary in a Word file to the West Don Lands Committee separately.

On Fri, Jul 2, 2021, 7:14 PM [REDACTED] wrote:

Hi [REDACTED]

Please see the message below from Bismah about the WDLC submission to the Corktown Early Works Report.

Could you forward your email with the submission? I looked, but couldn't see it in my various

inboxes....

[REDACTED]

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

Begin forwarded message:

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Date:** June 28, 2021 at 1:19:41 PM EDT

**To:** [REDACTED]

**Subject: RE: resending with corrected attachment: WDLC Mtg - Mon Jun 28 - 7-9pm + Agenda + draft May Minutes + WDLC submission to Corktown Stn Early Works Report**

Hi [REDACTED]

Can you please forward me the email through which the attached Corktown Station Early Works Report submission was provided to us at Metrolinx during the public review period? I'd like to double check to make sure it was received and included in the final report as I don't see any record of it coming in to this inbox.

Thank you,

Bismah

---

**From:** [REDACTED]

**Sent:** June 26, 2021 7:58 PM

**To:** [REDACTED]

**Subject:** resending with corrected attachment: WDLC Mtg - Mon Jun 28 - 7-9pm + Agenda + draft May Minutes + WDLC submission to Corktown Stn Early Works 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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Please circulate to your members. This is an opportunity to learn more from Metrolinx and Waterfront Toronto on these important projects.

**WEST DON LANDS COMMITTEE**  
**Virtual Meeting**  
**Monday June 28, 2021, 7-9 pm**

[REDACTED]

[REDACTED]

- [REDACTED]
- [REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]

[REDACTED]

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[REDACTED]  
[REDACTED]

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**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

Hello,

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Please take time to review the draft report and provide your feedback through the webform or by email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Stay safe!

The Ontario Line Community Relations team



**From:** Ontario Line

**Sent:** May 11, 2021 1:14 PM

**To:** [REDACTED]

**Cc:** Josh Vandezande <Josh.Vandezande@metrolinx.com>

**Subject:** RE: FPS/OL Stakeholder meeting May 12th

H [REDACTED]

Regarding the hoarding, we understand plans for this are still in development but will be available to be shared in advance of environmental works beginning on the site. We are open to taking back any perspectives shared by you or the other group attendees on the call.

As for the city-led stakeholder process, we are waiting to receive more details from the city and likely won't be able to comment on any implications at tomorrow's meeting.

Thank you,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

---

**From:** [REDACTED]

**Sent:** May 11, 2021 1:21 AM

**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** FPS/OL Stakeholder meeting May 12th

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Josh and Bismah,

One issue that the group will be asking about at the stakeholder meeting is the timing and location of hoarding around the FPS. Is that something that your team will be able to address?

Also, we obviously will need to discuss the implications of the stakeholder process that City Council has directed and which is no scheduled to start on May 17th.

Thanks very much.

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]

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[REDACTED]

**From:** [REDACTED]

**Sent:** May 5, 2021 4:00 PM

**To:** Ontario Line <ontarioline@metrolinx.com>; LaRusic Edward <Edward.LaRusic@toronto.ca>

**Cc:** [REDACTED] Josh Vandezande <Josh.Vandezande@metrolinx.com>

**Subject:** Re: Ontario Line engagement proposed dates for next week

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Thanks Bismah, I will do a canvass of the community folks.

**Eddie**, can you do the same for your office and city staff?

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]

On May 5, 2021, at 3:52 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Josh and I have worked with our colleagues on the Environmental team to identify the following dates and times for a meeting next week. Could you please let us know which one works best for the community groups?

- Wednesday, May 12 at 1pm or 4pm
- Thursday, May 13 at 4pm
- Friday, May 15 at 9am or 1pm

As a reminder, next week's discussion will focus on:

- the draft early works report for Corktown station (early works will include the removal of existing buildings, other structures and asphalt, decommissioning of utilities, and soil removal

- and/or remediation where required)
- plans for environmental due diligence and archeology investigations
- next steps on community engagement

Looking forward to hearing from you,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

<image002.png>

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**From:** [REDACTED]  
**Sent:** May 4, 2021 1:24 PM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** [REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; LaRusic Edward <[Edward.LaRusic@toronto.ca](mailto:Edward.LaRusic@toronto.ca)>; [REDACTED]  
**Subject:** Ontario Line engagement

**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 Josh,

Following up on our discussion on Friday, it seems that daytime meetings will work for the WDLC members would be especially preferred for City staff.

Eddie LaRusic in Cllr Wong-Tam's office is working on staff availability during the week of May 10th.

If you have information about Metrolinx availability, it would be good to share with us and Eddie so we can start working towards some possible times.

Thanks,

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]



Hi Josh,

Why don't we set up a call later this week. I haven't checked with John, but my best day to meet would be tomorrow, if you have any availability or Friday between 10:30 and 2:00.

It would be great to have these meeting opportunities you have suggested. BTW, the May WDLC meeting will be on May 25th, as the 24th is the Victoria Day holiday. We would be happy to have you present at that meeting.

What we are looking for is the establishment of a stakeholder group with delegates from neighbourhood groups + the local Councillors that would have regular meetings with Metrolinx staff (including technical staff) and City staff who are working on the OL from the River to the Corktown Station. What is important for useful engagement is the opportunity for those delegates, who can then report back to their constituencies, to develop a deep understanding of the proposed work plan and technical issues through an iterative and ongoing process.

I can elaborate more when we speak.

Thanks very much for following up.

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]

On Apr 27, 2021, at 2:54 PM, Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED]

[REDACTED] asked me to follow up with you regarding last night's question about engagement next steps.

We're eager to get into a more regular dialogue with the WDLC and other area community groups regarding plans for Corktown station as well as the rest of the Ontario Line infrastructure. While we hope to be setting up a structured engagement with local elected officials and other groups, we'd like to propose the following near-term initial meetings to facilitate a good flow of information:

- [REDACTED]

[REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

I have followed up with Infrastructure Ontario regarding their consultation plans for the transit-oriented community at Corktown station but they did not have any further information beyond what was provided at the recent virtual town hall hosted by Councillor Wong-Tam.

I hope this is helpful. Happy to setup a call with the three of us and Bismah to discuss later this week.

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

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[REDACTED]

BCCed to: [REDACTED]

---

**From:** Ontario Line

**Sent:** April 12, 2021 10:04 AM

**Subject:** Province of Ontario Announcement - Corktown Station

Hello,

Hope this email finds you well.

We are writing to share 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 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.

As always, if you have any questions, please do not hesitate to contact us here at [OntarioLine@Metrolinx.com](mailto:OntarioLine@Metrolinx.com).

Best,

The Ontario Line Community Relations Team



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[REDACTED]

BCCed to: [REDACTED]

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**From:** Ontario Line

**Sent:** April 12, 2021 10:04 AM

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As always, if you have any questions, please do not hesitate to contact us here at [OntarioLine@Metrolinx.com](mailto:OntarioLine@Metrolinx.com).

Best,

The Ontario Line Community Relations Team



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**From:** Ontario Line

**Sent:** April 14, 2021 12:18 PM

**To:** 

**Cc:** Josh Vandezande <Josh.Vandezande@metrolinx.com>

**Subject:** RE: Metrolinx update to WDLC - Ontario Line April 13 - 11 am

Hi ,

Thanks for taking the time to connect about Corktown station and the First Parliament site yesterday, and nice to virtually meet you.

As Malcolm explained, Metrolinx is currently developing plans for archaeological investigations 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 advisors. Metrolinx representatives will be participating in Thursday's town hall hosted by Councillor Wong-Tam and we will be working with her office on a plan for more formal engagement with the community regarding plans for use of the site for the Ontario Line project.

As Josh shared, we are launching a round of virtual open houses and the registration for them each of them is [now live](#). We are starting with the north segment one which will be taking place this Thursday, and moving along the alignment. The open house for the downtown segment will take place on April 22<sup>nd</sup> at 6:30pm and will focus on the stations at Osgoode, Queen, Moss Park and Corktown. We will be promoting these in our newsletter later today (which you can [sign up for on our website](#) if you have not yet done so), as well as social media and hopefully with the support of groups like yourselves. If you are open to sharing it on social media, we have included some sample posts in case they're helpful:

**Sample message for email/Facebook:** Join Metrolinx on Monday, April 26 2021 at 6:30pm for an Ontario Line presentation and Q&A about the stations at Osgoode, Queen, Moss Park and Corktown. Learn more, register, and submit questions at <https://www.metrolinxengage.com/en/OLliveApril26>

**Sample tweet:** Join @Metrolinx on Monday, April 26, 2021 at 6:30pm for an @OntarioLine presentation and Q&A about the downtown stations. Learn more, register, and submit questions at <https://www.metrolinxengage.com/en/OLliveApril26>

Please don't hesitate to reach out if you have any questions.

Best,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line



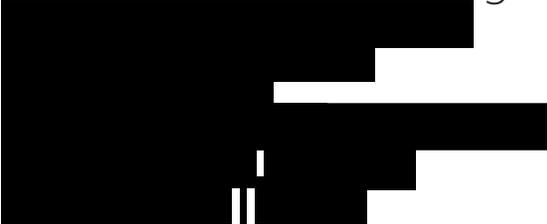
---

**From:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Sent:** April 12, 2021 11:54 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]  
**Subject:** RE: Metrolinx update to WDLC - Ontario Line April 13 - 11 am

Thanks for the reminder, [REDACTED].

Here you go.

Microsoft Teams meeting



---

**From:** [REDACTED]  
**Sent:** Monday, April 12, 2021 11:43 AM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** [REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]  
**Subject:** Re: Metrolinx update to WDLC - Ontario Line April 13 - 11 am

**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 Josh,

Will you send an invite for tomorrow's meeting?

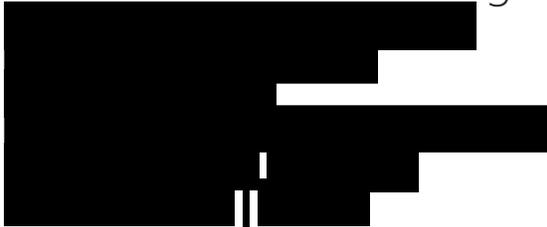
On Thu, Apr 1, 2021, 12:21 PM Josh Vandezande, <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Thanks for mentioning that, [REDACTED] Great reminder and certainly we want to spend most

of the time on discussion. We just thought it would be best to have the discussion with you after we've completed a couple more meetings with city staff about this location.

Appreciate you accommodating the rescheduling. Speak to you all on April 13<sup>th</sup> at 11am.

## Microsoft Teams meeting



---

**From:** [REDACTED]  
**Sent:** Thursday, April 01, 2021 10:23 AM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** [REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]  
**Subject:** Re: Metrolinx update to WDLC - Ontario Line September 28th

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Hi Josh,

Our thoughts on the conversation were not limited to you providing new information to us, but also on us discussing our issues and concerns to you. That said, if there is new information imminent, we would be interested in hearing it as soon as possible. For me, both times you propose would be OK.



On Thu, Apr 1, 2021 at 9:55 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED],

Regrettably, I need to ask if we can postpone this meeting for a week. I've spoke to

the team here and there's no new information we can provide at this time. As such, I wonder if you are available at 11am on April 13 or 1pm on April 16.

Thanks for your flexibility.

Josh

---

**From:** Josh Vandezande

**Sent:** Tuesday, March 30, 2021 12:11 PM

**To:** [REDACTED]

**Cc:** [REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]

**Subject:** RE: Metrolinx update to WDLC - Ontario Line September 28th

Thanks for accommodating.  
Here's the MS Teams meeting link. Talk to you all next week.

Microsoft Teams meeting

[REDACTED]

---

**From:** [REDACTED]

**Sent:** Tuesday, March 30, 2021 11:50 AM

**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>

**Cc:** [REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]

**Subject:** Re: Metrolinx update to WDLC - Ontario Line September 28th

**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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3 pm would work for all 3 of us. Thanks Josh, if you can, please proceed.

[REDACTED]

On Tue, Mar 30, 2021 at 11:11 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED],

Any chance you could accommodate a meeting at 10am or 3pm? I want to make sure that [REDACTED] is available, as he's be working mostly closely on this with the city.

Let me know  
Josh

---

**From:** [REDACTED] >  
**Sent:** Monday, March 29, 2021 6:36 PM  
**To:** [REDACTED]  
**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]  
**Subject:** Re: Metrolinx update to WDLC - Ontario Line September 28th

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April 5th works for me.  
Noon - 3  
5-6pm

[REDACTED]

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

On Mar 29, 2021, at 3:51 PM, [REDACTED] > wrote:

I think in principle either day or evening would be ok; more important would be finding a time that doesn't conflict with other activities.

April 5 would be OK for me in the daytime, but not the evening. It is a holiday for some, but not for me. The others on this thread can weigh in...

Your MS Teams is fine.

[REDACTED]

[REDACTED]

[REDACTED]

On Mon, Mar 29, 2021 at 3:03 PM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED],

Thanks for reaching out. I'd be happy to setup this meeting with a number of people from Metrolinx. It will likely need to be next week.

Does April 5 work? Were you thinking daytime or evening? I can setup the meeting from our end, via Microsoft Teams, once we land a date and time.

Josh

---

**From:** [REDACTED]  
**Sent:** Monday, March 29, 2021 10:09 AM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]  
**Subject:** Re: Metrolinx update to WDLC - Ontario Line September 28th

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Hi Josh,

I would like to have a chance to meet with you virtually, along with [REDACTED]  
[REDACTED]. (All 3 of us have met you at the WDLC Zoom meeting.) We'd like to discuss the First Parliament Site, in conjunction with the Corktown station plans - any updates from the Metrolinx side, and our views on a process to achieve a positive outcome for this valuable heritage asset.

Please let us know your availability over the next week. We could set up a Zoom or you might prefer to make the virtual link.

[REDACTED]  
[REDACTED]  
[REDACTED]

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**From:** [Ontario Line](#)  
**To:** [REDACTED] [on](#)  
**Cc:** [REDACTED]; [Josh Vandezande](#)  
**Subject:** RE: Metrolinx update to WDLC - Ontario Line September 28th  
**Attachments:** [REDACTED]

---

Hi [REDACTED],

Hope you had a great weekend. Happy to respond on behalf of Josh.

In advance of your meeting next week, we can share some updated timelines for early works and environmental assessment in the West Don Lands area. The draft Early Works report for the Lower Don Bridges and Don Yard is anticipated to be available for public consultation in Summer 2021 with no construction expected before Spring 2022. We are taking some additional time for detailed design in this area given the multiple overlapping projects.

I want to reaffirm Metrolinx' commitment to paying tribute to the legacy of the First Parliament site. As we mentioned in our previous community update to the WDLC, while the First Parliament site will be used during construction of the nearby Ontario Line station serving Corktown, Metrolinx will be working with experts to minimize impacts on cultural and heritage aspects of the site. 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. We also published a [blog post](#) about our commitment to commemorate the First Parliament Site's importance to Toronto, and the country. This will be the first of many updates as we prioritize keeping the community informed.

Since we last met with the West Don Lands Committee on September 28, there are a few updates about the Ontario Line we want to make sure your members are aware of:

- As we shared via email with the WDLC on December 1, 2020, we released the [Ontario Line Final Environmental Conditions Report](#) which incorporates community feedback we heard during the engagement period. The Environmental Conditions Report will be followed by public consultation on the Ontario Line Environmental Impact Assessment Report in late 2021/early 2022 that will provide a complete understanding of impacts and mitigation strategies.
- Late last year, we released the [Preliminary Design Business Case](#) which builds on the initial business case we released in 2019. Thanks to feedback from the community, this report outlines the latest in Ontario Line benefits.

We have reached out to our colleagues who are responsible for the East Harbour development for any updates and will pass along anything we receive.

As always, we are here to answer any questions that come out of your Monday evening WDLC meeting. Feel free to reach out.

Have a great day,

**Daryl Gonsalves**

Community Relations & Issues Specialist – Ontario Line  
Metrolinx: connecting our communities



**From:** [Redacted]  
**Sent:** February 15, 2021 8:37 PM  
**To:** [Redacted]  
**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Metrolinx update to WDLC - Ontario Line September 28th

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Hello Josh,

The February meeting of the West Don Lands Committee is approaching on Monday evening, February 22. I am reaching out to determine if there is any update on matters on interest to our Committee.

We have noted with interest the conceptual schematics for the East Harbour station. With greater interest, we have noted the moves to begin the expropriation process at the First Parliament site. We, as well as the executive of our constituent groups, have weighed in with concern to the EBR posting on that matter.

This is to determine how and when you are prepared to engage with our communities on the updated plans for the Ontario Line between East Harbour and the downtown.

We look forward to that engagement.

[Redacted]  
Co-Chair, West Don Lands Committee  
[Redacted]

~~~ ><(((+> ><(((=> ><(((º> ~~~

On Sun, Sep 27, 2020 at 2:30 PM [Redacted] > wrote:

Hi Josh,

I am the WDLC Co-chair along with [Redacted]. We are looking forward to having Metrolinx bring us up to date on the Ontario Line work.

Two points in preparation for tomorrow:

1) I wanted to give you a heads up about a question that we hope your team can address.

Over many years the WDLC has been directly involved in the TRCA's EA studies dealing with flood protection of the Don River flood plan. Below is an image from the Broadview Eastern Floodplain EA that raises the question.

The image shows flood modelling done by the TRCA for the purpose of demonstrating the impact of the EA preferred alternative. The residual spill zone after the flood protection intervention includes the triangular area between the main tracks and Bala line. This is the area where the north-side Ontario Line portal is expected to be located. We are very interested in understanding how the design for this portal will deal with the flood risk in this area and whether that will have any potential effect on the existing flood protection for the WDL.

2) [REDACTED] will be chairing tomorrow night's meeting. My role will be managing the logistics of a virtual meeting.

- The platform we are using is Zoom. The link was in the meeting notice, but here it is again for the benefit of your team:

[REDACTED]

Passcode: [REDACTED]

- screen sharing will be enabled so your team members can present materials
- I will manage the speakers during the Q&A.
  - We will likely ask people to wait until the end of the Metrolinx presentation to ask questions - at which point I may ask your team to stop screen sharing so I can see who has a hand up. (Participants are still getting used to the virtual environment and actual hands up, versus virtual signals, seems to be working best so far)

Please let me know if you or any members of your team have any questions. I am available tomorrow, if there is any need for a dry run.

Thanks very much and looking forward to meeting your team.

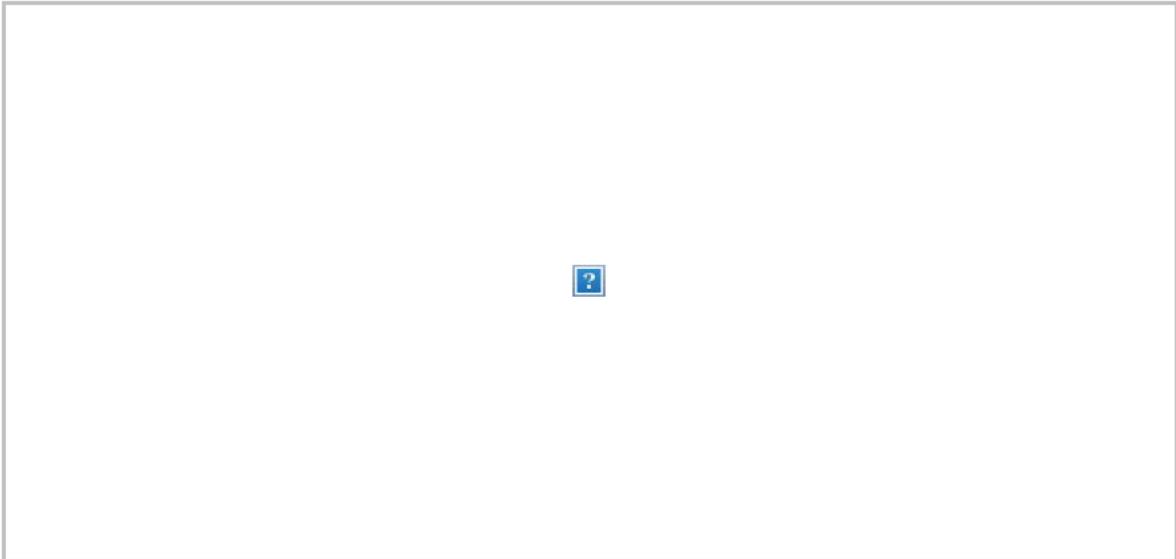
[REDACTED]

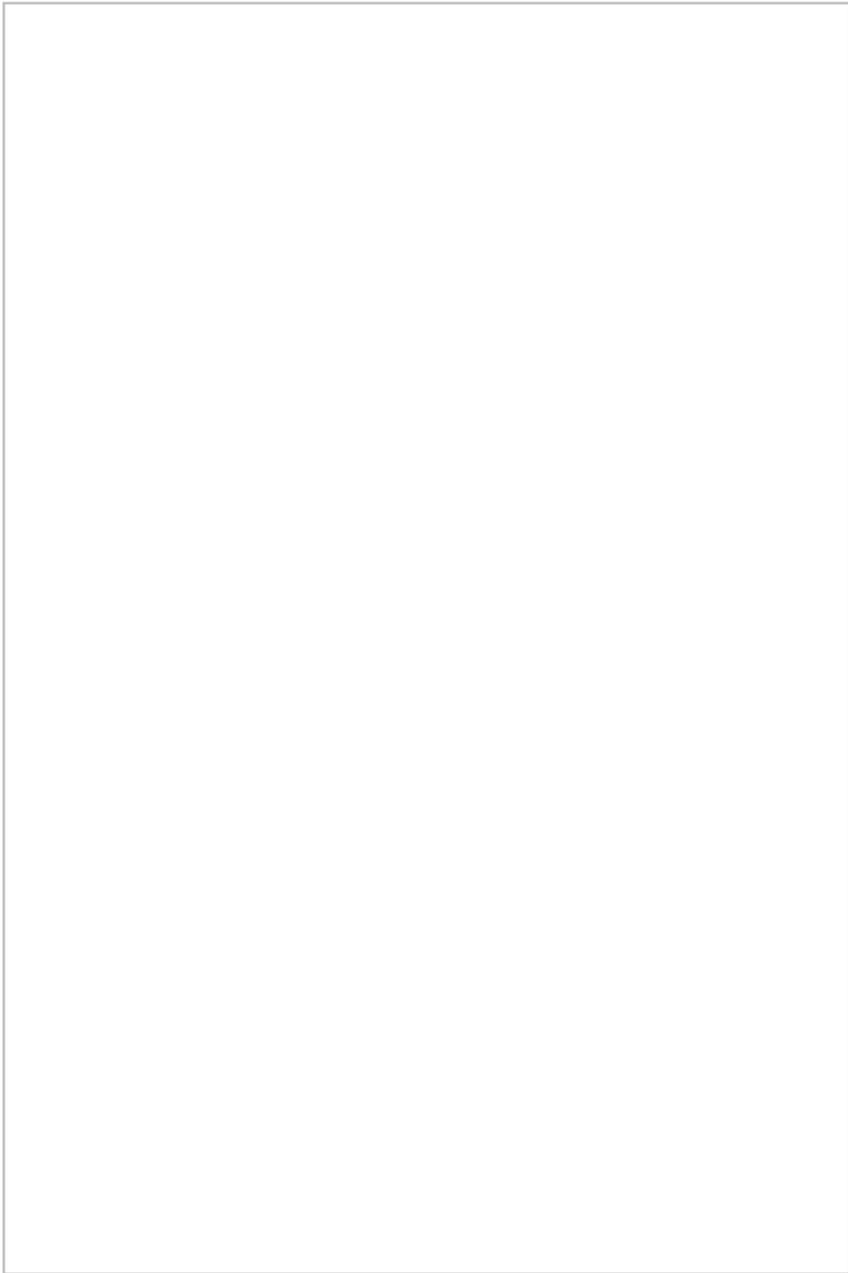
[REDACTED], Co-Chair

[REDACTED]



From Broadview and Eastern Flood Protection EA - PIC#2 May 2019:





On Sep 17, 2020, at 5:08 PM, Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Thanks ████████

██████, I've heard great things about your group and we would be happy to attend your meeting. I'll get a few people from Metrolinx lined up to walk through materials and answer questions. Due to the timelines for some of this information being released to the public, we may not be able to share all the materials in advance but we can present them during the meeting.

How long of a timeslot are you thinking?

We look forward to providing an update on the Ontario Line. Let me know if you have any questions in the meantime.

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

<image002.png>

---

**From:** Susan Walsh  
**Sent:** Thursday, September 17, 2020 4:15 PM  
**To:** ██████████; Josh Vandezande  
**Cc:** ██████████  
**Subject:** RE: Metrolinx update to WDLC - Ontario Line September 28?

██████,

Thanks for your note. Since we last met, we've been lucky enough to add Josh Vandezande to our team as Senior Manager, Community and Stakeholder Relations for the Ontario Line. I've copied Josh here because he is your best contact for all things Ontario Line.

I have changed positions and now look after community relations for outside of Toronto so, as you can see, you are in better hands with Josh.

Thanks again,

Susan

**SUSAN WALSH**  
Director, Community-Stakeholder Relations (905, 705, 519)  
Capital Projects Group | Metrolinx

T: 416.202.7063 C: 647.927.9534

<image003.png>

**Everyone Home Safe, Every Day.**

**From:** [REDACTED]  
**Sent:** September-17-20 4:05 PM  
**To:** Susan Walsh  
**Cc:** [REDACTED]  
**Subject:** Re: Metrolinx update to WDLC - Ontario Line September 28?

Hello Susan,

It has been 10 months since you first joined us as guests at a West Don Lands Committee meeting. I'd like to invite you to update our committee on Ontario Line plans on Monday, September 28, 7 pm. The meeting will be virtual on Zoom. Tyler Mayhew and Duncan Law or other Metrolinx representatives would also be welcome and encouraged to join us.

We have seen some new information released about the South section, which is our main interest, and we understand from Councillor Cressy that you have a degree of more detailed information on the CNE to Don section. We would very much appreciate a presentation that would focus on any more detailed information you can share on the South Section (also including whatever plans can be shared east to Gerrard). With the South section directly impacting and serving our community from East Harbour to King/Parliament and Moss Park we remain very interested in construction and service plans.

Looking forward to hearing from you.

[REDACTED]  
Co-chair, West Don Lands Committee  
[REDACTED]

On Sun, Nov 24, 2019 at 4:16 PM Susan Walsh <[Susan.Walsh@metrolinx.com](mailto:Susan.Walsh@metrolinx.com)> wrote:

[REDACTED],  
The Power Point is just being finalized. Presenting for Metrolinx will be:

Duncan Law, Head Sponsor, Subways Program;

Tyler Mayhew, Director, Subways Communications and Public Affairs; and,

Susan Walsh, Director, Community and Stakeholder Relations

I look forward to meeting you tomorrow evening.

**SUSAN WALSH**

Director, Community-Stakeholder Relations (A)  
Communications | Metrolinx  
T: 416.202.7063 C: 647.927.9534

<image003.png>

**From:** [REDACTED]  
**Sent:** November-21-19 9:44 PM  
**To:** Susan Walsh  
**Subject:** Re: Metrolinx update to WDLC

Great. A PowerPoint presentation will be easy to run. You may either bring a data stick or your own laptop.

I mentioned the time slot - 7:45-8:30 (more or less, including Q&A). If you could provide the name(s) of who will be speaking, I would include that in the agenda I circulate.

I will be chairing the meeting, which runs from 7-9. A presentation from the developer of an indigenous hub in the precinct will precede you. You may come for as much, or little, of the balance of the meeting as you wish.

[REDACTED]

On Thu, Nov 21, 2019, 8:56 PM Susan Walsh, <[Susan.Walsh@metrolinx.com](mailto:Susan.Walsh@metrolinx.com)> wrote:

[REDACTED],

Thanks for getting back to me so quickly. We'd be happy to come to your meeting Monday evening. We will share with you the information we have to date and hopefully start an ongoing two way discussion going forward where we can share more information as it is developed.

Thanks for the invitation. We'll have a PowerPoint presentation if that works for your set up. Please let me know.

Thanks,

**Susan Walsh**  
Director, Community Relations (A)  
METROLINX  
T: 416-202-7063 C 647-927-9534

On Nov 21, 2019, at 2:52 PM, [REDACTED] wrote:

Hello Susan,

I letting Tom off this thread until we work out our details.

I would like to invite Metrolinx to come to the West Don Lands Committee meeting on Monday evening to update us on the current state of work on the Ontario Line, the appropriate avenues for addressing future community questions and input, and any more detailed information on the proposed routing of the Ontario Line through the West Don Lands area. Our meeting is held at the YMCA at Cherry and Front Streets. The timing would be 7:45-8:30. Usually the attendance is around 20, including representatives of our member groups.

The West Don Lands Committee is a coalition of residents', business and civil society organizations in, or nearby, the West Don Lands -- an area defined in the Central Waterfront Plan, but generally between Parliament Street, Eastern Ave., the Don River and the Lakeshore GO tracks. As such, we are very interested in how the Ontario Line is proposed to bridge the Don River, how it will be routed through our community (both above and below ground), and any ideas as to timelines.

If you can manage to have representative(s) of Metrolinx attend our meeting to update us on these matters, we would be very appreciative. Our meetings are once a month, but we break in December, so would not otherwise be able to welcome you until the new year.

Thank you for considering this request.

[Redacted]

~~~~ ><(((+> ><(((=> ><(((°> ~~~~

On Thu, Nov 21, 2019 at 2:37 PM Tom Davidson

<[Tom.Davidson4@toronto.ca](mailto:Tom.Davidson4@toronto.ca)> wrote:

Hi [Redacted],

I am introducing you to Susan Walsh, Acting Director of Community Relations for Metrolinx, She has kindly arranged for an update to the West Don Lands Committee on the Ontario Line. I am putting this process in your hands to arrange the details, and look forward to seeing you there.

Best,  
Tom

Director, Waterfront Initiatives  
Office of Councillor Joe Cressy  
Ward 10 Spadina-Fort York  
416 338-3344  
[joecressy.com](http://joecressy.com)

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## Community Stakeholders and Groups

- **West Queen West  
Business  
Improvement  
Area**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

Hello,

We are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report](#) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [Draft Corktown Station Early Works Report](#) provides details on the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures.

Corktown Station early works will include **only demolition of existing buildings, removal of other structures and asphalt, decommissioning of utilities, soil removal and/or remediation where required**, within the Corktown Station early works project footprint.

These early works are being advanced to prepare the site for archeological investigations in advance of future construction staging and laydown to support tunneling and work associated with the future Corktown Station.

The release of the draft Early Works report initiates a consultation period in which the public are invited to share their feedback on its findings and recommendations. **Feedback is requested by June 11, 2021.**

The Ontario Line Environmental Impact Assessment Report to be released in early 2022 will include an assessment of project operations and construction of Corktown Station and other project components.

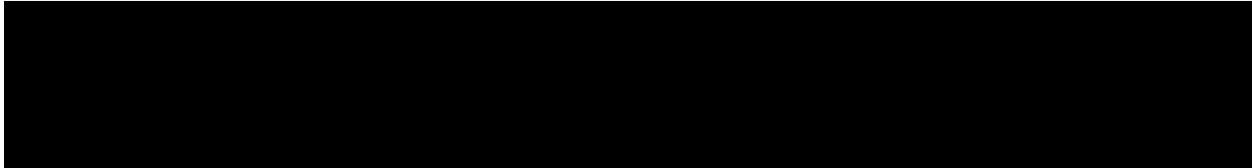
Please take time to review the draft report and provide your feedback through the webform or by email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Stay safe!

The Ontario Line Community Relations team

## Community Stakeholders and Groups

- Wigwamen



**From:** Ontario Line

**Sent:** May 12, 2021 12:16 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

Hello,

On behalf of Metrolinx, we are writing to share some information about the Ontario Line project.

As you may know, the proposed 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 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

As the next step in the environmental assessment process for the Ontario Line, we are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report for public consultation](#).

The [Draft Corktown Station Early Works Report](#) provides details on the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures.

Corktown Station early works will include **only demolition of existing buildings, removal of other structures and asphalt, decommissioning of utilities, soil removal and/or remediation where required**, within the Corktown Station early works project footprint. These early works are being advanced to prepare the site for archeological investigations in advance of future construction staging and laydown to support tunneling and work associated with the future Corktown Station.

The release of the draft Early Works report initiates a consultation period in which the public are invited to share their feedback on its findings and recommendations. **Feedback is requested by June 11, 2021.** Please take time to review the draft report and provide your feedback through the webform or by email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

The Ontario Line Environmental Impact Assessment Report to be released in early 2022 will include an assessment of project operations and construction of Corktown Station and other project components.

Please do not hesitate to let us know if you have any questions or would like to set up some time to learn more about the Ontario Line. You may also wish to learn more through our [project website](#) or subscribe to our e-newsletter there to stay updated on the latest Ontario Line developments.

Stay safe!

The Ontario Line Community Relations team



## Community Stakeholders and Groups

- **WoodGreen Community Services**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

Hello,

We are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report](#) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [Draft Corktown Station Early Works Report](#) provides details on the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures.

Corktown Station early works will include **only demolition of existing buildings, removal of other structures and asphalt, decommissioning of utilities, soil removal and/or remediation where required**, within the Corktown Station early works project footprint.

These early works are being advanced to prepare the site for archeological investigations in advance of future construction staging and laydown to support tunneling and work associated with the future Corktown Station.

The release of the draft Early Works report initiates a consultation period in which the public are invited to share their feedback on its findings and recommendations. **Feedback is requested by June 11, 2021.**

The Ontario Line Environmental Impact Assessment Report to be released in early 2022 will include an assessment of project operations and construction of Corktown Station and other project components.

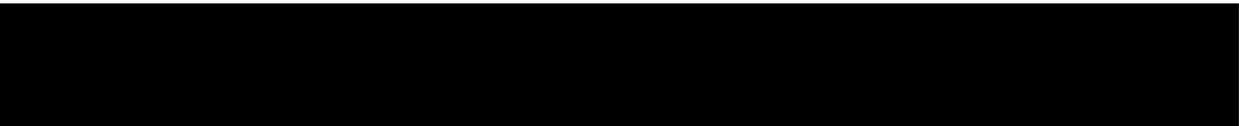
Please take time to review the draft report and provide your feedback through the webform or by email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Stay safe!

The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Wynford-Concord  
Residents Association**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

Hello,

We are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report](#) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [Draft Corktown Station Early Works Report](#) provides details on the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures.

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The release of the draft Early Works report initiates a consultation period in which the public are invited to share their feedback on its findings and recommendations. **Feedback is requested by June 11, 2021.**

The Ontario Line Environmental Impact Assessment Report to be released in early 2022 will include an assessment of project operations and construction of Corktown Station and other project components.

Please take time to review the draft report and provide your feedback through the webform or by email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Stay safe!

The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **Young Men's Christian Association of Greater Toronto**



**From:** Ontario Line

**Sent:** May 12, 2021 12:12 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

Hello,

We are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report](#) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [Draft Corktown Station Early Works Report](#) provides details on the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures.

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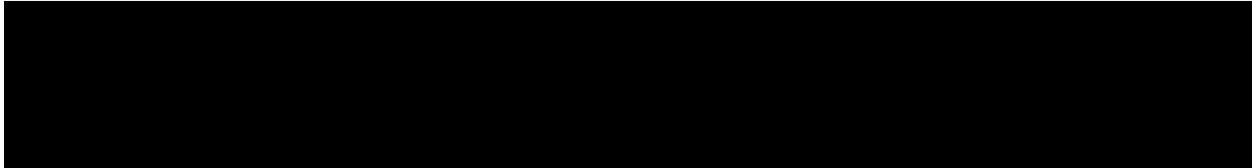
Please take time to review the draft report and provide your feedback through the webform or by email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Stay safe!

The Ontario Line Community Relations team

## Community Stakeholders and Groups

- **2-Spirited People of the 1st Nations**



**From:** Ontario Line

**Sent:** May 12, 2021 12:16 PM

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

Hello,

On behalf of Metrolinx, we are writing to share some information about the Ontario Line project.

As you may know, the proposed 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 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

As the next step in the environmental assessment process for the Ontario Line, we are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report for public consultation](#).

The [Draft Corktown Station Early Works Report](#) provides details on the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures.

Corktown Station early works will include **only demolition of existing buildings, removal of other structures and asphalt, decommissioning of utilities, soil removal and/or remediation where required**, within the Corktown Station early works project footprint. These early works are being advanced to prepare the site for archeological investigations in advance of future construction staging and laydown to support tunneling and work associated with the future Corktown Station.

The release of the draft Early Works report initiates a consultation period in which the public are invited to share their feedback on its findings and recommendations. **Feedback is requested by June 11, 2021.** Please take time to review the draft report and provide your feedback through the webform or by email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

The Ontario Line Environmental Impact Assessment Report to be released in early 2022 will include an assessment of project operations and construction of Corktown Station and other project components.

Please do not hesitate to let us know if you have any questions or would like to set up some time to learn more about the Ontario Line. You may also wish to learn more through our [project website](#) or subscribe to our e-newsletter there to stay updated on the latest Ontario Line developments.

Stay safe!

The Ontario Line Community Relations team



## Technical Stakeholders

- **Federal**
  - **Fisheries and Oceans Canada**
  - **Transport Canada**
- **Provincial**
  - **Infrastructure Ontario**
  - **Ministry of Economic Development, Job Creation and Trade**
  - **Ministry of Education**
  - **Ministry of Heritage, Sport, Tourism and Culture Industries**
  - **Ministry of Municipal Affairs and Housing**
  - **Ministry of Natural Resources and Forestry**
  - **Ministry of the Solicitor General**

## Technical Stakeholders

- **Provincial**
  - **Ministry of the Environment, Conservation and Parks**
  - **Ministry of Transportation**
  - **Ontario Provincial Police**
- **Municipal**
  - **City of Toronto**
  - **Toronto Catholic District School Board**
  - **Toronto District School Board**
- **Conservation Authorities**
  - **Toronto and Region Conservation Authority**
- **Other Technical Stakeholders**
  - **Canadian National Railway**
  - **Exhibition Place**
  - **George Brown College**

## Technical Stakeholders

- **Other Technical Stakeholders**
  - **Hydro One Networks Incorporated**
  - **La Cité**
  - **Law Society of Ontario**
  - **Ontario College of Art and Design University**
  - **Ontario Heritage Trust**

## Federal

- Fisheries and Oceans Canada

**From:** [Ontario Line](#)  
**To:** [FisheriesProtection@dfo-mpo.gc.ca](mailto:FisheriesProtection@dfo-mpo.gc.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:01:08 PM

---

Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the Draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 12, 2021 12:50 PM  
**To:** [FisheriesProtection@dfo-mpo.gc.ca](mailto:FisheriesProtection@dfo-mpo.gc.ca)  
**Cc:** [Maria Zintchenko <Maria.Zintchenko@metrolinx.com>](mailto:Maria.Zintchenko@metrolinx.com); [Merlin Yuen <Merlin.Yuen@metrolinx.com>](mailto:Merlin.Yuen@metrolinx.com); [Crystal Ho <Crystal.Ho@metrolinx.com>](mailto:Crystal.Ho@metrolinx.com)  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

Good afternoon,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Sir/Madam,

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

### **Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). Those who wish to provide comments on the Draft EWR must do so by **June 11, 2021**.

Please find attached the **Notice of Publication of Draft Corktown Station EWR** which provides further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

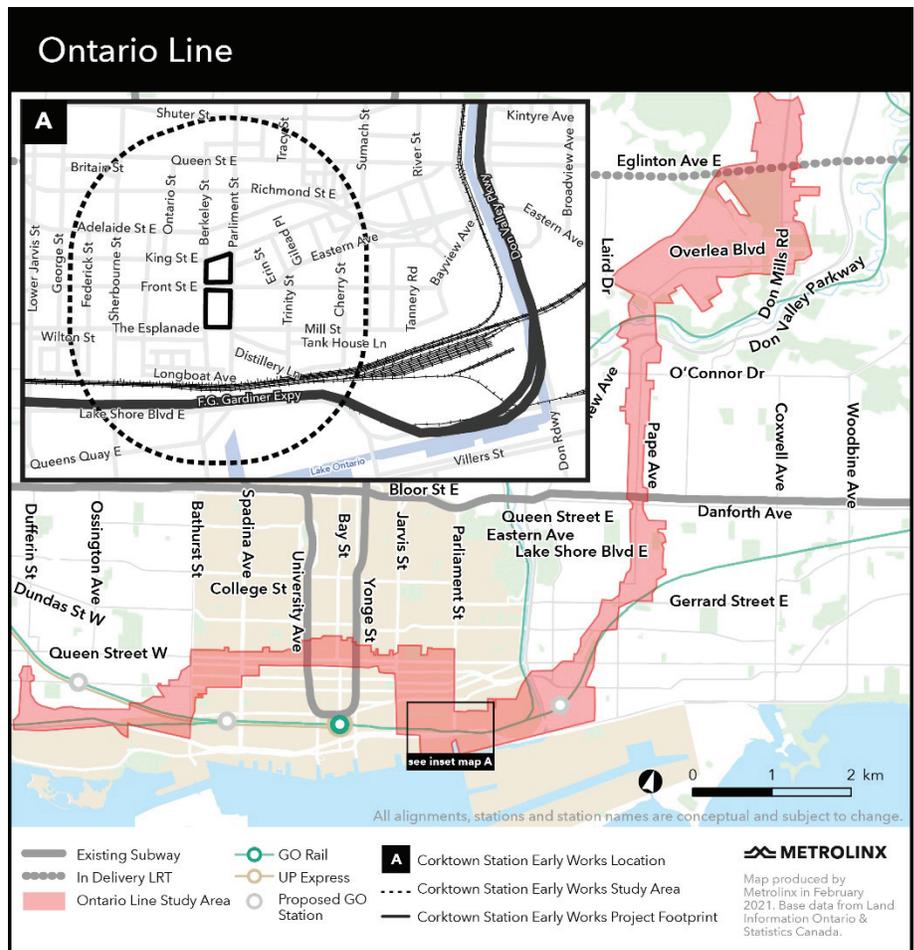
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Ontario Line](#)  
**To:** [FisheriesProtection@dfo-mpo.gc.ca](mailto:FisheriesProtection@dfo-mpo.gc.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** RE: Corktown Station Early Works Report  
**Date:** Friday, March 19, 2021 5:05:00 PM

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Good afternoon,

Please see the Corktown Station Early Works Noise and Vibration Report along with the comment tracking sheet uploaded here for your review:

We would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

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

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

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From: FPP.CA / PPP.CA (DFO/MPO) <fisheriesprotection@dfo-mpo.gc.ca>  
Sent: Thursday, March 11, 2021 8:48 AM  
To: Ontario Line  
Subject: RE: Corktown Station Early Works Report

**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 Crystal

Thank you for the notification of Corktown Station Early Works. The Department reviews projects (works, undertakings, or activities) being conducted in or near waterbodies that support fish. We also review project proposals for impacts to Species at Risk. We do not review notifications for administrative processes. Please visit our website at: <https://www.dfo-mpo.gc.ca/pnw-ppe/index-eng.html> to determine whether your project requires a review by the Department. If you determine that your project needs a review please complete and submit a Request for Review Form to: [FisheriesProtection@dfo-mpo.gc.ca](mailto:FisheriesProtection@dfo-mpo.gc.ca). If you have any questions feel free to contact us at: 1-855-852-8320.

Yours sincerely,

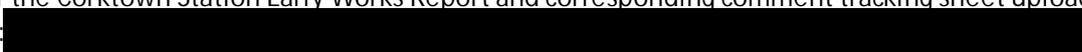
Triage and Planning  
Fish and Fish Habitat Protection Program  
Fisheries and Oceans Canada

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From: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Sent: March 10, 2021 6:37 PM  
To: FPP.CA / PPP.CA (DFO/MPO) <[fisheriesprotection@dfo-mpo.gc.ca](mailto:fisheriesprotection@dfo-mpo.gc.ca)>  
Cc: Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
Subject: Corktown Station Early Works Report

Good afternoon,

As part of the Ontario Line Project, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard alignment segments for the Ontario Line, as well as the location of the Corktown Station. 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. Further information on Corktown Station early works and an update on the Ontario Line environmental process is provided in the letter attached and in the Corktown Station Early Works Report linked below.

Please find the initial drafts of the Corktown Station Early Works Report and corresponding comment tracking sheet uploaded to the following link for your review: 

The link includes the following reports:  
Corktown Station Early Works Report;  
Corktown Station Natural Environment Report;  
Corktown Station Air Quality Report;  
Corktown Station Heritage Detailed Design Report; and  
Corktown Station Traffic and Transportation Report.

As noted in the letter, we would appreciate if you could provide your comments using the comment tracking sheet by April 9, 2021.

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

**Crystal Ho**  
Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

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.

## Federal

- Transport Canada

**From:** [ONT Environment / Environnement ONT](#)  
**To:** [Ontario Line](#)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Wednesday, June 9, 2021 10:20:17 PM  
**Attachments:** [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.

Greetings,

Thank you for your correspondence.

Please note Transport Canada **does not** require receipt of all individual or Class EA related notifications. We are requesting project proponents self-assess if their project:

1. Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property, available at [www.tbs-sct.gc.ca/dfrp-rbif/](http://www.tbs-sct.gc.ca/dfrp-rbif/); **and**
2. Will require approval and/or authorization under any Acts administered by Transport Canada\* available at <http://www.tc.gc.ca/eng/acts-regulations/menu.htm>.

Projects that will occur on federal property prior to exercising a power, performing a function or duty in relation to that project, will be subject to a determination of the likelihood of significant adverse environmental effects, per Section 82 of the *Impact Assessment Act, 2019*.

If the aforementioned does not apply, the Environmental Assessment program should not be included in any further correspondence and future notifications will not receive a response. If there is a role under the program, correspondence should be forwarded *electronically* to:

[EnviroOnt@tc.gc.ca](mailto:EnviroOnt@tc.gc.ca) with a **brief description of Transport Canada's expected role**.

\*Below is a summary of the most common Acts that have applied to projects in an Environmental Assessment context:

- **Canadian Navigable Waters Act (CNWA)** – the Act applies primarily to works constructed or placed in, on, over, under, through, or across navigable waters set out under the Act. The Navigation Protection Program administers the CNWA through the review and authorization of works affecting navigable waters. Information about the Program, CNWA and approval process is available at: <http://www.tc.gc.ca/eng/programs-621.html>. Enquiries can be directed to [NPPONT-PPNONT@tc.gc.ca](mailto:NPPONT-PPNONT@tc.gc.ca) or by calling (519) 383-1863.
- **Railway Safety Act (RSA)** – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: <https://www.tc.gc.ca/eng/railsafety/menu.htm>. Enquiries can be directed to [RailSafety@tc.gc.ca](mailto:RailSafety@tc.gc.ca) or by calling (613) 998-2985.

- **Transportation of Dangerous Goods Act (TDGA)** – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: <https://www.tc.gc.ca/eng/tdg/safety-menu.htm>. Enquiries can be directed to [TDG-TMDOntario@tc.gc.ca](mailto:TDG-TMDOntario@tc.gc.ca) or by calling (416) 973-1868.
- **Aeronautics Act** – Transport Canada has sole jurisdiction over aeronautics, which includes aerodromes and all related buildings or services used for aviation purposes. Aviation safety in Canada is regulated under this Act and the Canadian Aviation Regulations (CARs). Elevated Structures, such as wind turbines and communication towers, would be examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. The *Land Use In The Vicinity of Aerodromes* publication recommends guidelines for and uses in the vicinity of aerodromes, available at: <https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm>. Enquires can be directed to [tc.aviationservicesont-servicesaviationont.tc@tc.gc.ca](mailto:tc.aviationservicesont-servicesaviationont.tc@tc.gc.ca) or by calling 1 (800) 305-2059 / (416) 952-0230.

Please advise if additional information is needed.

Thank you,

**Environmental Assessment Program**, Ontario Region

Transport Canada / Government of Canada / 4900 Yonge St., Toronto, ON M2N 6A5

[EnviroOnt@tc.gc.ca](mailto:EnviroOnt@tc.gc.ca) / Facsimile : (416) 952-0514 / TTY: 1-888-675-6863

**Programme d'évaluation environnementale**, Région de l'Ontario

Transports Canada / Gouvernement du Canada / 4900, rue Yonge, Toronto, ON, M2N 6A5

[EnviroOnt@tc.gc.ca](mailto:EnviroOnt@tc.gc.ca) / télécopieur: (416) 952-0514

**From:** [Ontario Line](#)  
**To:** [EnviroOnt@tc.gc.ca](mailto:EnviroOnt@tc.gc.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:40:06 PM

---

Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the Draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

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**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 12, 2021 12:49 PM  
**To:** [EnviroOnt@tc.gc.ca](mailto:EnviroOnt@tc.gc.ca)  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

Good afternoon,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Sir/Madam,

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

### **Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). Those who wish to provide comments on the Draft EWR must do so by **June 11, 2021**.

Please find attached the **Notice of Publication of Draft Corktown Station EWR** which provides further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

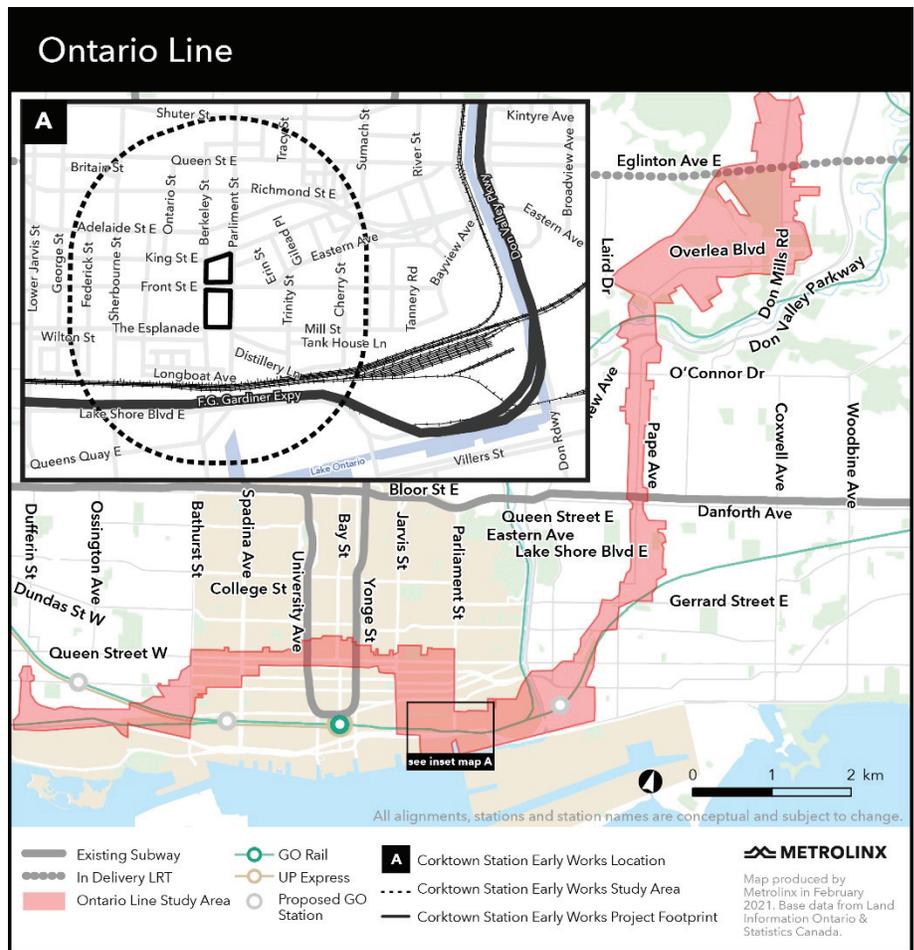
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

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Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Ontario Line](#)  
**To:** [EnviroOnt@tc.gc.ca](mailto:EnviroOnt@tc.gc.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** RE: Corktown Station Early Works Report  
**Date:** Friday, March 19, 2021 4:57:19 PM

---

Good afternoon,

Please see the Corktown Station Early Works Noise and Vibration Report along with the comment tracking sheet uploaded here for your review:

We would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

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

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** March 10, 2021 6:38 PM  
**To:** EnviroOnt@tc.gc.ca  
**Cc:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>  
**Subject:** Corktown Station Early Works Report

Good afternoon,

As part of the Ontario Line Project, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard alignment segments for the Ontario Line, as well as the location of the Corktown Station. 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. Further information on Corktown Station early works and an update on the Ontario Line environmental process is provided in the letter attached and in the Corktown Station Early Works Report linked below.

Please find the initial drafts of the Corktown Station Early Works Report and corresponding comment tracking sheet uploaded to the following link for your review:



The link includes the following reports:

- Corktown Station Early Works Report;
- Corktown Station Natural Environment Report;
- Corktown Station Air Quality Report;
- Corktown Station Heritage Detailed Design Report; and
- Corktown Station Traffic and Transportation Report.

As noted in the letter, we would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

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

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment

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

T: 416-202-7109 C: 437-225-6548

Metrolinx

## Technical Stakeholders

- **Provincial**
  - **Infrastructure Ontario**
  - **Ministry of Economic Development, Job Creation and Trade**
  - **Ministry of Education**
  - **Ministry of Heritage, Sport, Tourism and Culture Industries**
  - **Ministry of Municipal Affairs and Housing**
  - **Ministry of Natural Resources and Forestry**
  - **Ministry of the Solicitor General**
  - **Ministry of the Environment, Conservation and Parks**

## Technical Stakeholders

- **Provincial**
  - **Ministry of Transportation**
  - **Ontario Provincial Police**

## Technical Stakeholders

- **Provincial**
  - **Infrastructure Ontario**

**From:** [Ontario Line](#)  
**To:** [noticereview@infrastructureontario.ca](mailto:noticereview@infrastructureontario.ca)  
**Cc:** [Crystal Ho](#); [Maria Zintchenko](#); [Merlin Yuen](#); [ainsley.davidson@infrastructureontario.ca](mailto:ainsley.davidson@infrastructureontario.ca); [joanna.brown@infrastructureontario.ca](mailto:joanna.brown@infrastructureontario.ca); [ramsen.yousif@infrastructureontario.ca](mailto:ramsen.yousif@infrastructureontario.ca); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:10:16 PM

---

Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the Draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 12, 2021 12:47 PM  
**To:** [noticereview@infrastructureontario.ca](mailto:noticereview@infrastructureontario.ca)  
**Cc:** [Crystal Ho](mailto:Crystal.Ho@metrolinx.com) <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; [Maria Zintchenko](mailto:Maria.Zintchenko@metrolinx.com) <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; [Merlin Yuen](mailto:Merlin.Yuen@metrolinx.com) <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; [ainsley.davidson@infrastructureontario.ca](mailto:ainsley.davidson@infrastructureontario.ca); [joanna.brown@infrastructureontario.ca](mailto:joanna.brown@infrastructureontario.ca); [ramsen.yousif@infrastructureontario.ca](mailto:ramsen.yousif@infrastructureontario.ca)  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

Good afternoon,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Sir/Madam,

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

### **Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

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Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

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Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

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The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). Those who wish to provide comments on the Draft EWR must do so by **June 11, 2021**.

Please find attached the **Notice of Publication of Draft Corktown Station EWR** which provides further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

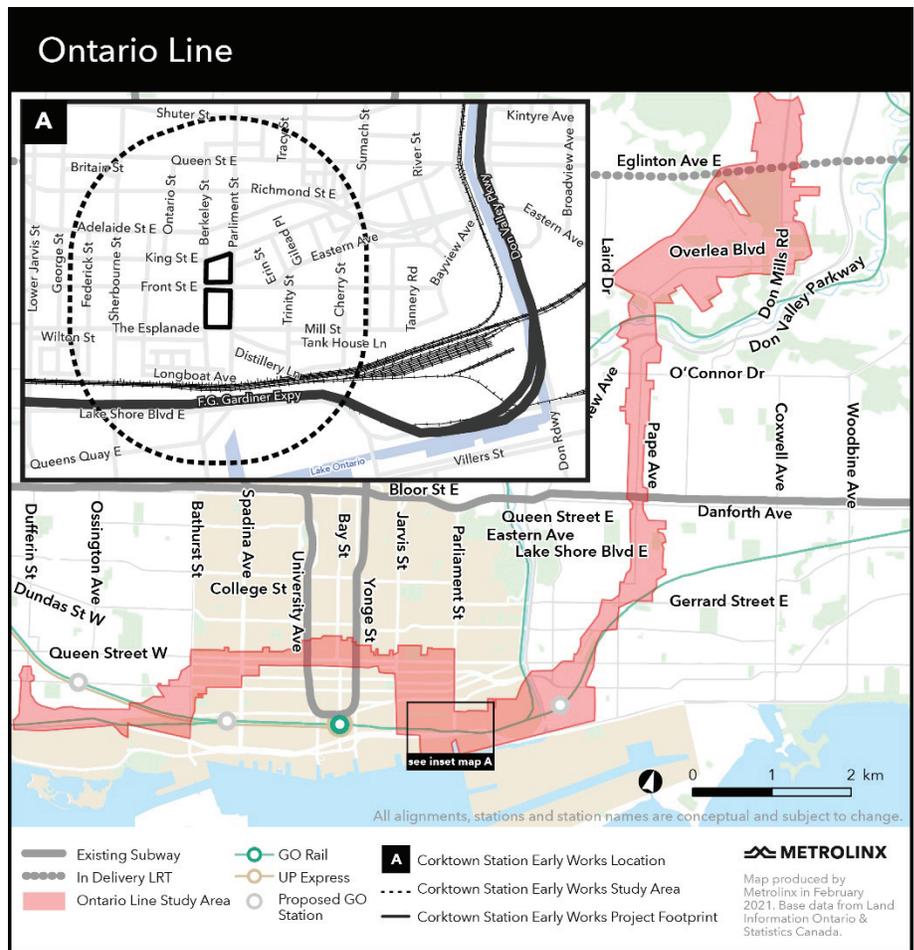
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The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Ontario Line](#)  
**To:** [noticereview@infrastructureontario.ca](mailto:noticereview@infrastructureontario.ca)  
**Cc:** [joanna.brown@infrastructureontario.ca](mailto:joanna.brown@infrastructureontario.ca); [ainsley.davidson@infrastructureontario.ca](mailto:ainsley.davidson@infrastructureontario.ca); [ramsen.yousif@infrastructureontario.ca](mailto:ramsen.yousif@infrastructureontario.ca); [Crystal Ho](#); [Maria Zintchenko](#); [Merlin Yuen](#)  
**Subject:** RE: Corktown Station Early Works Report  
**Date:** Friday, March 19, 2021 4:57:53 PM

---

Good afternoon,

Please see the Corktown Station Early Works Noise and Vibration Report along with the comment tracking sheet uploaded here for your review:

We would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

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

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** March 10, 2021 6:40 PM  
**To:** [noticereview@infrastructureontario.ca](mailto:noticereview@infrastructureontario.ca)  
**Cc:** [joanna.brown@infrastructureontario.ca](mailto:joanna.brown@infrastructureontario.ca); [ainsley.davidson@infrastructureontario.ca](mailto:ainsley.davidson@infrastructureontario.ca); [ramsen.yousif@infrastructureontario.ca](mailto:ramsen.yousif@infrastructureontario.ca); [Crystal Ho <Crystal.Ho@metrolinx.com>](mailto:Crystal.Ho@metrolinx.com); [Maria Zintchenko <Maria.Zintchenko@metrolinx.com>](mailto:Maria.Zintchenko@metrolinx.com); [Merlin Yuen <Merlin.Yuen@metrolinx.com>](mailto:Merlin.Yuen@metrolinx.com)  
**Subject:** Corktown Station Early Works Report

Good afternoon,

As part of the Ontario Line Project, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard alignment segments for the Ontario Line, as well as the location of the Corktown Station. 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. Further information on Corktown Station early works and an update on the Ontario Line environmental process is provided in the letter attached and in the Corktown Station Early

Works Report linked below.

Please find the initial drafts of the Corktown Station Early Works Report and corresponding comment tracking sheet uploaded to the following link for your review:



The link includes the following reports:

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- Corktown Station Natural Environment Report;
- Corktown Station Air Quality Report;
- Corktown Station Heritage Detailed Design Report; and
- Corktown Station Traffic and Transportation Report.

As noted in the letter, we would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

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

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

## Technical Stakeholders

- **Provincial**
  - **Ministry of Economic Development, Job Creation and Trade**

**From:** [Ontario Line](#)  
**To:** [Shireen.Mohammed@ontario.ca](mailto:Shireen.Mohammed@ontario.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:39:20 PM

---

Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the Draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 12, 2021 12:41 PM  
**To:** [Shireen.Mohammed@ontario.ca](mailto:Shireen.Mohammed@ontario.ca)  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

Good morning,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



**Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Shireen Mohammed,

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

**Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

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Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

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If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

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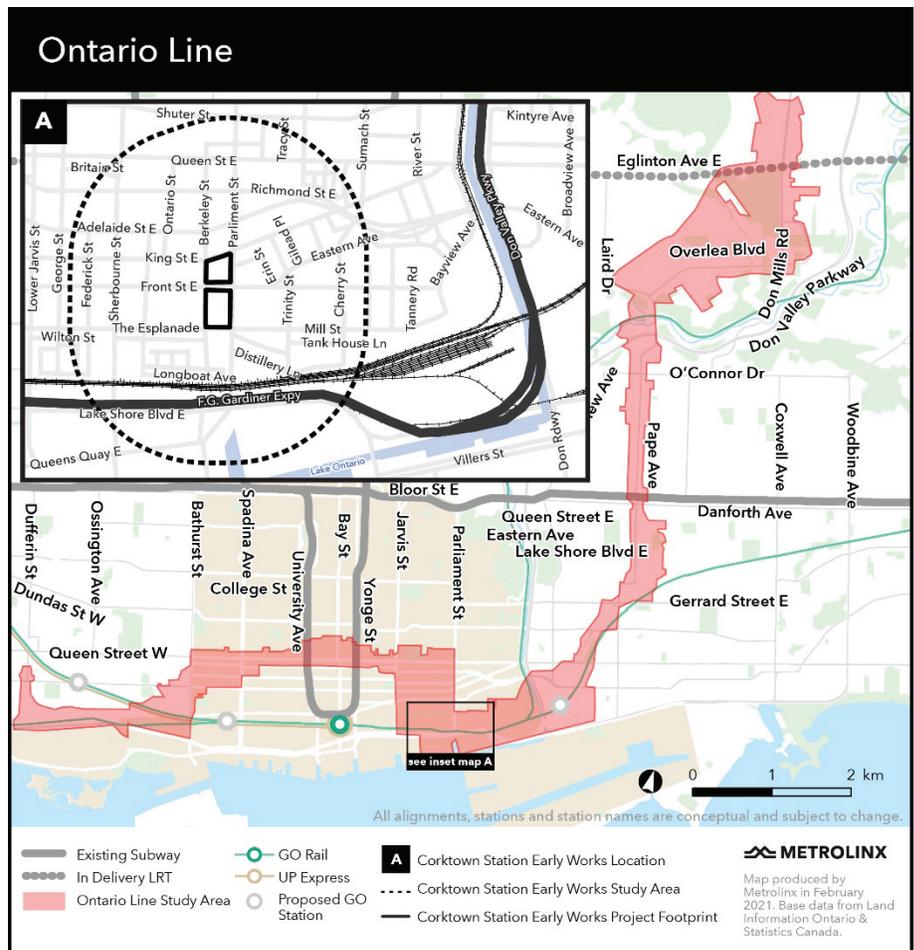
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**Metrolinx 130 Adelaide Street West, Toronto, Ontario M5H 3P5**

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This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Ontario Line](#)  
**To:** [michael.helfinger@ontario.ca](mailto:michael.helfinger@ontario.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Wednesday, May 12, 2021 12:45:26 PM  
**Attachments:** 

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The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Michael Helfinger,

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Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
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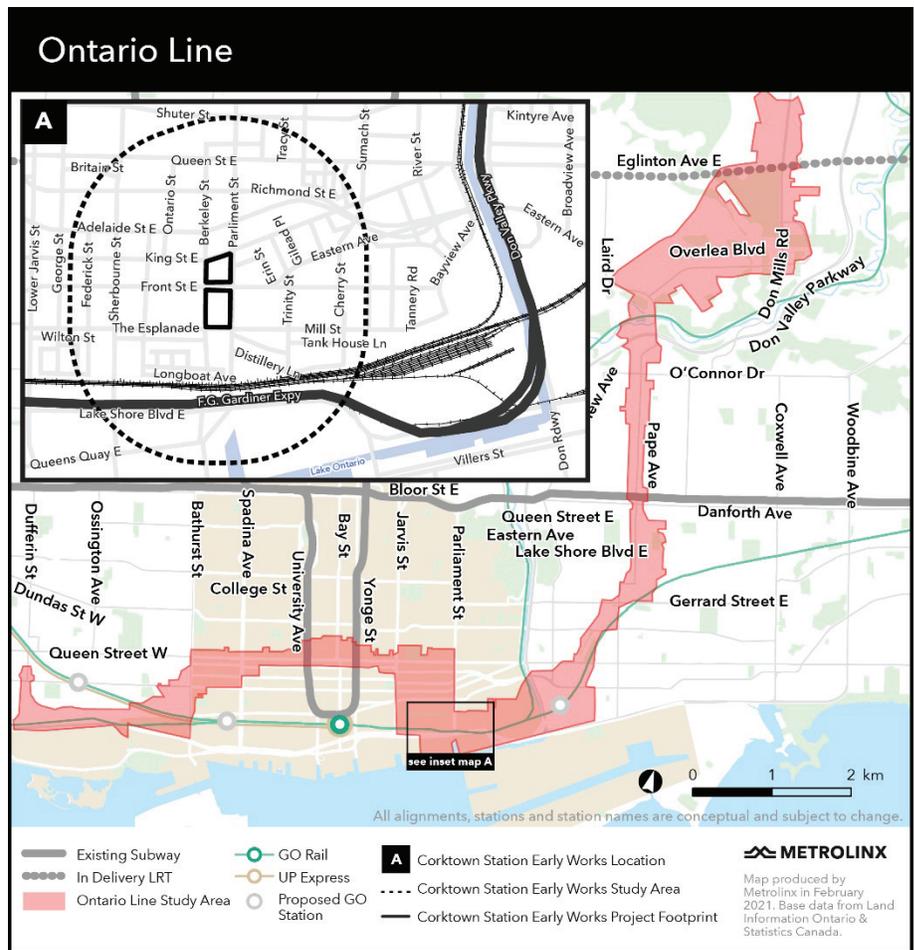
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This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

From: Merlin Yuen  
Sent: Friday, March 19, 2021 5:45 PM  
To: Helfinger, Michael (MEDJCT)  
Cc: Maria Zintchenko; Crystal Ho; Ontario Line; Mohammed, Shireen (MEDJCT)  
Subject: RE: Ontario Line - Corktown Station Early Works Report

Thank you for your response Michael. In addition to the Corktown Station Early Works Report and associated technical discipline reports circulated to yourself and Shireen on March 10, 2021, we've just passed along the Corktown Station Early Works Noise and Vibration Report for your review via EATS. At this time, we're looking for any comments you may have by April 9, 2021.

Please let me know if any issues accessing the document or if any additional questions.

Thanks and have a great weekend.

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823



---

From: Helfinger, Michael (MEDJCT) <[Michael.Helfinger@ontario.ca](mailto:Michael.Helfinger@ontario.ca)>  
Sent: March 19, 2021 10:08 AM  
To: Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
Cc: Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Mohammed, Shireen (MEDJCT) <[Shireen.Mohammed@ontario.ca](mailto:Shireen.Mohammed@ontario.ca)>  
Subject: RE: Ontario Line - Corktown Station Early Works Report

**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 Merlin:

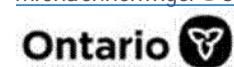
Thank you for sharing the Corktown Station Early Works Report and letter providing an update on the Ontario Line Project with the Ministry of Economic Development, Job Creation and Trade and inviting the Ministry to comment.

MEDJCT strongly supports the Ontario Line project as it is expected to significantly alleviate costly congestion within the City of Toronto and expedite the movement of goods and people. We are pleased to be informed that the planning process is moving ahead.

As the Early Works Report focuses on technical and scientific topics that are beyond the expertise of our Ministry, we have no further comments to offer at this time.

Best regards,

Michael Helfinger  
| Senior Policy Advisor | Corporate Policy Unit |  
Ministry of Economic Development, Job Creation and Trade  
Phone/Text: | 416.434.4799 | | Personal Mobile 416.722.6229 |  
[michael.helfinger@ontario.ca](mailto:michael.helfinger@ontario.ca) |



**From:** [Merlin Yuen](#)  
**To:** [michael.helfinger@ontario.ca](mailto:michael.helfinger@ontario.ca); [Shireen.Mohammed@ontario.ca](mailto:Shireen.Mohammed@ontario.ca)  
**Cc:** [Maria Zintchenko](#); [Crystal Ho](#); [Ontario Line](#)  
**Subject:** Ontario Line - Corktown Station Early Works Report  
**Date:** Wednesday, March 10, 2021 7:19:35 PM  
**Attachments:** 

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Good afternoon Michael and Shireen,

This is a follow-up email to the correspondence sent just now through EATS, which included the Corktown Station Early Works Report and letter providing an update on the Ontario Line Project. At this time we are requesting the Ministry's review and comments by April 9, 2021 in the attached comment tracking spreadsheet (included through EATS in the ZIP file).

Please let me know if any issues accessing the files and I can resend as necessary.

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823

## Technical Stakeholders

- **Provincial**
  - **Ministry of Education**

**From:** [Ontario Line](#)  
**To:** [paul.bloye@ontario.ca](mailto:paul.bloye@ontario.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:33:58 PM

---

Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the Draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

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**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** May 12, 2021 12:45 PM  
**To:** paul.bloye@ontario.ca  
**Cc:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

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130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
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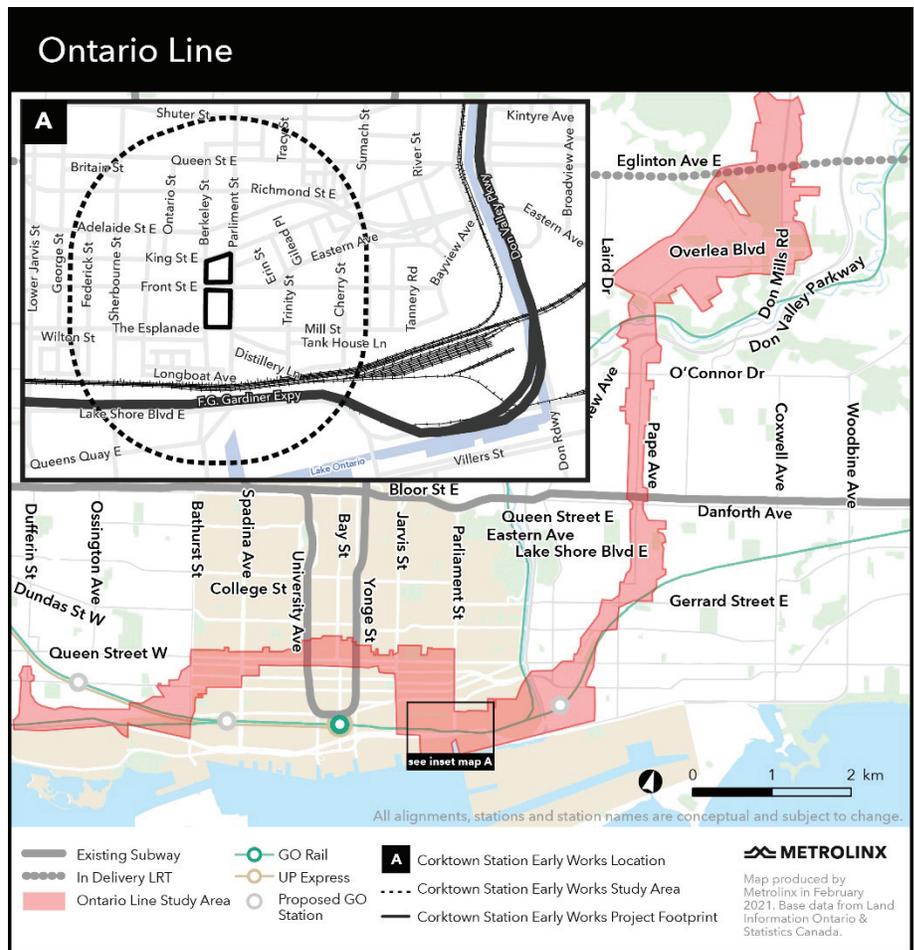
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**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)) may be contacted on behalf of Metrolinx.**

**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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

From: Merlin Yuen <Merlin.Yuen@metrolinx.com>  
Sent: Wednesday, March 24, 2021 9:47 AM  
To: Bloye, Paul (EDU)  
Cc: Maria Zintchenko; Crystal Ho; Ontario Line  
Subject: RE: Ontario Line - Corktown Station Early Works Report, Noise and Vibration

Good morning Paul,

As part of our distribution lists, we pass along our reports to both the TDSB and TCDSB for review. Specifically, our contact for TDSB is Anita Cook, and for TCDSB it is Tomasz Oltarzewski.

Let me know if anything else, and looking forward to the Ministry's comments.

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823



---

From: Bloye, Paul (EDU) <[Paul.Bloye@ontario.ca](mailto:Paul.Bloye@ontario.ca)>  
Sent: March 24, 2021 9:40 AM  
To: Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
Subject: RE: Ontario Line - Corktown Station Early Works Report, Noise and Vibration

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Merlin, are we able to share the files with the local school boards? Paul

Paul Bloye  
Director  
Capital Program Branch  
Ontario Ministry of Education  
P: 416-325-8589

---

From: Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
Sent: March-24-21 9:06 AM  
To: Bloye, Paul (EDU) <[Paul.Bloye@ontario.ca](mailto:Paul.Bloye@ontario.ca)>  
Cc: Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Subject: Ontario Line - Corktown Station Early Works Report, Noise and Vibration

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good afternoon Paul – this is a follow-up email to the correspondence passed along yesterday through EATS which included the Corktown Station Early Works Noise and Vibration Report. As noted in that correspondence, we are currently looking at a turnaround date of April 9, 2021 for the Ministry's comments.

Please let me know if any issues accessing the files or if any questions.

Regards,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

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:** [Merlin Yuen](#)  
**To:** [paul.bloye@ontario.ca](mailto:paul.bloye@ontario.ca)  
**Cc:** [Maria Zintchenko](#); [Crystal Ho](#); [Ontario Line](#)  
**Subject:** RE: Ontario Line - Corktown Station Early Works Report  
**Date:** Wednesday, March 10, 2021 7:16:04 PM  
**Attachments:** 

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Good afternoon Paul,

This is a follow-up email to the correspondence sent just now through EATS, which included the Corktown Station Early Works Report and letter providing an update on the Ontario Line Project. At this time we are requesting the Ministry's review and comments by April 9, 2021 in the attached comment tracking spreadsheet (included through EATS in the ZIP file).

Please let me know if any issues accessing the files and I can resend as necessary.

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823

## Technical Stakeholders

- **Provincial**
  - **Ministry of Heritage, Sport, Tourism and Culture Industries**

**From:** [Ontario Line](#)  
**To:** [Hamilton, James \(MHSTCI\)](#)  
**Cc:** [Merlin Yuen](#); [Maria Zintchenko](#); [Crystal Ho](#)  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Wednesday, May 12, 2021 12:51:10 PM  
**Attachments:** 

---

Good afternoon,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear James Hamilton,

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

### **Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). Those who wish to provide comments on the Draft EWR must do so by **June 11, 2021**.

Please find attached the **Notice of Publication of Draft Corktown Station EWR** which provides further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a stylized flourish extending to the right.

Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

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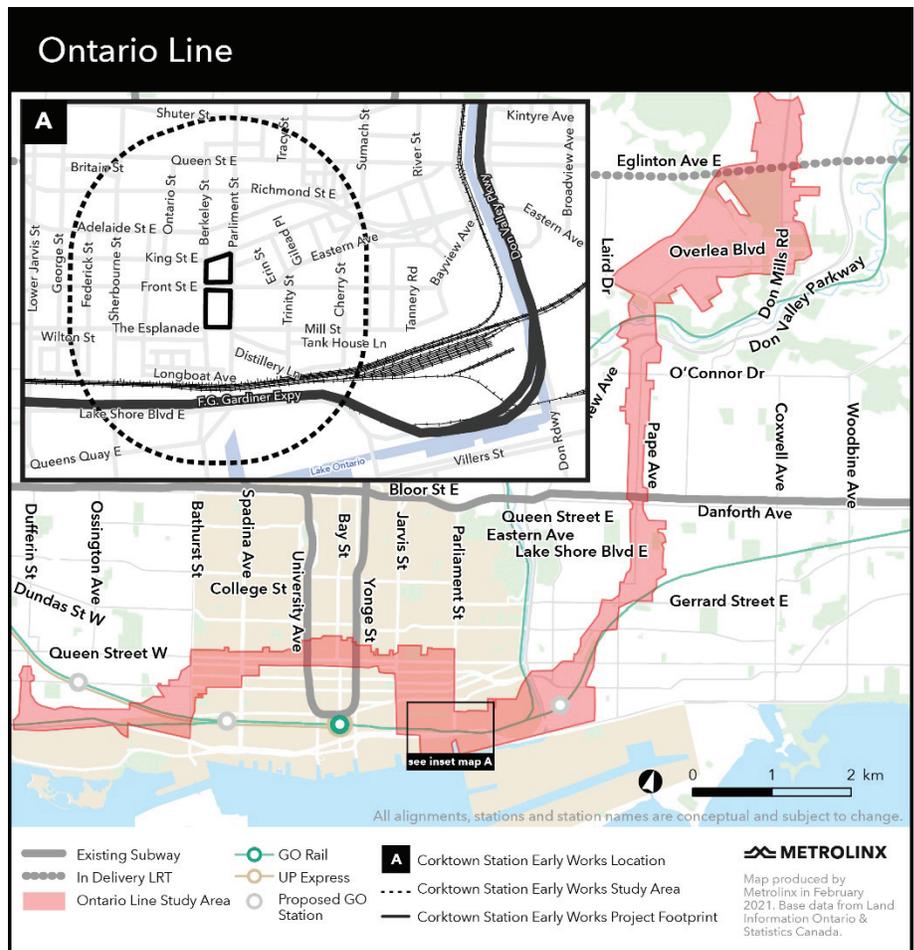
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Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the *Environmental Assessment Act*. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



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**Metrolinx 130 Adelaide Street West, Toronto, Ontario M5H 3P5**

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Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Ontario Line](#)  
**To:** [karla.barboza@ontario.ca](mailto:karla.barboza@ontario.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Wednesday, May 12, 2021 12:51:49 PM  
**Attachments:** 

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**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Karla Barboza,

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

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Toronto, ON M5J 2W3      metrolinx.com

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Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

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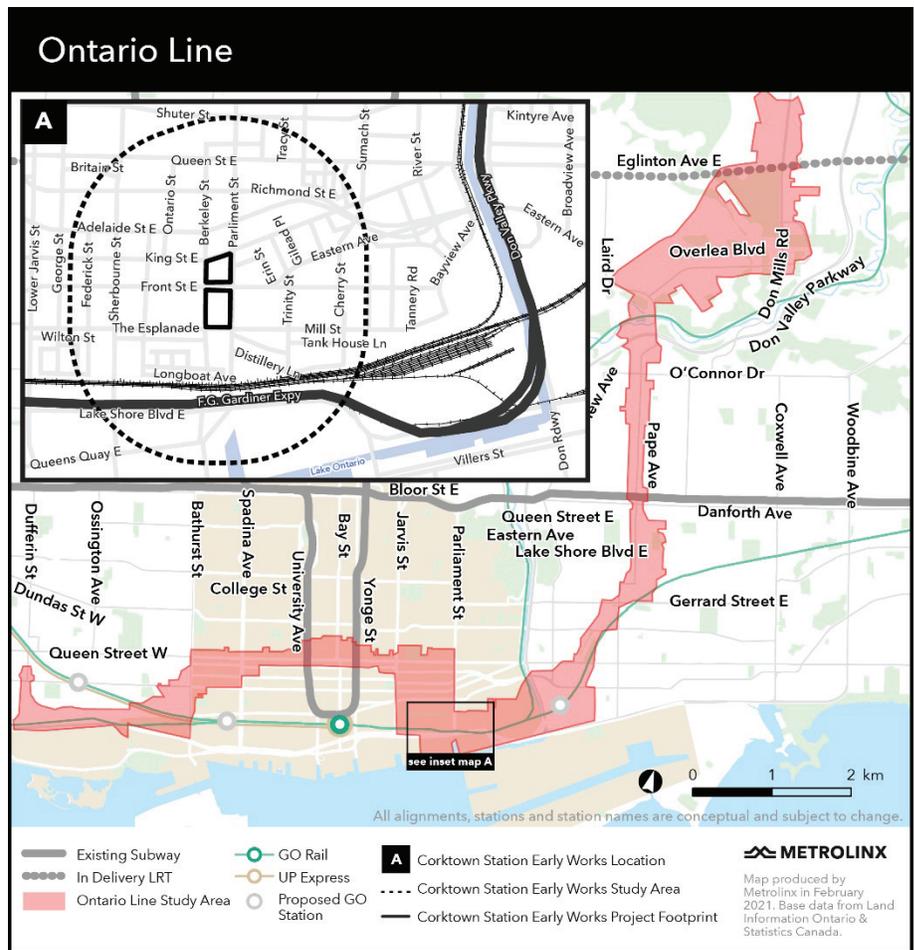
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**Metrolinx 130 Adelaide Street West, Toronto, Ontario M5H 3P5**

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This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Zirger, Rosi \(MHSTCI\)](#)  
**To:** [Ontario Line](#)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Saturday, June 5, 2021 1:56:26 AM

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Good afternoon

Thank you for providing MHSTCI with Notice of on-line publication of the Draft Corktown Station Early Works Report (EWR) (May 2021) posted on May 12, 2021. We reviewed the revised EWR and the corresponding Heritage Detail Design Report (HDDR) (May 2021) and can confirm that the May 2021 reports satisfactorily address MHSTCI's comments and recommendations send to Metrolinx on April 1, 2021. Accordingly we have no further comments.

Please advise us when the final versions of the Early Works reports are posted, so we can download them for our records.

Sincerely

Rosi

**Rosi Zirger** | A/Heritage Advisor  
Ministry of Heritage, Sport, Tourism and Culture Industries  
Heritage, Tourism and Culture Division | Programs & Services Branch | Heritage Planning Unit  
Tel. 416.786-6874 | E-mail: [rosi.zirger@ontario.ca](mailto:rosi.zirger@ontario.ca)

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**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 12, 2021 12:51 PM  
**To:** Zirger, Rosi (MHSTCI) <[Rosi.Zirger@ontario.ca](mailto:Rosi.Zirger@ontario.ca)>  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

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Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

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:** [Rosi.Zirger@ontario.ca](mailto:Rosi.Zirger@ontario.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Wednesday, May 12, 2021 12:51:25 PM  
**Attachments:** 

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130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



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### **Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). Those who wish to provide comments on the Draft EWR must do so by **June 11, 2021**.

Please find attached the **Notice of Publication of Draft Corktown Station EWR** which provides further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

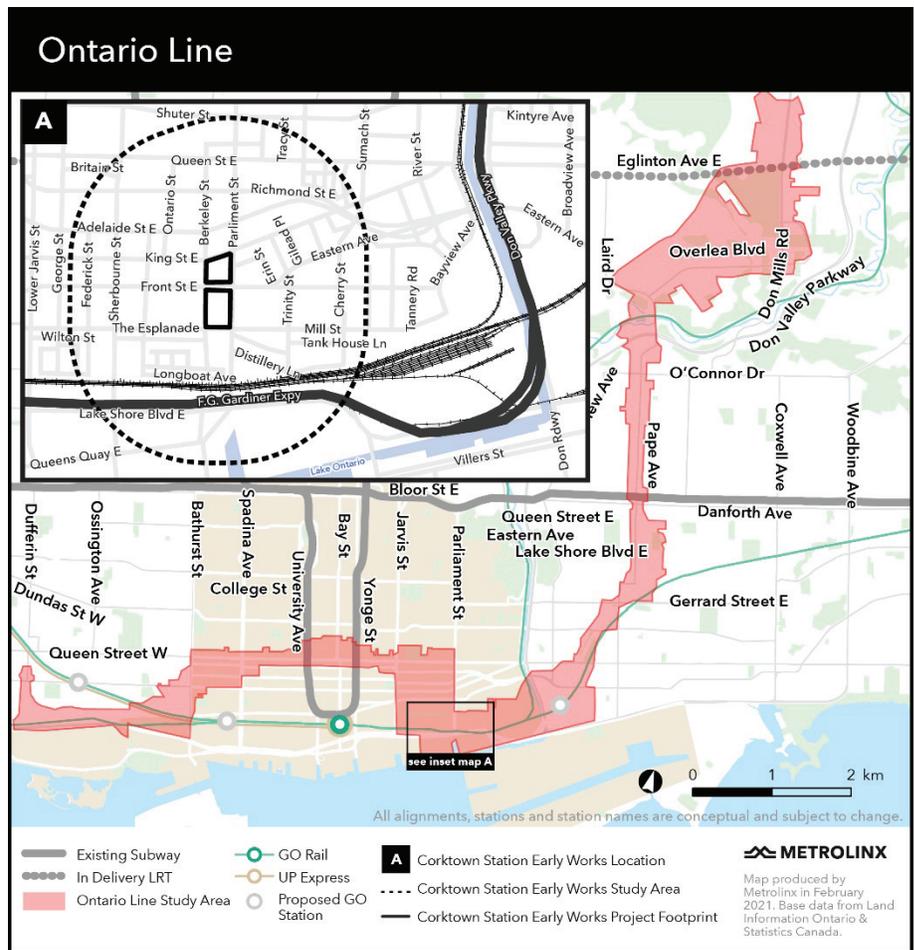
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Zirger, Rosi \(MHSTCI\)](#)  
**To:** [Crystal Ho](#)  
**Cc:** [Hamilton, James \(MHSTCI\)](#); [Barboza, Karla \(MHSTCI\)](#); [Merlin Yuen](#); [Maria Zintchenko](#); [Ontario Line](#)  
**Subject:** RE: Ontario Line - Corktown Station Early Works Report and HDDR  
**Date:** Friday, May 7, 2021 11:10:45 AM  
**Attachments:** [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 morning Crystal, et al

Sorry I missed the additional tab on the Excel table.

The table includes Metrolinx's responses to MHSTCI's comments provided by email on April 1<sup>st</sup>, 2021 for report titled **Draft Early Works Report: Ontario Line Corktown Station Early Works dated March 2021 prepared by AECOM Canada Ltd.** As with the HDDR each of Metrolinx's responses appear to accept our comments and acknowledge that revisions to the Early Works Report have been or will be made. That being said, we may have further comments upon reviewing the full revised EWR report to read the revisions in context.

As always, let me know if you have any questions or if further discussion is needed.

Best regards

Rosi

**Rosi Zirger** | A/Heritage Advisor  
Ministry of Heritage, Sport, Tourism and Culture Industries  
Heritage, Tourism and Culture Division | Programs & Services Branch | Heritage Planning Unit  
Tel. 416.786-6874 | E-mail: [rosi.zirger@ontario.ca](mailto:rosi.zirger@ontario.ca)

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**From:** Crystal Ho <Crystal.Ho@metrolinx.com>  
**Sent:** May 7, 2021 9:42 AM  
**To:** Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>  
**Cc:** Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>  
**Subject:** RE: Ontario Line - Corktown Station Early Works Report and HDDR

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good morning Rosi,

Our responses to MHSTCI's comments on the draft Early Works Report are located in the first tab of

the excel spreadsheet attached. For ease of review, we separated the comments into two different tabs (one for the HDDR and one for the EWR) in the excel spreadsheet. Let me know if you have any further questions or comments.

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment

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

T: 416-202-7109 C: 437-225-6548

Metrolinx

| Review Comments Spreadsheet                                    |                                 |             |                                                                                                                                                                 | * Actions:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | ** Status:                                                                                                                                                                                                     |
|----------------------------------------------------------------|---------------------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                |                                 |             |                                                                                                                                                                 | 1 = Will comply                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | O = Open, not resolved                                                                                                                                                                                         |
|                                                                |                                 |             |                                                                                                                                                                 | 2 = Discuss, clarification required                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | P = Pending incorporation in design                                                                                                                                                                            |
|                                                                |                                 |             |                                                                                                                                                                 | 3 = Not applicable because .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | C = Closed, implementation complete                                                                                                                                                                            |
| Project Name: <b>Corktown Station Draft Early Works Report</b> |                                 |             |                                                                                                                                                                 | Revised By: <b>MHSTCI</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                |
| Project No:                                                    |                                 |             |                                                                                                                                                                 | Date In:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                |
|                                                                |                                 |             |                                                                                                                                                                 | Date Out:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                |
| Item No.                                                       | Reviewer Name                   | Description | Part, Chapter, Sec, Subsec, page, DWG#                                                                                                                          | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Response & Details (Authors - )                                                                                                                                                                                |
| 1                                                              | MHSTCI – Heritage Planning Unit |             | Executive Summary Built Heritage Resources and Cultural Heritage Landscapes (page viii)                                                                         | This section lists the number of resources by type e.g. One designated . . . One National Historic Site . . . etc. We suggest adding in brackets that corresponding address or reference number (OLS-xx). Refer to the EWR for Exhibition Station and use a consistent approach.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Thank you for your comment, the text has been revised to include the resource reference numbers.                                                                                                               |
| 2                                                              | MHSTCI – Heritage Planning Unit |             | Executive Summary Table ES-2 Potential Impacts, Mitigation Measures . . . Discipline: Built Heritage Resources and Cultural Heritage Landscapes (page xxi-xxii) | As with the Exhibition Station Early Works Report this EW Report for Corktown Station also includes a row for each general type of impact listed in Appendix I of the Cultural Heritage Report e.g. encroachment, modification etc. even though none of these impacts are anticipated for the early works at Corktown Station. Our preference continues to be that the table in the Executive Summary align with the corresponding Table 6-7 (see Item #12 below) in the body of the report. Including multiple entries for generic impacts that will not occur obscures the impacts that will occur. Similarly, using generic language to describe impacts that are known is unnecessarily confusing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Changes have been made to the revised report to ensure the Executive Summary alignments with corresponding Table 6-7. The entries will be revised such that generic impacts are not listed to avoid confusion. |
| 3                                                              | MHSTCI – Heritage Planning Unit |             | Table ES-2 6th row (page xxi)                                                                                                                                   | The 6th row states:<br>Potential Impact: Demolition of all or part of any buildings within a built heritage resource/cultural heritage landscape not anticipated.<br>Mitigation Measure: Continued avoidance of properties.<br><br>Please revise entry to align with Table 6-7 which describes impacts to OLS-034 (First Parliament Site?) as Removal/Demolition of a building or structure on the property and/or any ground disturbance that has the potential to remove or demolish deeply buried archaeological remains.<br><br>Additionally, the text should be edited to align with the <b>Minister's decision and acknowledge that the Minister's consent was granted and what the conditions were.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Text has been revised in Table ES-2.                                                                                                                                                                           |
| 4                                                              | MHSTCI – Heritage Planning Unit |             | Table ES-2 7th row (bottom of page xxi)                                                                                                                         | 7th row states:<br>Potential Impact:<br>Impacts to properties that meet or have the potential to meet Ontario Regulation 10/06 under the Ontario Heritage Act anticipated for OLS-034 (First Parliament Site - 265 and 271 Front Street and 25 Berkeley Street).<br>- see Item #3 above - Please revise entry to align with Table 6-7 (see Item #12 below) which describes impacts to OLS-034 as Removal/Demolition of a building or structure on the property and/or any ground disturbance that has the potential to remove or demolish deeply buried archaeological remains<br><br>- please revise Mitigation Measures as follows:<br>- <del>Obtain MHSTCI Minister's Consent as planning progresses.</del> MHSTCI Minister's consent was granted on March 18th, 2021<br>- Fulfill all conditions of Minister's consent, including conditions related to archaeological assessment(s).<br>- Complete archaeological requirements as recommended in Section 6.8 and according to the conditions in MHSTCI Minister's Consent. Archaeological requirements should be completed surrounding the building footprints prior to demolition of the buildings in OLS-034.<br><br>- Please revise Monitoring Activities as follows:<br>- Corktown Station early works will have no impact that requires monitoring prior, during or post-construction of early works.<br>- <del>Refer to Section 6.8 for further archaeological monitoring recommendations, if required.</del>                                                                                                            | Text has been revised in Table ES-2.                                                                                                                                                                           |
| 5                                                              | MHSTCI – Heritage Planning Unit |             | Table ES-2 2nd row page xxii                                                                                                                                    | the 2nd row states:<br>Potential Impact:<br>Potential to remove or demolish deeply buried archaeological remains as a result of removal/Demolition of a building or structure on the property and/or any ground disturbance is anticipated at OLS-034 (First Parliament Site - 265 and 271 Front Street and 25 Berkeley Street).<br>- Overall, this entry is unclear. This entry should be edited to align with latest information, including Minister's Consent and its conditions. This known archaeological site will be fully excavated. Please review and edit for correctness and clarity.<br>- please edit and/or update Mitigation Measure as follows:<br>- Consult with City of Toronto's Heritage Preservation Services as planning progresses regarding any physical impact to the property in order to determine and obtain any approval or permits required.<br>- Consult with Ontario Heritage Trust as current owners of part of the property as planning progresses and if required, obtain approval/consent.<br><br>- <del>Comment: This has already occurred as part of obtaining Ministers' Consent. Please edit for accuracy and clarity or delete.</del><br>- <del>Obtain MHSTCI Minister's Consent as planning progresses.</del><br>- Fulfill all conditions of Minister's consent.<br>- Complete archaeological requirements as recommended in Section 6.8 and according to the condition in MHSTCI Minister's Consent. Archaeological requirements should be completed surrounding the building footprints prior to demolition of the buildings in OLS-034. | Text has been revised in Table ES-2.                                                                                                                                                                           |
| 6                                                              | MHSTCI – Heritage Planning Unit |             | Executive Summary Table ES-2 Potential Impacts, Mitigation Measures . . . Discipline: Archaeological Resources (last row on page xxii)                          | Mitigation Measures: see Item #15 below – edit Table ES-2 to align with the edits to Table 6-8.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | See Item #15                                                                                                                                                                                                   |
| 7                                                              | MHSTCI – Heritage Planning Unit |             | ES.6 Permits and Approvals page xxvi                                                                                                                            | Under the Ontario Heritage Act, 1990 – please edit to reflect the current status of this consent<br>- Consent, with conditions, of the Minister of Heritage, Sport, Tourism and Culture Industries was obtained for the direct impact proposed to the First Parliament Site (OLS-034) from early works, on March 18th, 2021 for:<br>- Demolition and removal of the building located at 265 Front Street East (non-heritage building).<br>- Removal of heritage attributes (i.e., excavation of the archaeological site (A)Gu-41)) located on 265 Front Street East, 271 Front Street East and 25 Berkeley Street.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Text has been revised in Section ES.6 to discuss Minister's Consent conditions.                                                                                                                                |

|    |                                 |  |                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                              |
|----|---------------------------------|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 8  | MHSTCI – Heritage Planning Unit |  | 5.6.1.1.1 King-Parliament Secondary Plan page 79- 80                                                                                                                                                                                           | The proposed King-Parliament Secondary Plan amendments listed on page 80 are missing the second last bullet. Please add the following as the second last bullet: optimizing and enhancing pedestrian and cycling connectivity across the First Parliament site and between the site and area parks, open spaces and circulation routes;<br><br>Please note that the City of Toronto's website: <a href="https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/king-parliament-secondary-plan-review/meetings-events/">https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/king-parliament-secondary-plan-review/meetings-events/</a> states that: "The staff-recommended King-Parliament Secondary Plan and Zoning By-law Amendment will be considered at Toronto and East York Community Council on Wednesday, April 21. Documents will be posted by April 1".                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Text has been revised in Section 5.6.1.1.1.                                                                                                                                                                                                                                                                  |
| 9  | MHSTCI – Heritage Planning Unit |  | 5-7 Built Heritage Resources and Cultural Heritage Landscapes (page 99)                                                                                                                                                                        | Same comment as Item #1 above:<br>This section lists the number of resources by type e.g. One designated . . . , One National Historic Site. . . etc.<br>We suggest adding in brackets that corresponding address or reference number (OLS-xx). Refer to the EWR for Exhibition Station and use a consistent approach.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Thank you for your comment, the text has been revised to include the resource reference numbers.                                                                                                                                                                                                             |
| 10 | MHSTCI – Heritage Planning Unit |  | Table 5-13 (page 100-110)<br>Description of Known, Previously Identified and Potential Built Heritage Resources /Cultural Heritage Landscapes Within the Corktown Station Built Heritage Resources and Cultural Heritage Landscapes Study Area | It is unclear why the words Built Heritage Resources and Cultural Heritage Landscapes are repeated in the title of the Table. Please review and edit as necessary.<br><br>Also, table entries are repeated i.e. pages 111 to 121 repeat pages 100-110. Please review and remove the repeated pages.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Thank you for your comment, this caption repeats "Built Heritage Resources and Cultural Heritage Landscapes" to specify which discipline study area the resources are located within. The caption has been left as is for consistency with other Early Works Reports.<br><br>Repeated text has been removed. |
| 11 | MHSTCI – Heritage Planning Unit |  | 5.8 Archaeological Resources page 123                                                                                                                                                                                                          | section 4.8 (page 40) refers to only the Stage 1AA (2020) yet this section 5.8 correctly refers to other AA's that have been undertaken.<br>We suggest reviewing sections describing Archaeological Resources and editing for consistency.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | This consistency update has been made.                                                                                                                                                                                                                                                                       |
| 12 | MHSTCI – Heritage Planning Unit |  | Table 6-7: Potential Impacts, Mitigation Measures and Monitoring Activities – Built Heritage Resources and Cultural Heritage Landscapes (pages 164-171)                                                                                        | Column: Type and Description of Potential Impacts – should be edited as follows:<br>OLS-034 is entirely within the Corktown Station Early Works Project Footprint. All structures within the property will be <del>demolished as part of experience a direct impact from</del> early works, as shown on the Corktown Station Early Works Conceptual Design (Figure 1-1). Early works are limited to the demolition of the two buildings on this property, including removal of the building foundations. While the buildings are not heritage attributes of the property, <del>their removal required MHSTCI Minister's Consent due to being located on a provincial heritage property of provincial significance. Therefore, the proposed demolition of these two buildings is not considered an adverse impact.</del> As per Policy 6.2.1 of the St. Lawrence Neighbourhood Heritage Conservation District Plan, the demolition of buildings on non-contributing properties is permitted.<br><br>In addition, the deeply buried archaeological resources related to the property are heritage attributes of the property and are within the Corktown Station Early Works Project Footprint. OLS-034 may experience a direct adverse impact by the proposed removal of the buildings, specifically the removal of the foundations, as a part of early works. <b>Comment: the meaning of this is unclear. Please clarify based on what is currently know about this property.</b><br><br>Mitigation Measures column should be edited to reflect the current status of Minister's Consent:<br>Mitigation measures documented in Appendix H of the Ontario Line Cultural Heritage Report have been refined based on the early works impact assessment. MHSTCI – Heritage Planning Unit The following mitigation measures should be implemented regarding any physical impact to the property:<br>- Consult with City of Toronto's Heritage Preservation Services as planning progresses regarding any physical impact to the property in order to determine and obtain any approval or permits required.<br>- Consult with Ontario Heritage Trust as current owners of part of the property as planning progresses and if required, obtain approval/consent. <b>Comment: This has occurred as part of obtaining Ministers' Consent. Please review and edit of delete as necessary.</b><br>- <del>Obtain MHSTCI Minister's Consent as planning progresses.</del><br>- Fulfill all conditions contained of Minister's consent <b>dated March 18, 2021.</b><br>- Complete archaeological requirements as recommended in Section 6.8 of the Ontario Line Draft Corktown Station Early Works Report <b>and in fulfillment of the Archaeology Conditions included in MHSTCI's Minister's Consent Agreement dated March 18th, 2021.</b> Archaeological requirements should be completed surrounding the building footprints prior to demolition of the buildings in OLS-034.                                                                                                                                                                                                                                                  | Text revisions to Table 6-7 have been made.                                                                                                                                                                                                                                                                  |
| 13 | MHSTCI – Heritage Planning Unit |  | 6.8 Archaeological Resources (page 172)                                                                                                                                                                                                        | The text should be edited to reflect that MHSTCI Minister's Consent has been granted with conditions related to archaeology. We also suggest removing generic language, and instead address potential impacts clearly and concisely. See edits below:<br><br>Early works are anticipated to result in a combination of surface/above and below grade impacts. <del>Any early works components that have the potential to impact archaeological resources will require further archaeological assessment. All required</del> The archaeological assessments will be undertaken as part of the early works. All archaeology on the First Parliament site on 265 Front, 271 Front and 25 Berkeley will be in accordance with the following conditions of the MHSTCI's Minister's Consent:<br>a) All archaeological assessments are undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of previously completed archaeological assessment reports.<br>b) Prior to commencing any archaeological fieldwork, the licensed consultant archaeologist will submit a detailed strategy for review and approval by the MHSTCI Archaeology Program Unit. Additionally, where new conditions or situations are encountered that are not covered by an approved strategy, a revised strategy will be submitted to the MHSTCI Archaeology Program Unit for approval prior to proceeding with fieldwork.<br>c) Any construction excavation must be preceded by archaeological fieldwork according to a strategy approved by the MHSTCI Archaeology Program Unit or must be accompanied by an excavation and monitoring strategy.<br>d) Excavation by a licensed consultant archaeologist or under the direction of a licensed consultant archaeologist will proceed to a point that is to the satisfaction of the MHSTCI Archaeology Program Unit. In the event that the project will not require total excavation of the site, an avoidance and protection strategy must be implemented for the remainder of the archaeological site to the satisfaction of the ministry.<br><br><del>Archaeological assessments on other areas within the Corktown Station Early Works Footprint (e.g. on the north side of Front Street) strategy will be determined through consultation between the consultant archaeologist and the Ministry of Heritage, Sport, Tourism and Culture Industries will be undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of previously completed archaeological assessment reports and commence in advance of ground disturbance activities. The archaeological assessment strategy. This may include: Stage 2 and 3 excavation, Stage 4 mitigation, of the registered archaeological sites, mechanical excavation for deeply buried contents and/or archaeological monitoring during construction. The subsequent archaeological assessments will identify detailed mitigation measures and monitoring activities, as required, and will be adhered to by Metrolinx.</del> | Text revisions to Section 6.8 have been made.                                                                                                                                                                                                                                                                |

|    |                                 |  |                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                               |
|----|---------------------------------|--|-------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 14 | MHSTCI – Heritage Planning Unit |  | 6.8 Archaeological Resources (page 172)                                                                           | <p>The last paragraph states:<br/>It should be noted that the Corktown Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas with anticipated ground disturbing activities will require further archaeological assessment.</p> <p>The intent and meaning of this paragraph is unclear. Please edit to clearly identify the specific areas that will not be subject to "ground disturbing" activity. Based on this EWR, we understood that full archaeological assessments would be completed for the Corktown Station Early Works Footprint as show on the corresponding maps. Please confirm whether this is correct.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Additional archaeology field programs are being planned for the Corktown Station Early Works Project footprint, beginning Fall 2021. This paragraph will be clarified in the revised report to indicate that. |
| 15 | MHSTCI – Heritage Planning Unit |  | Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources (page 173) | <p>Mitigation Measures should be edited to reflect known information, as follows:</p> <ul style="list-style-type: none"> <li>- Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in Figure 5-17, <del>and include the following. Should ground disturbing activities be planned within these areas, further</del> All archaeological assessment(s) must be completed prior to any ground disturbing activities.</li> <li>- The majority of the Corktown Station Early Works Project Footprint on either side of Front Street retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, and the Consumers' Gas company buildings.</li> </ul> <p>All archaeology on the First Parliament site on 265 Front, 271 Front and 25 Berkeley will be in accordance with the following conditions of the MHSTCI's Minister's Consent:</p> <ul style="list-style-type: none"> <li>a) All archaeological assessments are undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of previously completed archaeological assessment reports.</li> <li>b) Prior to commencing any archaeological fieldwork, the licensed consultant archaeologist will submit a detailed strategy for review and approval by the MHSTCI Archaeology Program Unit. Additionally, where new conditions or situations are encountered that are not covered by an approved strategy, a revised strategy will be submitted to the MHSTCI Archaeology Program Unit for approval prior to proceeding with fieldwork.</li> <li>c) Any construction excavation must be preceded by archaeological fieldwork according to a strategy approved by the MHSTCI Archaeology Program Unit or must be accompanied by an excavation and monitoring strategy.</li> <li>d) Excavation by a licensed consultant archaeologist or under the direction of a licensed consultant archaeologist will proceed to a point that is to the satisfaction of the MHSTCI Archaeology Program Unit. In the event that the project will not require total excavation of the site, an avoidance and protection strategy must be implemented for the remainder of the archaeological site to the satisfaction of the ministry.</li> </ul> <p>Archaeological assessments on other areas within the Corktown Station Early Works Footprint will be undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of previously completed archaeological assessment reports and commence in advance of ground disturbance activities.</p> <ul style="list-style-type: none"> <li>- Given the significance of the First Parliament Site, all previous site specific archaeological assessments should be reviewed to determine what additional archaeological work is required.</li> <li>- 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 any ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present.</li> <li>- The Mississaugas of the Credit First Nations, and other Indigenous Nations will be invited to participate in monitoring requirements for any subsequent archaeological fieldwork is recommended. All future archaeological assessment findings will be shared with the Mississaugas of the Credit First Nations, and other Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</li> </ul> <p>Please note, this edit to specifically name the MCFN is consistent with the First Parliament Archaeology working group meeting on March 30th, 2021.</p> | Text has been revised in Table 6-8.                                                                                                                                                                           |
| 16 | MHSTCI – Heritage Planning Unit |  | Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources            | <p>Under Monitoring Activities, please revise the bullet as follows:</p> <ul style="list-style-type: none"> <li>- None identified at this time.</li> <li>- Metrolinx will adhere to all recommendations in any subsequent all archaeological assessments, including monitoring activities, as required.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Text has been revised in Table 6-8.                                                                                                                                                                           |
| 17 | MHSTCI – Heritage Planning Unit |  | 7.2.4 Ontario Heritage Act, 1990 (page 179)                                                                       | <p>The last sentence should be revised to reflect the current status of Minister's conditions and should not be paraphrased.</p> <p><del>Therefore, Metrolinx will seek</del> was granted consent of the Minister of Heritage, Sport, Tourism and Culture Industries, subject to specific conditions, on March 18th, 2021 for:</p> <ul style="list-style-type: none"> <li>- Demolition and removal of the building located at 265 Front Street East (non-heritage building).</li> <li>- Removal of heritage attributes (i.e., excavation of the archaeological site (AJGu-41)) located on 265 Front Street East, 271 Front Street East and 25 Berkeley Street.</li> </ul> <p><del>for the direct impact proposed to the First Parliament Site (OLS-034) from early works and</del> Metrolinx is committed to fulfilling any conditions outlined in the Minister's consent.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Text has been revised in Section 7.2.4 to discuss Minister's Consent conditions.                                                                                                                              |

| Review Comments Spreadsheet |                                 | * Actions:<br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because ..... |                                                                                                         | ** Status:<br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                   |
|-----------------------------|---------------------------------|----------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| Project Name:               |                                 | Corktown Station Draft Heritage Detailed Design Report                                                   |                                                                                                         | Revised By: MHSTCI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                   |
| Project No:                 |                                 |                                                                                                          |                                                                                                         | Date In:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                   |
|                             |                                 |                                                                                                          |                                                                                                         | Date Out:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                   |
| Item No.                    | Reviewer Name                   | Description                                                                                              | Part, Chapter, Sec, Subsec, page, DWG#                                                                  | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Response & Details (Authors - )                                                                                                   |
| 1                           | MHSTCI – Heritage Planning Unit |                                                                                                          | Whole report (especially Executive Summary) – General Comment                                           | Please check the section numbers and pages numbers before finalizing this report e.g. there are two sections numbered ES.5 and the page numbers are not sequential.<br><br>Also, the document name (in Adobe) reads: Draft HDDR- Ontario Line Exhibition Station Early Works. Please correct this oversight                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Thank you for your comment. Section numbers and the document name will be confirmed prior to finalizing the report.               |
| 2                           | MHSTCI – Heritage Planning Unit |                                                                                                          | Table ES-2 and Table 5-1 Potential Impacts, Mitigation Measures<br><br>Entries for OLS-034 and OLS-035: | See corresponding Items/Comments for the Early Works Report. The tables should be consistently edited throughout both reports.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Changes made in the EWR and HDDR will be confirmed for consistency.                                                               |
| 3                           | MHSTCI – Heritage Planning Unit |                                                                                                          | ES.5 Permits and Approvals (page viii)                                                                  | See Items# 7 and #17 for the EWR above and item #5 below<br>Provincial – the last sentence should be updated to reflect that Minister has granted her consent, with conditions. Edit as follows:<br>Therefore, Metrolinx will seek was granted consent, with conditions, of the Minister of Heritage, Sport, Tourism and Culture Industries, on [date] for:<br>- Demolition and removal of the building located at 265 Front Street East (non-heritage building).<br>- Removal of heritage attributes (i.e., excavation of the archaeological site (AjGu-41)) located on 265 Front Street East, 271 Front Street East and 25 Berkeley Street.<br>for the direct impact proposed to the First Parliament Site (OLS-034) from early works and Metrolinx is committed to fulfilling any conditions outlined in the Minister's consent. | Text has been revised in ES.5 to discuss Minister's Consent conditions.                                                           |
| 4                           | MHSTCI – Heritage Planning Unit |                                                                                                          | 6. Summary and Conclusion (page 43)                                                                     | The last sentence of the 3rd paragraph should be edited to reflect Minister's Consent: Request for Minister Consent of the Ministry Minister of Heritage, Sport, Tourism and Culture Industries related to those archaeological resources is currently underway. was granted, with conditions for:<br>- Demolition and removal of the building located at 265 Front Street East (non-heritage building).<br>- Removal of heritage attributes (i.e., excavation of the archaeological site (AjGu-41)) located on 265 Front Street East, 271 Front Street East and 25 Berkeley Street.<br>The Ministers' conditions for archaeology are outlined in Table 5-1.                                                                                                                                                                        | Text has been revised in Section 6 to discuss Minister's Consent conditions. Details on conditions are provided in the Table 5-1. |

|   |                                       |  |                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                              |
|---|---------------------------------------|--|--------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| 5 | MHSTCI –<br>Heritage Planning<br>Unit |  | 7 Permits and<br>Approvals (page 44) | <p>Also see item #2 above<br/>         Provincial - last sentence of 2nd paragraph to be edited as follows:<br/>         Therefore, Metrolinx will seek was granted consent, with conditions, of the Minister of Heritage, Sport, Tourism and Culture Industries, for:</p> <ul style="list-style-type: none"> <li>- Demolition and removal of the building located at 265 Front Street East (non-heritage building).</li> <li>- Removal of heritage attributes (i.e., excavation of the archaeological site (AjGu-41)) located on 265 Front Street East, 271 Front Street East and 25 Berkeley Street.</li> </ul> <p>for the direct impact proposed to the First Parliament Site (OLS-034) from early works and Metrolinx is committed to fulfilling any conditions outlined in the Minister's consent.</p> | Text has been revised in Section 7 to discuss Minister's Consent conditions. |
|---|---------------------------------------|--|--------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|

**From:** [Zirger, Rosi \(MHSTCI\)](#)  
**To:** [Crystal Ho](#); [Merlin Yuen](#); [Maria Zintchenko](#); [Ontario Line](#)  
**Cc:** [Hamilton, James \(MHSTCI\)](#); [Barboza, Karla \(MHSTCI\)](#)  
**Subject:** FW: Ontario Line - Corktown Station Early Works Report and HDDR  
**Date:** Friday, May 7, 2021 9:35:34 AM  
**Attachments:** 

**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 Crystal, et al

Thank you sending the attached Excel table.

The table provides Metrolinx's responses to MHSTCI's five comments provided by email on April 1<sup>st</sup>, 2021 for report titled: **Draft Heritage Detailed Design Report: Ontario Line Corktown Station Early Works dated March 2021 prepared by AECOM Canada Ltd.** Each of Metrolinx's responses appear to accept our comments and acknowledge that revisions to the HDDR have been or will be made. That being said, we may have further comments upon reviewing the full revised HDDR report to read the revisions in context.

Additionally, could you please advise if or when you anticipate responding to our comments and recommendations for report title: **Draft Early Works Report: Ontario Line Corktown Station Early Works dated March 2021 prepared by AECOM Canada Ltd?** Our comments (see attached) were included in the same table attached to our April 1, 2021 email.

As always, let me know if you have any questions or if further discussion is needed.

Best regards  
Rosi

**Rosi Zirger** | A/Heritage Advisor  
Ministry of Heritage, Sport, Tourism and Culture Industries  
Heritage, Tourism and Culture Division | Programs & Services Branch | Heritage Planning Unit  
Tel. 416.786-6874 | E-mail: [rosi.zirger@ontario.ca](mailto:rosi.zirger@ontario.ca)

**From:** [Crystal Ho](#)  
**Sent:** [Thursday, May 6, 2021 3:23 PM](#)  
**To:** [Zirger, Rosi \(MHSTCI\)](#); [Hamilton, James \(MHSTCI\)](#); [Barboza, Karla \(MHSTCI\)](#)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Ontario Line](#)  
**Subject:** RE: Ontario Line - Corktown Station Early Works Report  
**Attachments:** 

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Good afternoon Rosi, James and Karla,

Thank-you for providing your comments on the initial draft of the Corktown Station Early Works Report. Please see attached for our responses to your comments. Let me know if there are any outstanding comments following this circulation, otherwise, we'd appreciate if your team could document this as closed off.

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

From: Merlin Yuen <Merlin.Yuen@metrolinx.com>  
Sent: Wednesday, April 7, 2021 1:09 PM  
To: Zirger, Rosi (MHSTCI); Hamilton, James (MHSTCI); Barboza, Karla (MHSTCI)  
Cc: Maria Zintchenko; Crystal Ho; Ontario Line  
Subject: RE: Ontario Line - Corktown Station Early Works Report

Thanks for passing these along Rosi – we can confirm receipt and are starting to address the Ministry's comments and will provide a comment response sheet back to the Ministry on how we've addressed your comments.

Regards,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

---

**From:** Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>  
**Sent:** Thursday, April 1, 2021 2:14 PM  
**To:** Merlin Yuen; Hamilton, James (MHSTCI); Barboza, Karla (MHSTCI)  
**Cc:** Maria Zintchenko; Crystal Ho; Ontario Line  
**Subject:** RE: Ontario Line - Corktown Station Early Works Report

Good afternoon Merlin, et al,

Thank you sending the DRAFT Corktown Station Early Works Report (March 2021 AECOM) for our review and comment. We have review the Early Works Report and the appended corresponding Heritage Detail Design Report (HDDR). Our detailed comments are in the attached Tables: Early Works Report pages 1-11 and HDDDR pages 11-13.

Both the reports follow the general layout and formatting of the previous Early Works Report and HDDR for Exhibition Station. That being side, the majority of the comments and required edits are to reflect the updated status of Metrolinx having received MHSTCI Ministers Consent and the Minister's conditions.

As always, let me know if you have any questions or if further discussion is needed.

Happy Easter and enjoy the long weekend.

Rosi

**Rosi Zirger** | A/Heritage Advisor

Ministry of Heritage, Sport, Tourism and Culture Industries

Heritage, Tourism and Culture Division | Programs & Services Branch | Heritage Planning Unit

Tel. 416.786-6874 | E-mail: [rosi.zirger@ontario.ca](mailto:rosi.zirger@ontario.ca)

## Review Comments Spreadsheet

**\* Actions:**

- 1 = Will comply
- 2 = Discuss, clarification required
- 3 = Not applicable because .....

**\*\* Status:**

- O = Open, not resolved
- P = Pending incorporation in design
- C = Closed, implementation complete

**Project Name:** Ontario Line – Corktown Station Early Works

**Revised By:**

**Project No:**

**Date In:**

**Name of Report Reviewed:**

**Draft Early Works Report  
Ontario Line Corktown Station Early Works  
dated March 2021  
prepared by AECOM Canada Ltd.**

**Date Out:**

| Item No. | Reviewer Name                   | Description | Part, Chapter, Sec, Subsec, page, DWG#                                                                                                                          | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Response & Details (Authors - ) |
|----------|---------------------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| 1        | MHSTCI – Heritage Planning Unit |             | Executive Summary Built Heritage Resources and Cultural Heritage Landscapes (page viii)                                                                         | This section lists the number of resources by type e.g. One designated . . . , One National Historic Site. . .etc. We suggest adding in brackets that corresponding address or reference number (OLS-xx). Refer to the EWR for Exhibition Station and use a consistent approach.                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                 |
| 2        | MHSTCI – Heritage Planning Unit |             | Executive Summary Table ES-2 Potential Impacts, Mitigation Measures . . . Discipline: Built Heritage Resources and Cultural Heritage Landscapes (page xxi-xxii) | <ul style="list-style-type: none"> <li>o As with the Exhibition Station Early Works Report this EW Report for Corktown Station also includes a row for each general type of impact listed in Appendix I of the Cultural Heritage Report e.g. encroachment, modification etc. even though none of these impacts are anticipated for the early works at Corktown Station. Our preference continues to be that the table in the Executive Summary align with the corresponding Table 6-7 (see Item #12 below) in the body of the report. Including multiple entries for generic impacts that will not occur obscures the impacts that will occur. Similarly, using generic language to describe impacts that are known is unnecessarily confusing.</li> </ul> |                                 |
| 3        | MHSTCI – Heritage Planning Unit |             | Table ES-2 6 <sup>th</sup> row (page xxi)                                                                                                                       | The 6 <sup>th</sup> row states:<br>Potential Impact”: Demolition of all or part of any buildings within a built heritage resource/cultural heritage landscape not anticipated.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                 |

|   |                                 |  |                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
|---|---------------------------------|--|------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|   |                                 |  |                                                                  | <p>Mitigation Measure: Continued avoidance of properties.</p> <ul style="list-style-type: none"> <li>○ Please revise entry to align with Table 6-7 which describes impacts to OLS-034 (First Parliament Site?) as Removal/Demolition of a building or structure on the property and/or any ground disturbance that has the potential to remove or demolish deeply buried archaeological remains.</li> <li>○ Additionally, the text should be edited to align with the Minister's decision and acknowledge that the Minister's consent was granted and what the conditions were.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| 4 | MHSTCI – Heritage Planning Unit |  | <p>Table ES-2</p> <p>7<sup>th</sup> row (bottom of page xxi)</p> | <p>7<sup>th</sup> row states:</p> <p>Potential Impact:</p> <p>Impacts to properties that meet or have the potential to meet Ontario Regulation 10/06 under the Ontario Heritage Act anticipated for OLS-034 (First Parliament Site - 265 and 271 Front Street and 25 Berkeley Street).</p> <ul style="list-style-type: none"> <li>○ see Item #3 above - Please revise entry to align with Table 6-7 (see Item #12 below) which describes impacts to OLS-034 as Removal/Demolition of a building or structure on the property and/or any ground disturbance that has the potential to remove or demolish deeply buried archaeological remains</li> <li>○ please revise Mitigation Measures as follows: <ul style="list-style-type: none"> <li>▪ <del>Obtain MHSTCI Minister's Consent as planning progresses.</del> MHSTCI Minister's consent was granted on March 18<sup>th</sup>, 2021</li> <li>▪ Fulfill all conditions of Minister's consent, <i>including conditions related to archaeological assessment(s).</i></li> <li>▪ Complete archaeological requirements as recommended in Section 6.8 <i>and according to the conditions in MHSCTI Minister's Consent.</i> <del>Archaeological requirements should be completed surrounding the building footprints prior to demolition of the buildings in OLS-034.</del></li> </ul> </li> <li>○ Please revise Monitoring Activities as follows: <ul style="list-style-type: none"> <li>▪ Corktown Station early works will have no impact that requires monitoring prior, during or post-construction of early works.</li> <li>▪ <del>Refer to Section 6.8 for further archaeological monitoring recommendations, if required.</del></li> </ul> </li> </ul> |  |

|   |                                          |  |                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
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| 5 | MHSTCI –<br>Heritage<br>Planning<br>Unit |  | Table ES-2<br>2nd row page xxii                                                                                                                                   | <p>the 2<sup>nd</sup> row states:<br/>Potential Impact:<br/>Potential to remove or demolish deeply buried archaeological remains as a result of removal/Demolition of a building or structure on the property and/or any ground disturbance is anticipated at OLS-034 (First Parliament Site - 265 and 271 Front Street and 25 Berkeley Street).</p> <ul style="list-style-type: none"> <li>○ Overall, this entry is unclear. This entry should be edited to align with latest information, including Minister’s Consent and its conditions. This known archaeological site will be fully excavated. Please review and edit for correctness and clarity.</li> <li>○ please edit and/or update Mitigation Measure as follows: <ul style="list-style-type: none"> <li>▪ Consult with City of Toronto’s Heritage Preservation Services as planning progresses regarding any physical impact to the property in order to determine and obtain any approval or permits required.</li> <li>▪ Consult with Ontario Heritage Trust as current owners of part of the property as planning progresses and if required, obtain approval/consent.</li> </ul> </li> <li>○ <b>Comment: This has already occurred as part of obtaining Ministers’ Consent. Please edit for accuracy and clarity or delete.</b> <ul style="list-style-type: none"> <li>▪ <del>Obtain MHSTCI Minister’s Consent as planning progresses.</del></li> <li>▪ Fulfill all conditions of Minister’s consent.</li> <li>▪ Complete archaeological requirements as recommended in Section 6.8 <b>and according to the condition in MHSCTI Minister’s Consent.</b> <del>Archaeological requirements should be completed surrounding the building footprints prior to demolition of the buildings in OLS-034.</del></li> </ul> </li> </ul> |  |
| 6 | MHSTCI –<br>Heritage<br>Planning<br>Unit |  | Executive Summary<br>Table ES-2 Potential<br>Impacts, Mitigation<br>Measures . . .<br><b>Discipline:</b><br>Archaeological<br>Resources (last row<br>on page xxii | Mitigation Measures: see Item #15 below – edit Table ES-2 to align with the edits to Table 6-8.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 7 | MHSTCI –<br>Heritage<br>Planning<br>Unit |  | ES.6 Permits and<br>Approvals<br>page xxvi                                                                                                                        | Under the Ontario Heritage Act, 1990 – please edit to reflect the current status of this consent <ul style="list-style-type: none"> <li>• Consent, <b>with conditions</b>, of the Minister of Heritage, Sport, Tourism and Culture Industries <b>was obtained</b> for the direct</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |

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|----|---------------------------------|--|---------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|    |                                 |  |                                                                                                                                                   | <p><del>impact proposed to the First Parliament Site (OLS-034) from early works</del> on March 18<sup>th</sup>, 2021 for:</p> <ul style="list-style-type: none"> <li>• <i>Demolition and removal of the building located at 265 Front Street East (non-heritage building).</i></li> <li>• <i>Removal of heritage attributes (i.e., excavation of the archaeological site (AjGu-41)) located on 265 Front Street East, 271 Front Street East and 25 Berkeley Street.</i></li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
| 8  | MHSTCI – Heritage Planning Unit |  | 5.6.1.1.1 King-Parliament Secondary Plan page 79- 80                                                                                              | <p>The proposed King-Parliament Secondary Plan amendments listed on page 80 are missing the second last bullet. Please add the following as the second last bullet:</p> <ul style="list-style-type: none"> <li>○ optimizing and enhancing pedestrian and cycling connectivity across the First Parliament site and between the site and area parks, open spaces and circulation routes;</li> </ul> <p>Please note that the City of Toronto’s website: <a href="https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/king-parliament-secondary-plan-review/meetings-events/">https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/king-parliament-secondary-plan-review/meetings-events/</a> states that: “The staff-recommended King-Parliament Secondary Plan and Zoning By-law Amendment will be considered at Toronto and East York Community Council <u>on Wednesday, April 21. Documents will be posted by April 1”.</u></p> |  |
| 9  | MHSTCI – Heritage Planning Unit |  | 5-7 Built Heritage Resources and Cultural Heritage Landscapes (page 99)                                                                           | <p>Same comment as Item #1 above:</p> <p>This section lists the number of resources by type e.g. One designated . . . , One National Historic Site. . .etc. We suggest adding in brackets that corresponding address or reference number (OLS-xx). Refer to the EWR for Exhibition Station and use a consistent approach.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
| 10 | MHSTCI – Heritage Planning Unit |  | Table 5-13 (page 100-110) Description of Known, Previously Identified and Potential Built Heritage Resources /Cultural Heritage Landscapes Within | <ul style="list-style-type: none"> <li>○ it is unclear why the words <u>Built Heritage Resources and Cultural Heritage Landscapes</u> are repeated in the title of the Table. Please review and edit as necessary.</li> <li>○ Also, table entries are repeated i.e. pages 111 to 121 repeat pages 100-110. Please review and remove the repeated pages.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |

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|    |                                 |  | the Corktown Station Built Heritage Resources and Cultural Heritage Landscapes Study Area                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 11 | MHSTCI – Heritage Planning Unit |  | 5.8 Archaeological Resources page 123                                                                                                                  | section 4.8 (page 40) refers to only the Stage 1AA (2020) yet this section 5.8 correctly refers to other AAs that have been undertaken. We suggest reviewing sections describing Archaeological Resources and editing for consistency.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 12 | MHSTCI – Heritage Planning Unit |  | Table 6-7: Potential Impacts, Mitigation Measures and Monitoring Activities – Built Heritage Resources and Cultural Heritage Landscapes (pages164-171) | <p>Column: Type and Description of Potential Impacts – should be edited as follows:</p> <p>OLS-034 is entirely within the Corktown Station Early Works Project Footprint. All structures within the property will <i>be demolished as part of</i> <del>experience a direct impact from</del> early works, as shown on the Corktown Station Early Works Conceptual Design (Figure 1-1). Early works are limited to the demolition of the two buildings on this property, including removal of the building foundations. <i>While</i> the buildings are not heritage attributes of the property, <i>their removal required MHSTCI Minister's Consent due to being located on a provincial heritage property of provincial significance.</i> <del>Therefore, the proposed demolition of these two buildings is not considered an adverse impact.</del> As per Policy 6.2.1 of the St. Lawrence Neighbourhood Heritage Conservation District Plan, the demolition of buildings on non-contributing properties is permitted.</p> <p>In addition, the deeply buried archaeological resources related to the property are heritage attributes of the property and are within the Corktown Station Early Works Project Footprint. <i>OLS-034 may experience a direct adverse impact by the proposed removal of the buildings, specifically the removal of the foundations, as a part of early works. Comment: the meaning of this is unclear. Please clarify based on what is currently know about this property.</i></p> <p>[...]</p> |  |

|    |                                 |  |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
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|    |                                 |  |                                         | <p>Mitigation Measures column should be edited to reflect the current status of Minister's Consent:</p> <p>Mitigation measures documented in Appendix H of the Ontario Line Cultural Heritage Report have been refined based on the early works impact assessment. MHSTCI – Heritage Planning Unit The following mitigation measures should be implemented regarding any physical impact to the property:</p> <ul style="list-style-type: none"> <li>▪ Consult with City of Toronto's Heritage Preservation Services as planning progresses regarding any physical impact to the property in order to determine and obtain any approval or permits required.</li> <li>▪ Consult with Ontario Heritage Trust as current owners of part of the property as planning progresses and if required, obtain approval/consent. <i>Comment; This has occurred as part of obtaining Ministers' Consent. Please review and edit or delete as necessary.</i></li> <li>▪ Obtain MHSTCI Minister's Consent as planning progresses.</li> <li>▪ Fulfil all conditions contained of Minister's consent <i>dated March 18, 2021.</i></li> <li>▪ Complete archaeological requirements as recommended in Section 6.8 of the Ontario Line Draft Corktown Station Early Works Report <i>and in fulfillment of the Archaeology Conditions included in MHSTCI's Minister's Consent Agreement dated March 18<sup>th</sup>, 2021.</i> Archaeological requirements should be completed surrounding the building footprints prior to demolition of the buildings in OLS-034.</li> </ul> |  |
| 13 | MHSTCI – Heritage Planning Unit |  | 6.8 Archaeological Resources (page 172) | <p>The text should be edited to reflect that MHSTCI' Minister's Consent has been granted with conditions related to archaeology. We also suggest removing generic language, and instead address potential impacts clearly and concisely. See edits below:</p> <p>Early works are anticipated to result in a combination of surface/above and below grade impacts. <del>Any early works components that have the potential to impact archaeological resources will require further archaeological assessment.</del> <i>All required The archaeological assessments will be undertaken as part of the early works. All archaeology on the First Parliament site on 265 Front, 271 Front and 25 Berkeley will be in accordance with the following conditions of the MHSTCI's Minister's Consent:</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |

|  |  |  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
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|  |  |  |  | <p><i>a) All archaeological assessments are undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of previously completed archaeological assessment reports.</i></p> <p><i>b) Prior to commencing any archaeological fieldwork, the licensed consultant archaeologist will submit a detailed strategy for review and approval by the MHSTCI Archaeology Program Unit. Additionally, where new conditions or situations are encountered that are not covered by an approved strategy, a revised strategy will be submitted to the MHSTCI Archaeology Program Unit for approval prior to proceeding with fieldwork.</i></p> <p><i>c) Any construction excavation must be preceded by archaeological fieldwork according to a strategy approved by the MHSTCI Archaeology Program Unit or must be accompanied by an excavation and monitoring strategy.</i></p> <p><i>d) Excavation by a licensed consultant archaeologist or under the direction of a licensed consultant archaeologist will proceed to a point that is to the satisfaction of the MHSTCI Archaeology Program Unit. In the event that the project will not require total excavation of the site, an avoidance and protection strategy must be implemented for the remainder of the archaeological site to the satisfaction of the ministry.</i></p> <p><i>Archaeological assessments on other areas within the Corktown Station Early Works Footprint (e.g. on the north side of Front Street) strategy will be determined through consultation between the consultant archaeologist and the Ministry of Heritage, Sport, Tourism and Culture Industries, will be undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of previously completed archaeological assessment reports and commence in advance of ground disturbance activities<sup>28</sup>. The archaeological assessment strategy This may include: Stage 2 and 3 excavation, Stage 4 mitigation. of the registered archaeological sites, mechanical excavation for deeply buried contexts and/or archaeological monitoring during construction.</i></p> |  |
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|----|---------------------------------|--|-------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|    |                                 |  |                                                                                                                   | <del>The subsequent archaeological assessments will identify detailed mitigation measures and monitoring activities, as required, and will be adhered to by Metrolinx.</del>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 14 | MHSTCI – Heritage Planning Unit |  | 6.8 Archaeological Resources (page 172)                                                                           | <p>The last paragraph states:<br/>It should be noted that the Corktown Early Works Project Footprint may include lands that will not require ground disturbing activities during early works construction. As planning progresses and specific areas of ground disturbing activities are confirmed, only those areas with anticipated ground disturbing activities will require further archaeological assessment.</p> <p>The intent and meaning of this paragraph is unclear. Please edit to clearly identify the specific areas that will not be subject to “ground disturbing” activity. Based on this EWR, we understood that full archaeological assessments would be completed for the Corktown Station Early Works Footprint as show on the corresponding maps. Please confirm whether this is correct.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| 15 | MHSTCI – Heritage Planning Unit |  | Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources (page 173) | <p>Mitigation Measures should be edited to reflect known information, as follows:</p> <ul style="list-style-type: none"> <li>▪ Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in Figure 5-17, <del>and include the following. Should ground disturbing activities be planned within these areas, further</del> <b>All</b> archaeological assessment(s) must be completed prior to any ground disturbing activities.</li> <li>– The majority of the Corktown Station Early Works Project Footprint on either side of Front Street retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, and the Consumers’ Gas company buildings.</li> </ul> <p><i>All archaeology on the First Parliament site on 265 Front, 271 Front and 25 Berkeley will be in accordance with the following conditions of the MHSTCI’s Minister’s Consent:</i></p> |  |

|  |  |  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
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|  |  |  |  | <p><i>a) All archaeological assessments are undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of previously completed archaeological assessment reports.</i></p> <p><i>b) Prior to commencing any archaeological fieldwork, the licensed consultant archaeologist will submit a detailed strategy for review and approval by the MHSTCI Archaeology Program Unit. Additionally, where new conditions or situations are encountered that are not covered by an approved strategy, a revised strategy will be submitted to the MHSTCI Archaeology Program Unit for approval prior to proceeding with fieldwork.</i></p> <p><i>c) Any construction excavation must be preceded by archaeological fieldwork according to a strategy approved by the MHSTCI Archaeology Program Unit or must be accompanied by an excavation and monitoring strategy.</i></p> <p><i>d) Excavation by a licensed consultant archaeologist or under the direction of a licensed consultant archaeologist will proceed to a point that is to the satisfaction of the MHSTCI Archaeology Program Unit. In the event that the project will not require total excavation of the site, an avoidance and protection strategy must be implemented for the remainder of the archaeological site to the satisfaction of the ministry.</i></p> <p><i>Archaeological assessments on other areas within the Corktown Station Early Works Footprint will be undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of previously completed archaeological assessment reports and commence in advance of ground disturbance activities.</i></p> <p><del>Given the significance of the First Parliament Site, all previous site specific archaeological assessments should be</del></p> |  |
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|----|---------------------------------|--|--------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|    |                                 |  |                                                                                                        | <p><del>reviewed to determine what additional archaeological work is required.</del></p> <ul style="list-style-type: none"> <li>▪ <del>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 any ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present.</del></li> <li>▪ <i>The Mississaugas of the Credit First Nations, and other</i> Indigenous Nations will be invited to participate in monitoring requirements for any subsequent archaeological fieldwork is recommended. All future archaeological assessment findings will be shared with <i>the Mississaugas of the Credit First Nations, and other</i> Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</li> </ul> <p>Please note, this edit to specifically name the MCFN is consistent with the First Parliament Archaeology working group meeting on March 30<sup>th</sup>, 2021.</p> |  |
| 16 | MHSTCI – Heritage Planning Unit |  | Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources | <p>Under Monitoring Activities, please revise the bullet as follows:</p> <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent <i>all</i> archaeological assessments, including monitoring activities, as required.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
| 17 | MHSTCI – Heritage Planning Unit |  | 7.2.4 Ontario Heritage Act, 1990 (page 179)                                                            | <p>The last sentence should be revised to reflect the current status of Minister's conditions and should not be paraphrased. <del>Therefore, Metrolinx will seek</del> <i>was granted</i> consent of the Minister of Heritage, Sport, Tourism and Culture Industries, subject to specific conditions, <i>on March 18<sup>th</sup>, 2021 for:</i></p> <ul style="list-style-type: none"> <li>• <i>Demolition and removal of the building located at 265 Front Street East (non-heritage building).</i></li> <li>• <i>Removal of heritage attributes (i.e., excavation of the archaeological site (AjGu-41)) located on 265 Front Street East, 271 Front Street East and 25 Berkeley Street.</i></li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |

|  |  |  |  |                                                                                                                                                                                               |  |
|--|--|--|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|  |  |  |  | <del>for the direct impact proposed to the First Parliament Site (OLS-034) from early works and</del> Metrolinx is committed to fulfilling any conditions outlined in the Minister's consent. |  |
|--|--|--|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|

# Review Comments Spreadsheet

**\* Actions:**

- 1 = Will comply
- 2 = Discuss, clarification required
- 3 = Not applicable because .....

**\*\* Status:**

- O = Open, not resolved
- P = Pending incorporation in design
- C = Closed, implementation complete

**Project Name:** Ontario Line – Corktown Station Early Works

**Revised By:**

**Project No:**

**Date In:**

**Name of Report Reviewed:**

**Draft Heritage Detailed Design Report  
Ontario Line Corktown Station Early Works  
dated March 2021  
prepared by AECOM Canada Ltd.**

**Date Out:**

| Item No. | Reviewer Name                   | Description | Part, Chapter, Sec, Subsec, page, DWG#                                                                               | Review Comment                                                                                                                                                                                                                                                                                                                                                                               | Response & Details (Authors - ) |
|----------|---------------------------------|-------------|----------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| 1        | MHSTCI – Heritage Planning Unit |             | Whole report (especially Executive Summary) – General Comment                                                        | <p>Please check the section numbers and pages numbers before finalizing this report e.g. there are two sections numbered ES.5 and the page numbers are not sequential.</p> <p>Also, the document name (in Adobe) reads: Draft HDDR- Ontario Line Exhibition Station Early Works. Please correct this oversight</p>                                                                           |                                 |
| 2        | MHSTCI – Heritage Planning Unit |             | <p>Table ES-2 and Table 5-1 Potential Impacts, Mitigation Measures . . .</p> <p>Entries for OLS-034 and OLS-035:</p> | See corresponding Items/Comments for the Early Works Report. The tables should be consistently edited throughout both reports. .                                                                                                                                                                                                                                                             |                                 |
| 3        | MHSTCI – Heritage Planning Unit |             | ES.5 Permits and Approvals (page viii)                                                                               | <p>See Items# 7 and #17 for the EWR above and item #5 below Provincial – the last sentence should be updated to reflect that Minister has granted her consent, with conditions. Edit as follows:</p> <p><del>Therefore, Metrolinx will seek</del> <b>was granted</b> consent, with conditions, of the Minister of Heritage, Sport, Tourism and Culture Industries, <u>on [date] for:</u></p> |                                 |

|   |                                 |  |                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
|---|---------------------------------|--|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|   |                                 |  |                                     | <ul style="list-style-type: none"> <li>• Demolition and removal of the building located at 265 Front Street East (non-heritage building).</li> <li>• Removal of heritage attributes (i.e., excavation of the archaeological site (AjGu-41)) located on 265 Front Street East, 271 Front Street East and 25 Berkeley Street.</li> </ul> <p>for the direct impact proposed to the First Parliament Site (OLS-034) from early works and Metrolinx is committed to fulfilling any conditions outlined in the Minister's consent.</p>                                                                                                                                                                                                                                                                                                   |  |
| 4 | MHSTCI – Heritage Planning Unit |  | 6. Summary and Conclusion (page 43) | <p>The last sentence of the 3rd paragraph should be edited to reflect Minister's Consent:<br/> <del>Request for Minister Consent of the Ministry</del> <i>Minister</i> of Heritage, Sport, Tourism and Culture Industries <del>related to these archaeological resources is currently underway.</del> <i>was granted, with conditions for:</i></p> <ul style="list-style-type: none"> <li>• <i>Demolition and removal of the building located at 265 Front Street East (non-heritage building).</i></li> <li>• <i>Removal of heritage attributes (i.e., excavation of the archaeological site (AjGu-41)) located on 265 Front Street East, 271 Front Street East and 25 Berkeley Street.</i></li> </ul> <p><i>The Ministers' conditions for archaeology are outlined in Table 5-1.</i></p>                                         |  |
| 5 | MHSTCI – Heritage Planning Unit |  | 7 Permits and Approvals (page 44)   | <p>Also see item #2 above<br/> Provincial - last sentence of 2nd paragraph to be edited as follows:<br/> <del>Therefore, Metrolinx will seek</del> <i>was granted</i> consent, with conditions, of the Minister of Heritage, Sport, Tourism and Culture Industries, <i>for:</i></p> <ul style="list-style-type: none"> <li>• <i>Demolition and removal of the building located at 265 Front Street East (non-heritage building).</i></li> <li>• <i>Removal of heritage attributes (i.e., excavation of the archaeological site (AjGu-41)) located on 265 Front Street East, 271 Front Street East and 25 Berkeley Street.</i></li> </ul> <p>for the direct impact proposed to the First Parliament Site (OLS-034) from early works and Metrolinx is committed to fulfilling any conditions outlined in the Minister's consent.</p> |  |

From: Zirger, Rosi (MHSTCI)  
Sent: March 31, 2021 3:32 PM  
To: Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Hamilton, James (MHSTCI) <[James.Hamilton@ontario.ca](mailto:James.Hamilton@ontario.ca)>; Barboza, Karla (MHSTCI) <[Karla.Barboza@ontario.ca](mailto:Karla.Barboza@ontario.ca)>  
Cc: Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Subject: RE: Ontario Line - Corktown Station Early Works Report

Hi Merlin

I wanted to let you know that I am wrapping up my comments on the Corktown Early Works Report. I know you had requested comment by today. However, since comments have to received a second review before being sent it seems more likely you'll receive them tomorrow. Apologies for the delay and thank you in advance for your understanding.

Best regards

Rosi

**Rosi Zirger** | A/Heritage Advisor

Ministry of Heritage, Sport, Tourism and Culture Industries

Heritage, Tourism and Culture Division | Programs & Services Branch | Heritage Planning Unit

Tel. 416.786-6874 | E-mail: [rosi.zirger@ontario.ca](mailto:rosi.zirger@ontario.ca)

**From:** [Zirger, Rosi \(MHSTCI\)](#)  
**To:** [Merlin Yuen](#); [Hamilton, James \(MHSTCI\)](#); [Barboza, Karla \(MHSTCI\)](#)  
**Cc:** [Maria Zintchenko](#); [Crystal Ho](#); [Ontario Line](#)  
**Subject:** RE: Corktown Station Early Works Report - Noise and Vibration  
**Date:** Monday, March 22, 2021 9:38:37 AM

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Good morning Merlin

This will confirm that we have successfully downloaded this report.

Thanks  
Rosi

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**From:** Merlin Yuen <Merlin.Yuen@metrolinx.com>  
**Sent:** March 19, 2021 5:30 PM  
**To:** Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>  
**Cc:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Corktown Station Early Works Report - Noise and Vibration

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good afternoon MHSTCI team – this is a follow-up email to the correspondence passed along just now through EATS which included the Corktown Station Early Works Noise and Vibration Report. As noted in that correspondence, we are currently looking at a turnaround date of April 9, 2021 for the Ministry's comments.

Please let me know if any issues accessing the files or if any questions.

Regards,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

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**From:** [Merlin Yuen](#)  
**To:** [Hamilton, James \(MHSTCI\)](#); [Barboza, Karla \(MHSTCI\)](#); [Zirger, Rosi \(MHSTCI\)](#)  
**Cc:** [Maria Zintchenko](#); [Crystal Ho](#); [Ontario Line](#)  
**Subject:** Ontario Line - Corktown Station Early Works Report  
**Date:** Wednesday, March 10, 2021 6:57:13 PM  
**Attachments:** 

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Good afternoon James, Karla, and Rosi,

This is a follow-up email to the correspondence sent just now through EATS, which included the Corktown Station Early Works Report and letter providing an update on the Ontario Line Project. At this time we are requesting the Ministry's review and comments by March 31, 2021 in the attached comment tracking spreadsheet (included through EATS in the ZIP file).

Please let me know if any issues accessing the files and I can resend as necessary.

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823

## Technical Stakeholders

- **Provincial**
  - **Ministry of Municipal Affairs and Housing**

**From:** [Ontario Line](#)  
**To:** [stewart.chisholm@ontario.ca](mailto:stewart.chisholm@ontario.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:37:25 PM

---

Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the Draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 12, 2021 12:47 PM  
**To:** [stewart.chisholm@ontario.ca](mailto:stewart.chisholm@ontario.ca)  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

Good afternoon,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Stewart Chisholm,

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

### **Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

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Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

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Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

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Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

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If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

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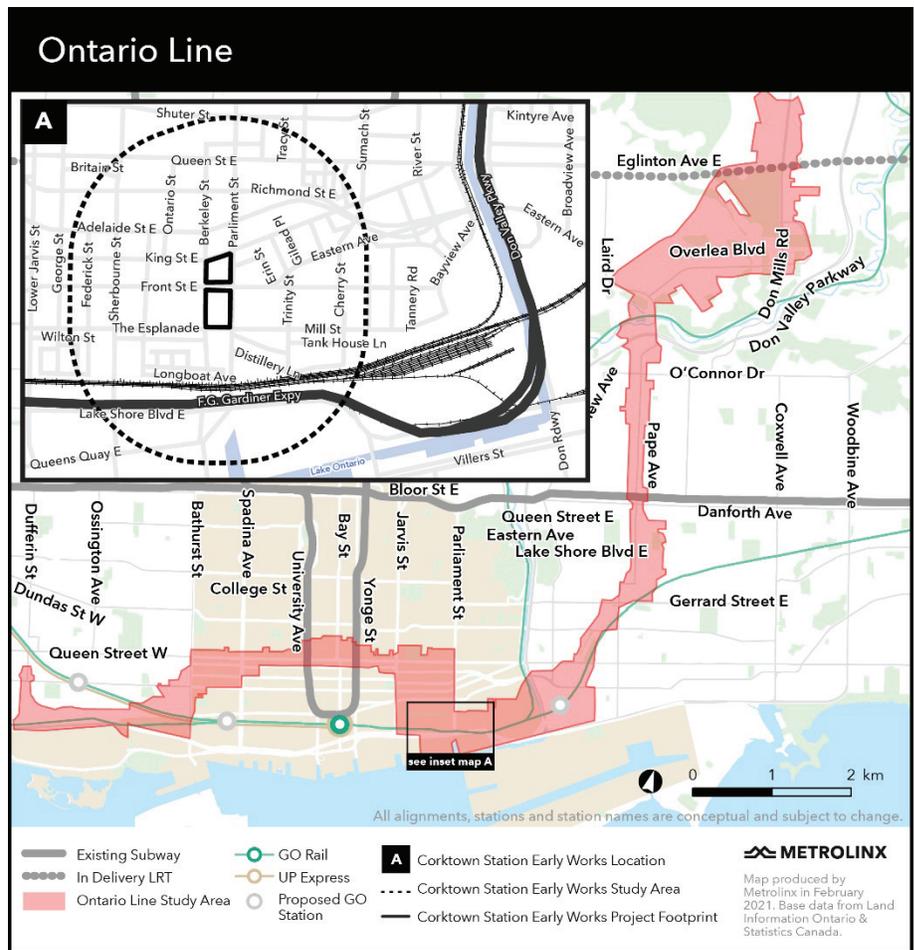
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**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)) may be contacted on behalf of Metrolinx.**

**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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Ontario Line](#)  
**To:** [MacLean, Matthew \(MMAH\)](#)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:29:57 PM

---

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Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

**From:** [MacLean, Matthew \(MMAH\)](#)  
**To:** [Crystal Ho](#)  
**Cc:** [Collens, Michael \(MMAH\)](#); [Edwards, Susanne \(MMAH\)](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Wednesday, May 12, 2021 12:55:30 PM

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Thanks Crystal, appreciate you looping us in.

Matt

**Matthew MacLean**

Senior Associate (A)  
Growth Planning, Data & Analysis Unit  
Ontario Growth Secretariat | Ministry of Municipal Affairs and Housing  
777 Bay Street, 23rd Floor, Suite 2304  
Toronto, ON M5G 2E5

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** Wednesday, May 12, 2021 12:47 PM  
**To:** MacLean, Matthew (MMAH) <Matthew.MacLean@ontario.ca>  
**Cc:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

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Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

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## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Matthew MacLean,

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20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

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Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

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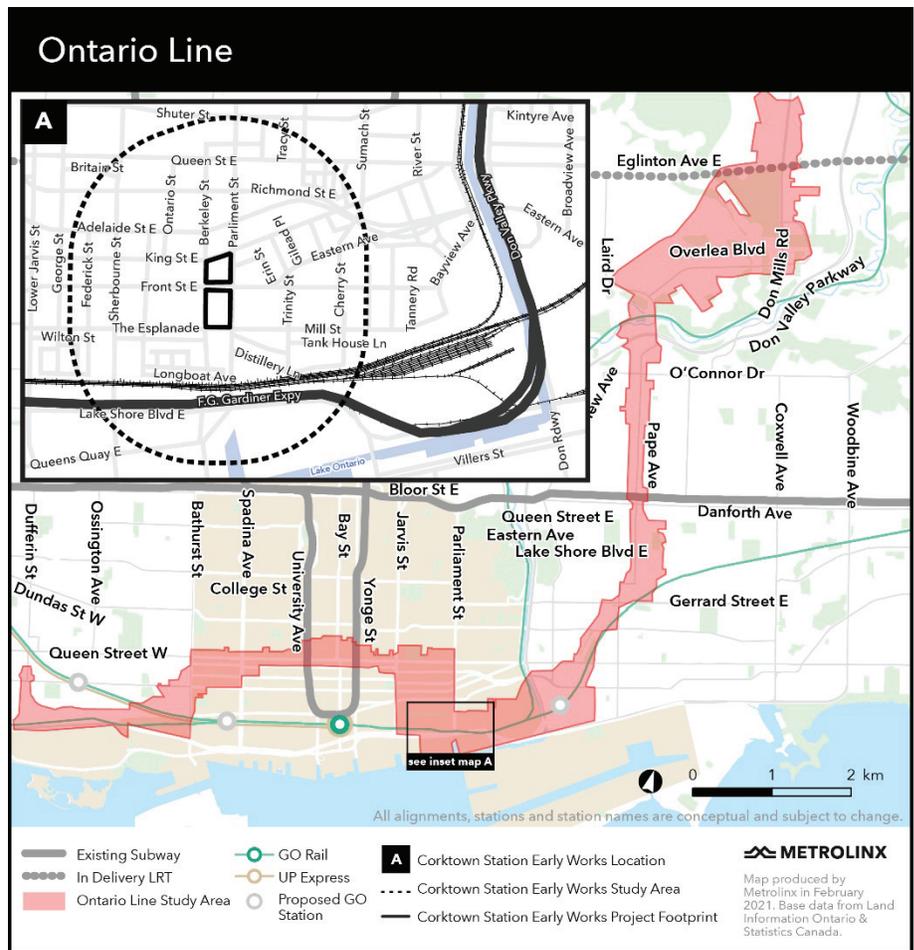
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**Metrolinx 130 Adelaide Street West, Toronto, Ontario M5H 3P5**

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This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Ontario Line](#)  
**To:** [maya.harris@ontario.ca](mailto:maya.harris@ontario.ca)  
**Cc:** [Crystal Ho](#); [Merlin Yuen](#); [Maria Zintchenko](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:27:01 PM

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**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 12, 2021 12:46 PM  
**To:** [maya.harris@ontario.ca](mailto:maya.harris@ontario.ca)  
**Cc:** [Crystal Ho <Crystal.Ho@metrolinx.com>](mailto:Crystal.Ho@metrolinx.com); [Merlin Yuen <Merlin.Yuen@metrolinx.com>](mailto:Merlin.Yuen@metrolinx.com); [Maria Zintchenko <Maria.Zintchenko@metrolinx.com>](mailto:Maria.Zintchenko@metrolinx.com)  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

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130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Maya Harris,

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

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Toronto, ON M5J 2W3      metrolinx.com

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Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

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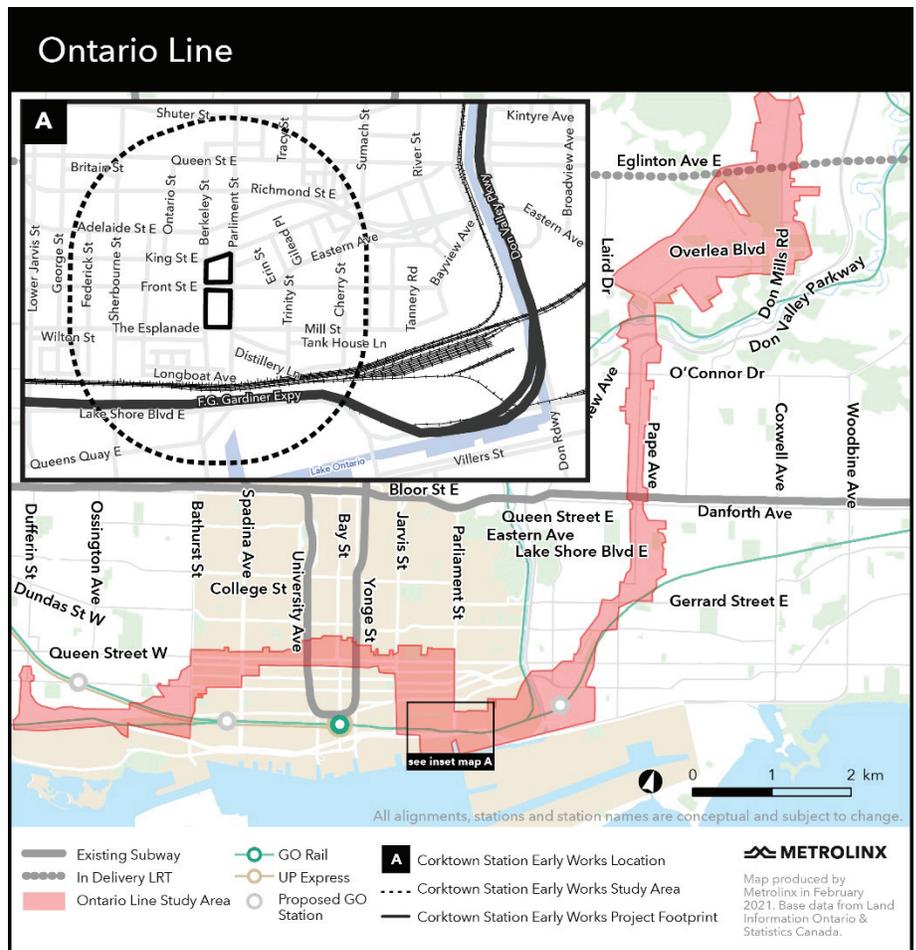
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**Metrolinx 130 Adelaide Street West, Toronto, Ontario M5H 3P5**

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This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Ontario Line](#)  
**To:** [Heather.Watt@ontario.ca](mailto:Heather.Watt@ontario.ca)  
**Cc:** [Crystal Ho](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:08:02 PM

---

Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the Draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 12, 2021 12:46 PM  
**To:** [Heather.Watt@ontario.ca](mailto:Heather.Watt@ontario.ca)  
**Cc:** [Crystal Ho](mailto:Crystal.Ho@metrolinx.com) <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; [Maria Zintchenko](mailto:Maria.Zintchenko@metrolinx.com) <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; [Merlin Yuen](mailto:Merlin.Yuen@metrolinx.com) <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

Good afternoon,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Heather Watt,

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

### **Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

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Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

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Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

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Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). Those who wish to provide comments on the Draft EWR must do so by **June 11, 2021**.

Please find attached the **Notice of Publication of Draft Corktown Station EWR** which provides further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

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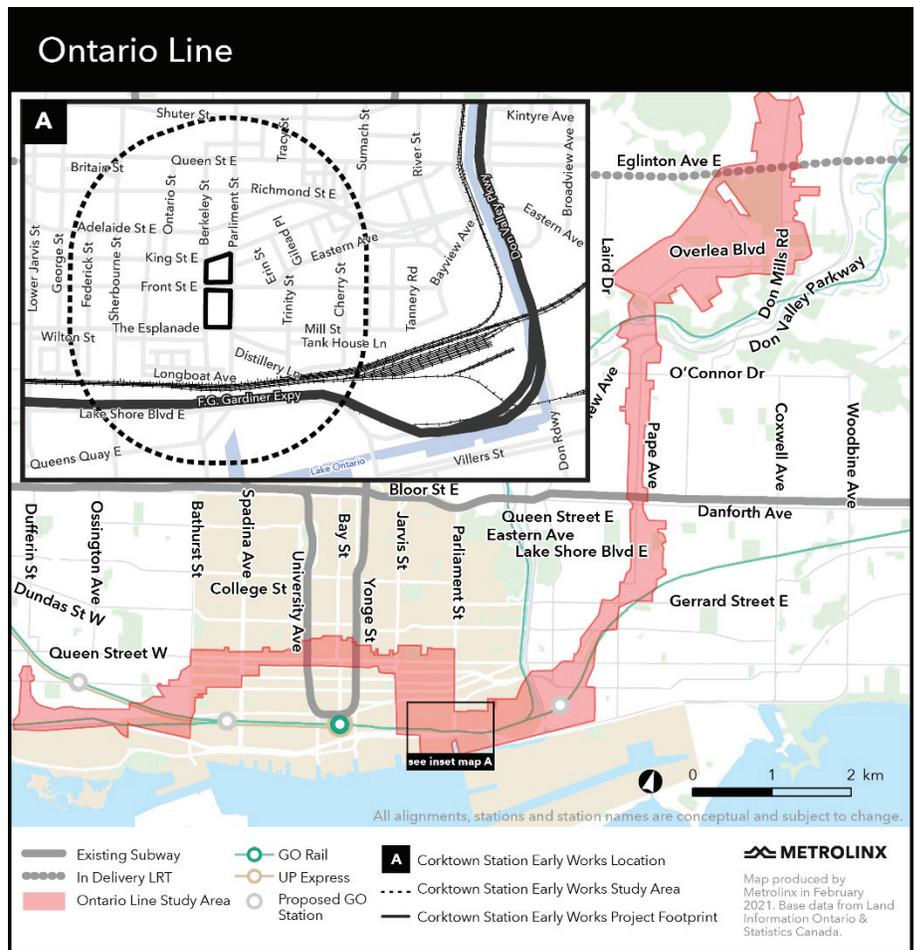
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**From:** [Ontario Line](#)  
**To:** [Michael.Collens@ontario.ca](mailto:Michael.Collens@ontario.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:25:43 PM

---

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**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** May 12, 2021 12:47 PM  
**To:** Michael.Collens@ontario.ca  
**Cc:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

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**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



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Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

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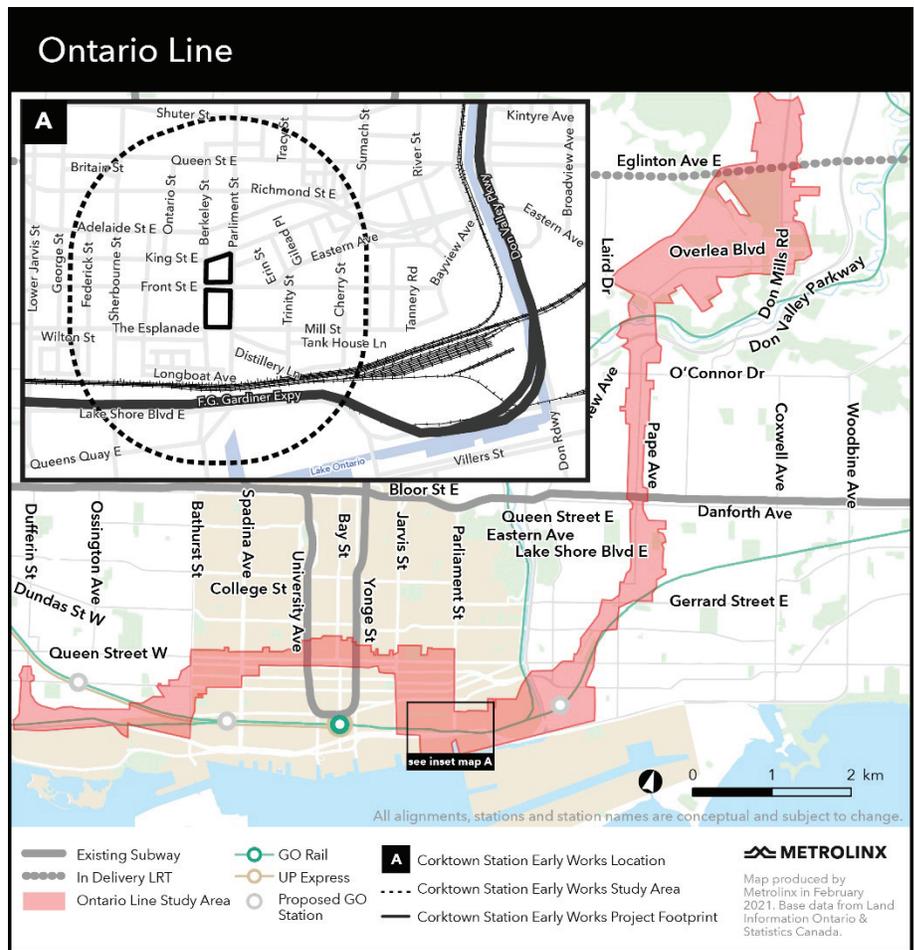
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**From:** [Crystal Ho](#)  
**To:** [Collens, Michael \(MMAH\)](#)  
**Cc:** [Chisholm, Stewart \(MMAH\)](#); [Maria Zintchenko](#); [Ontario Line](#); [MacLean, Matthew \(MMAH\)](#); [Merlin Yuen](#)  
**Subject:** RE: Ontario Line - Corktown Station Early Works Report  
**Attachments:** [REDACTED]

---

Good afternoon Michael,

Thank you for your comment and for reviewing the initial draft of the Corktown Station Early Works Report. The reference to A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020 has been updated in Section 2.2.1.2 of the Early Works Report. Let me know if you have any further questions or comments. We look forward to continuing to work with the MMAH as the project progresses.

Regards,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

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**From:** Collens, Michael (MMAH) <Michael.Collens@ontario.ca>  
**Sent:** March 31, 2021 11:10 AM  
**To:** Merlin Yuen <Merlin.Yuen@metrolinx.com>  
**Cc:** Chisholm, Stewart (MMAH) <Stewart.Chisholm@ontario.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>; MacLean, Matthew (MMAH) <Matthew.MacLean@ontario.ca>  
**Subject:** RE: Ontario Line - Corktown Station Early Works Report

Hi Merlin,

On behalf of the Ontario Growth Secretariat, I want to thank you and your Metrolinx team for giving us an opportunity to review the documents supporting the Corktown Station Early Works Report.

We have reviewed the material and, at this time, we do not have concerns to highlight. We appreciate the recognition of A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019, and noting the appropriate policy directions for transportation, cultural and natural heritage issues. We would note that the plan was amended in 2020 so you may consider updating your references.

We recognize this is an early works project and we may have comments as the station, and the Ontario Line project generally, continues to advance.

If you have any questions, feel free to contact us at any time. We appreciate the opportunities to provide input and look forward to future engagements.

Best,

Michael Collens, MES  
Senior Associate (A)  
Growth Management Program Policy, Planning, Analysis & Delivery Branch  
Ontario Growth Secretariat  
Ministry of Municipal Affairs and Housing

777 Bay Street, Suite 2304  
Toronto ON M7A 2J3  
Tel: 416-325-7269  
Fax: 416-325-7403

From: Collens, Michael (MMAH) <Michael.Collens@ontario.ca>  
Sent: Wednesday, March 24, 2021 9:14 AM  
To: Merlin Yuen  
Cc: Chisholm, Stewart (MMAH); Maria Zintchenko; Crystal Ho; Ontario Line; MacLean, Matthew (MMAH)  
Subject: RE: Ontario Line - Corktown Station Early Works Report

**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 Merlin,

No apologies needed! I have the file.

Thanks again for you help,

Michael

---

From: Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
Sent: March-24-21 9:07 AM  
To: Collens, Michael (MMAH) <[Michael.Collens@ontario.ca](mailto:Michael.Collens@ontario.ca)>  
Cc: Chisholm, Stewart (MMAH) <[Stewart.Chisholm@ontario.ca](mailto:Stewart.Chisholm@ontario.ca)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; MacLean, Matthew (MMAH) <[Matthew.MacLean@ontario.ca](mailto:Matthew.MacLean@ontario.ca)>  
Subject: RE: Ontario Line - Corktown Station Early Works Report

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Hi Michael – apologies for the late reply. I resent the file yesterday, let me know if you received it and are able to access it

Thanks,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

---

From: Collens, Michael (MMAH) <[Michael.Collens@ontario.ca](mailto:Michael.Collens@ontario.ca)>  
Sent: March 22, 2021 9:50 AM  
To: Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
Cc: Chisholm, Stewart (MMAH) <[Stewart.Chisholm@ontario.ca](mailto:Stewart.Chisholm@ontario.ca)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; MacLean, Matthew (MMAH) <[Matthew.MacLean@ontario.ca](mailto:Matthew.MacLean@ontario.ca)>  
Subject: RE: Ontario Line - Corktown Station Early Works Report

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Hi Merlin,

I hope you had a great weekend! Thank you for reaching out; I'm afraid I did not receive a message through EATS regarding additional material to review. I would greatly appreciate it if you could resend it.

Thanks,

Michael

---

From: Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
Sent: March-19-21 5:38 PM  
To: Collens, Michael (MMAH) <[Michael.Collens@ontario.ca](mailto:Michael.Collens@ontario.ca)>  
Cc: Chisholm, Stewart (MMAH) <[Stewart.Chisholm@ontario.ca](mailto:Stewart.Chisholm@ontario.ca)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; MacLean, Matthew (MMAH) <[Matthew.MacLean@ontario.ca](mailto:Matthew.MacLean@ontario.ca)>  
Subject: RE: Ontario Line - Corktown Station Early Works Report

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good afternoon Michael - this is a follow-up email to the correspondence passed along just now through EATS which included the Corktown Station Early Works Noise and Vibration Report. As noted in that correspondence, we are currently looking at a turnaround date of April 9, 2021 for the Ministry's comments.

Please let me know if any issues accessing the files or if any questions.

Regards,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

---

From: Collens, Michael (MMAH) <[Michael.Collens@ontario.ca](mailto:Michael.Collens@ontario.ca)>

Sent: March 11, 2021 9:10 AM

To: Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Taye, Eleni (MMAH) <[Eleni.Taye@ontario.ca](mailto:Eleni.Taye@ontario.ca)>

Cc: Chisholm, Stewart (MMAH) <[Stewart.Chisholm@ontario.ca](mailto:Stewart.Chisholm@ontario.ca)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; MacLean, Matthew (MMAH) <[Matthew.MacLean@ontario.ca](mailto:Matthew.MacLean@ontario.ca)>

Subject: RE: Ontario Line - Corktown Station Early Works Report

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Hi Merlin,

Thank you for sharing the files. OGS will review them and provide comment where warranted.

As you are now aware, I just want to note that Eleni Taye is currently on leave. Along with myself, please update your contact list to include Matthew MacLean, attached.

Best,

Michael

Michael Collens, MES

Senior Associate (A)

Growth Management Program Policy, Planning, Analysis & Delivery Branch

Ontario Growth Secretariat

Ministry of Municipal Affairs and Housing

777 Bay Street, Suite 2304

Toronto ON M7A 2J3

Tel: 416-325-7269

Fax: 416-325-7403

---

From: Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>

Sent: March-10-21 7:06 PM

To: Taye, Eleni (MMAH) <[Eleni.Taye@ontario.ca](mailto:Eleni.Taye@ontario.ca)>

Cc: Collens, Michael (MMAH) <[Michael.Collens@ontario.ca](mailto:Michael.Collens@ontario.ca)>; Chisholm, Stewart (MMAH) <[Stewart.Chisholm@ontario.ca](mailto:Stewart.Chisholm@ontario.ca)>; Harris, Maya (MMAH) <[Maya.Harris@ontario.ca](mailto:Maya.Harris@ontario.ca)>; Watt, Heather (MMAH) <[Heather.Watt@ontario.ca](mailto:Heather.Watt@ontario.ca)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

Subject: RE: Ontario Line - Corktown Station Early Works Report

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good afternoon Eleni,

This is a follow-up email to the correspondence sent just now through EATS, which included the Corktown Station Early Works Report and letter providing an update on the Ontario Line Project. At this time we are requesting the Ministry's review and comments by April 9, 2021 in the attached comment tracking spreadsheet (included through EATS in the ZIP file).

Please let me know if any issues accessing the files and I can resend as necessary.

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823



From: [merlin.yuen@metrolinx.com](mailto:merlin.yuen@metrolinx.com) <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
Sent: March 10, 2021 7:05 PM  
To: [eleni.taye@ontario.ca](mailto:eleni.taye@ontario.ca)  
Cc: [Michael.collens@ontario.ca](mailto:Michael.collens@ontario.ca); [stewart.chisholm@ontario.ca](mailto:stewart.chisholm@ontario.ca); [maya.harris@ontario.ca](mailto:maya.harris@ontario.ca); [heather.watt@ontario.ca](mailto:heather.watt@ontario.ca)  
Subject: Ontario Line - Corktown Station Early Works Report

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**You have received 2 secure files from [Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com).**

Use the secure links below to download.

Good afternoon Eleni,

As part of the Ontario Line Project, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard alignment segments for the Ontario Line, as well as the location of the Corktown Station. 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. Further information on Corktown Station early works and an update on the Ontario Line environmental process is provided in the letter attached and in the Corktown Station Early Works Report, attached.

The attached file includes the following report:

- Corktown Station Early Works Report;
- Corktown Station Natural Environment Report;
- Corktown Station Air Quality Report;
- Corktown Station Heritage Detailed Design Report; and
- Corktown Station Traffic and Transportation Report.

As noted in the accompanying letter, we would appreciate if you could provide your comments using the comment tracking sheet by April 9, 2021.

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

Regards,  
Merlin

**Secure File Downloads:**

Available until: **15 March 2021**

Click links to download:



You have received attachment link(s) within this e-mail message sent via Enterprise Attachment Transfer Service. To retrieve the attachment(s), please click on the link(s).

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<http://attachmail.ontario.ca/>

## Technical Stakeholders

- **Provincial**
  - **Ministry of Natural Resources and Forestry**

**From:** [Ontario Line](#)  
**To:** [maria.jawaid@ontario.ca](mailto:maria.jawaid@ontario.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:29:14 PM

---

Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the Draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 12, 2021 12:46 PM  
**To:** [maria.jawaid@ontario.ca](mailto:maria.jawaid@ontario.ca)  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

Good afternoon,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Maria Jawaid,

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

### **Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). Those who wish to provide comments on the Draft EWR must do so by **June 11, 2021**.

Please find attached the **Notice of Publication of Draft Corktown Station EWR** which provides further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

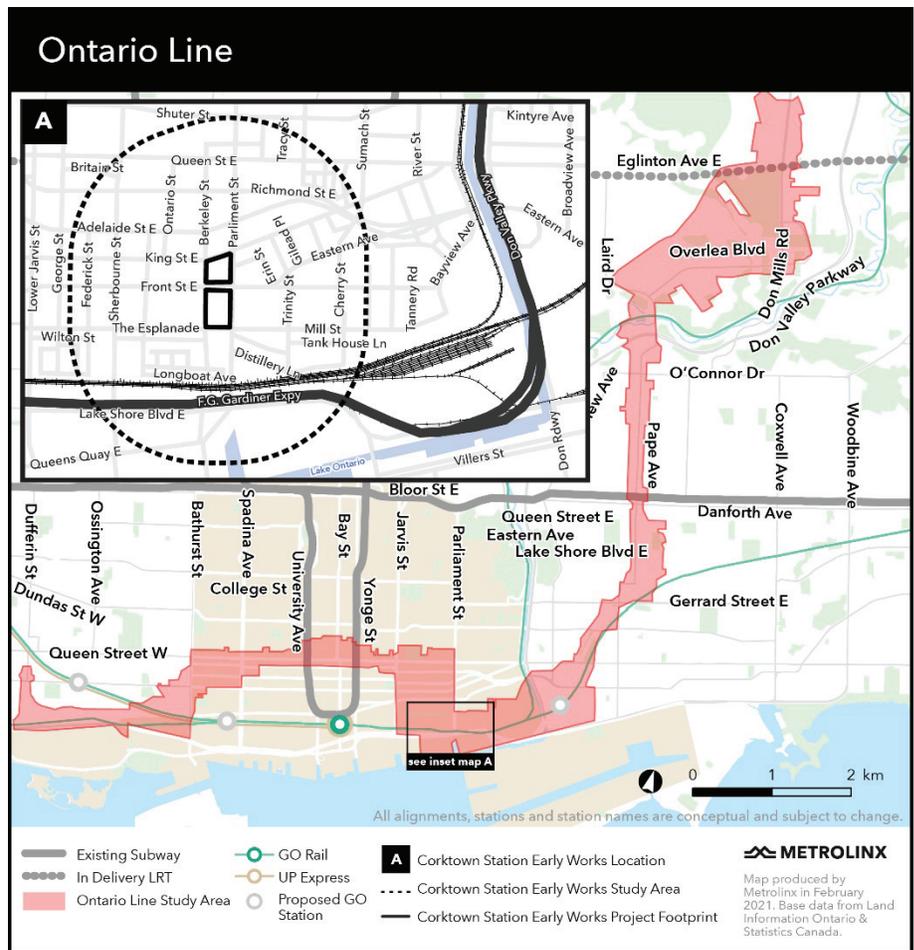
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

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Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Ontario Line](#)  
**To:** [ruth.lindenburger@ontario.ca](mailto:ruth.lindenburger@ontario.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Wednesday, May 12, 2021 12:46:31 PM  
**Attachments:** 

---

Good afternoon,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Ruth Lindenburger,

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

### **Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

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Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

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The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

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If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

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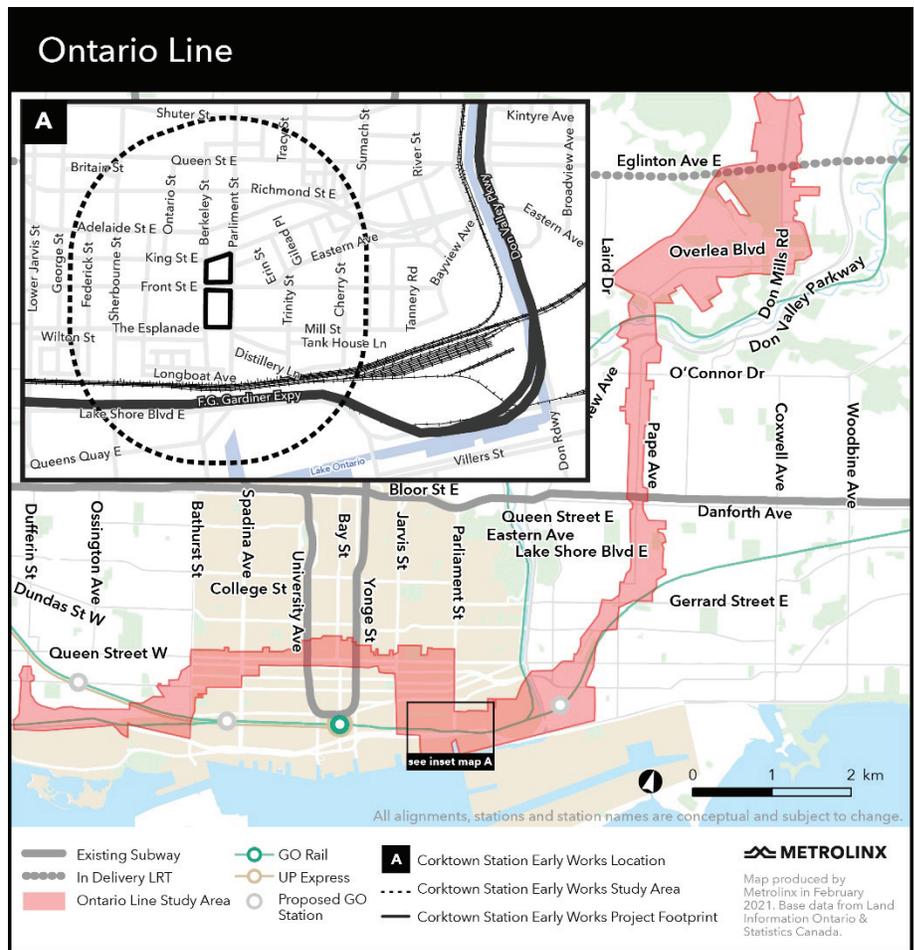
### Corktown Station Early Works

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To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

From: Merlin Yuen  
Sent: Friday, March 19, 2021 5:38 PM  
To: ruth.lindenburger@ontario.ca; maria.jawaid@ontario.ca  
Cc: Maria Zintchenko; Crystal Ho; Ontario Line  
Subject: Ontario Line - Corktown Station Early Works Report

Good afternoon Ruth and Maria – this is a follow-up email to the correspondence passed along just now through EATS which included the Corktown Station Early Works Noise and Vibration Report. As noted in that correspondence, we are currently looking at a turnaround date of April 9, 2021 for the Ministry's comments.

Please let me know if any issues accessing the files or if any questions.

Regards,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

**From:** [Merlin Yuen](#)  
**To:** [ruth.lindenburger@ontario.ca](mailto:ruth.lindenburger@ontario.ca); [maria.jawaid@ontario.ca](mailto:maria.jawaid@ontario.ca)  
**Cc:** [Maria Zintchenko](#); [Crystal Ho](#); [Ontario Line](#)  
**Subject:** Ontario Line - Corktown Station Early Works Report  
**Date:** Wednesday, March 10, 2021 7:10:57 PM  
**Attachments:** 

---

Good afternoon Ruth and Maria,

This is a follow-up email to the correspondence sent just now through EATS, which included the Corktown Station Early Works Report and letter providing an update on the Ontario Line Project. At this time we are requesting the Ministry's review and comments by April 9, 2021 in the attached comment tracking spreadsheet (included through EATS in the ZIP file).

Please let me know if any issues accessing the files and I can resend as necessary.

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823

## Technical Stakeholders

- **Provincial**
  - **Ministry of the Environment,  
Conservation and Parks**

**From:** [Ontario Line](#)  
**To:** [lisa.trevisan@ontario.ca](mailto:lisa.trevisan@ontario.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:24:28 PM

---

Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the Draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 12, 2021 12:52 PM  
**To:** [lisa.trevisan@ontario.ca](mailto:lisa.trevisan@ontario.ca)  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

Good afternoon,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



**Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Lisa Trevisan,

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

**Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

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Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

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Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

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If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

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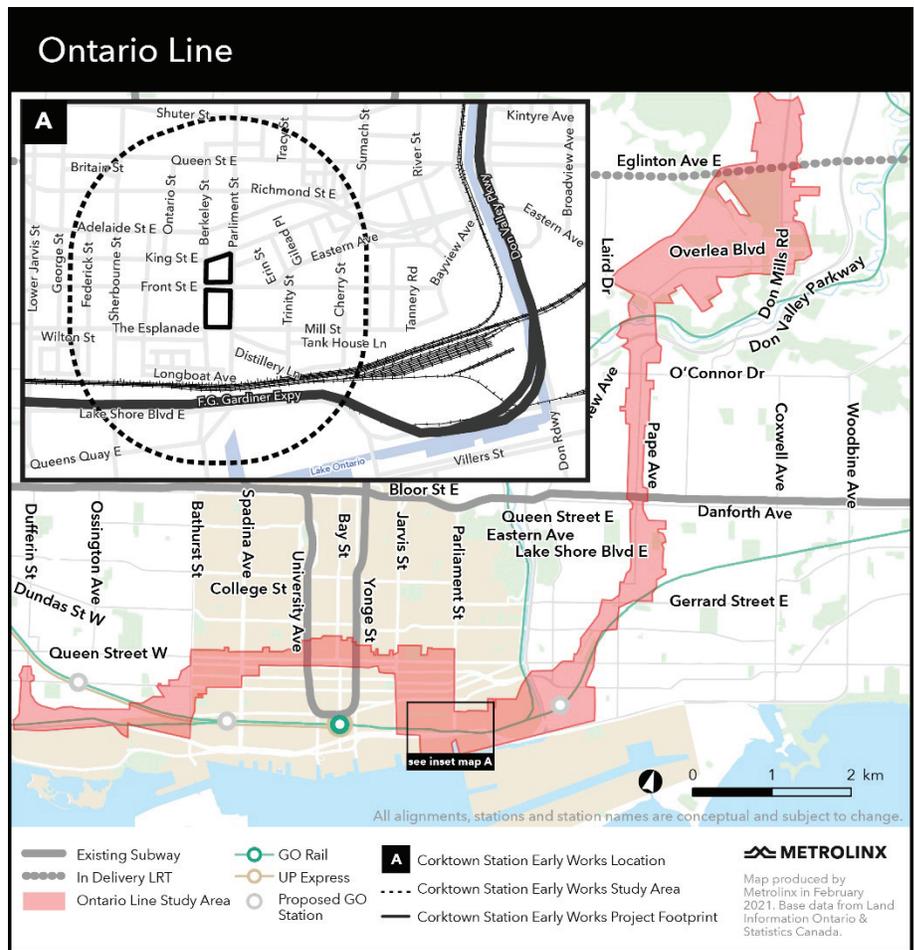
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**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)) may be contacted on behalf of Metrolinx.**

**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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Ontario Line](#)  
**To:** [kathleen.oneill@ontario.ca](mailto:kathleen.oneill@ontario.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Wednesday, May 12, 2021 12:48:21 PM  
**Attachments:** 

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**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Kathleen O'Neill,

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

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20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

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Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

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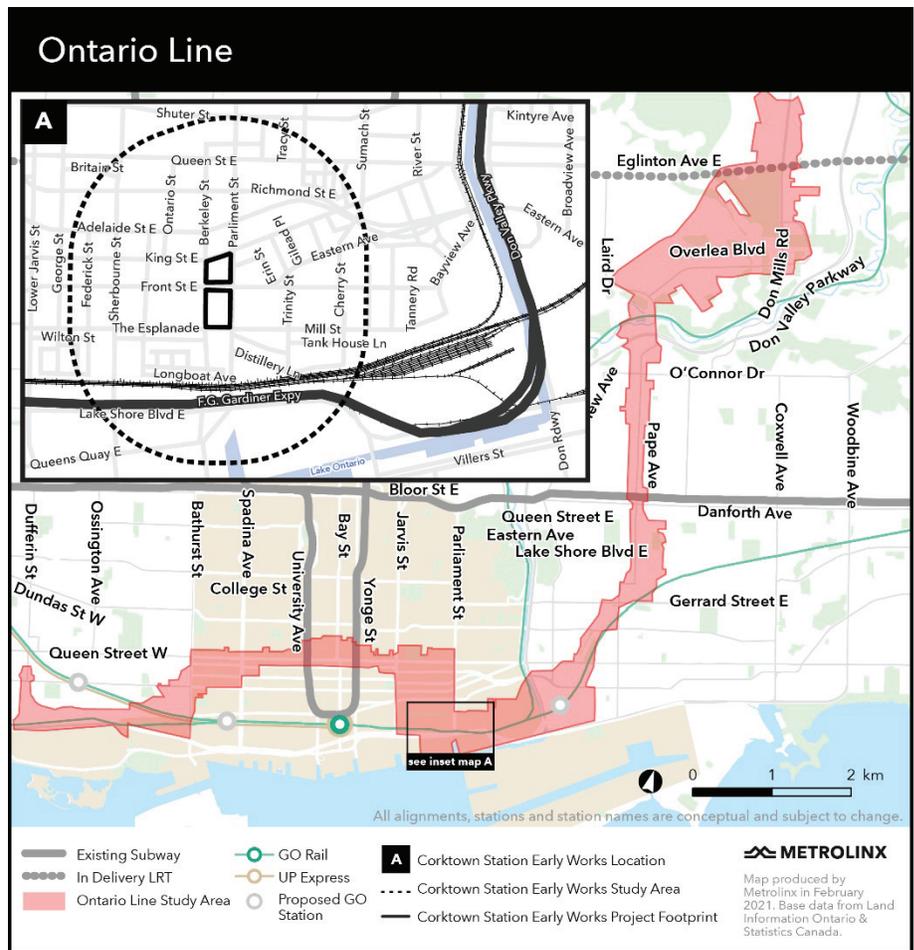
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This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Ontario Line](#)  
**To:** [cindy.batista@ontario.ca](mailto:cindy.batista@ontario.ca)  
**Cc:** [solange.desautels@ontario.ca](mailto:solange.desautels@ontario.ca); [miroslav.ubovic@ontario.ca](mailto:miroslav.ubovic@ontario.ca); [Chunmei.Liu@ontario.ca](mailto:Chunmei.Liu@ontario.ca); [Merlin Yuen](#); [Maria Zintchenko](#); [Crystal Ho](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 10:58:16 PM

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Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

**From:** [Batista, Cindy \(MECP\)](#)  
**To:** [Ontario Line](#); [Crystal Ho](#)  
**Cc:** [Desautels, Solange \(MECP\)](#); [Liu, Chunmei \(MECP\)](#); [Merlin Yuen](#); [Maria Zintchenko](#); [Batista, Cindy \(MECP\)](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Friday, May 14, 2021 1:26:54 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.

Thank you Crystal for informing the ministry of the formal publication notice for the draft early works report for Corktown Station.

Cindy

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** May 12, 2021 12:48 PM  
**To:** Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>  
**Cc:** Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Ubovic, Miroslav (MECP) <Miroslav.Ubovic@ontario.ca>; Liu, Chunmei (MECP) <Chunmei.Liu@ontario.ca>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

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130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

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.



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Cindy Batista,

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Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
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cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

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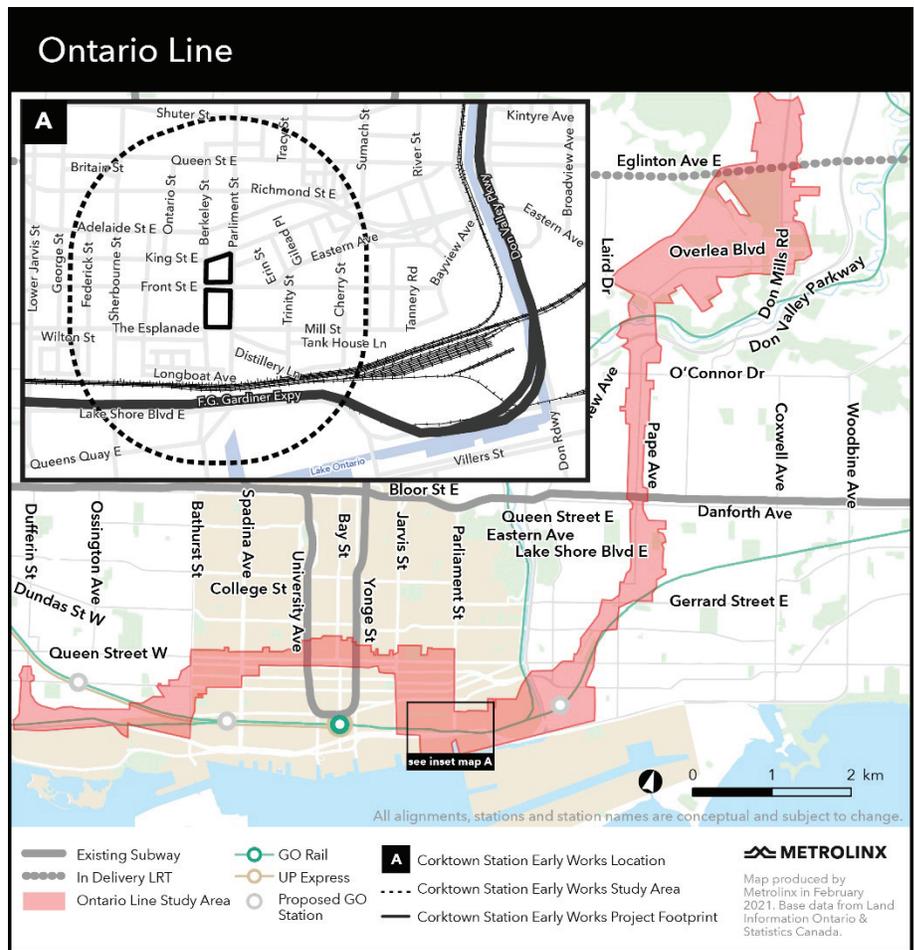
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As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Batista, Cindy \(MECP\)](#)  
**To:** [Merlin Yuen](#)  
**Cc:** [Maria Zintchenko](#); [James Francis](#); [Crystal Ho](#); [Desautels, Solange \(MECP\)](#); [Ontario Line](#); [Smith, Kevin A. \(MECP\)](#); [Batista, Cindy \(MECP\)](#); [Raisman, Daniel \(MECP\)](#)  
**Subject:** RE: MECP review of the draft Early Works Report for Corktown Station  
**Date:** Friday, July 9, 2021 2:08:18 PM

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**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 Merlin,

I can confirm that the ministry's noise expert has completed his review and has no further comments.

Regards,

Cindy

---

**From:** Merlin Yuen <Merlin.Yuen@metrolinx.com>  
**Sent:** July 9, 2021 11:30 AM  
**To:** Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>  
**Cc:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Ontario Line <ontarioline@metrolinx.com>; Smith, Kevin A. (MECP) <Kevin.A.Smith@ontario.ca>  
**Subject:** RE: MECP review of the draft Early Works Report for Corktown Station

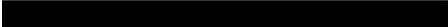
**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good afternoon Cindy – just checking in on the one remaining Ministry comment on the MECP set of comments for the Corktown Station early works. Could you confirm if the team could consider this comment closed out, or if the Ministry has additional feedback on our response?

Thanks,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

**From:** [Merlin Yuen](#)  
**To:** [Batista, Cindy \(MECP\)](#)  
**Cc:** [Maria Zintchenko](#); [James Francis](#); [Crystal Ho](#); [Desautels, Solange \(MECP\)](#); [Ontario Line](#); [Smith, Kevin A. \(MECP\)](#)  
**Subject:** RE: MECP review of the draft Early Works Report for Corktown Station  
**Date:** Wednesday, July 7, 2021 3:46:10 PM  
**Attachments:** 

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Good afternoon Cindy,

Thank you for providing the additional feedback on that comment. Please see attached a revised spreadsheet containing our response. Let us know if it would be beneficial to set-up a quick call to resolve, should the Ministry require any additional detail or if we can consider this comment as closed-off.

Thanks,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

| Review Comments Spreadsheet                             |                  |                                                          |                                        | * Actions:<br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....                                                                                                                                                                                                                                            | ** Status:<br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|---------------------------------------------------------|------------------|----------------------------------------------------------|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project Name: Corktown Station Draft Early Works Report |                  |                                                          |                                        | Revised By: MECP                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Project No:                                             |                  |                                                          |                                        | Date In:                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                                         |                  |                                                          |                                        | Date Out:                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Item No.                                                | Reviewer Name    | Description                                              | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                      | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Review Comment                                                                                                                                                                                                                          | Response                                                                                                                                                                                                                                                                                                                                                                                                                              | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 1                                                       | Kevin A Smith    | NPC-104 Sound Level Adjustments                          | Table 3-2                              | Please include MECP sound level adjustments as per NPC-104 for applicable equipment, such as tonality for Concrete Saw, Chainsaw, quasi-steady impulsive sound for Jack Hammer in Table 3-2 and noise calculations.                                                                                                                                 | The noise level adjustments in NPC-104 are applied during the assessment of the long term noise impact for the operation of stationary noise sources in Ontario. This assessment is for temporary potential impacts to noise due to Corktown Station early works activities, and the adjustments have not been applied to temporary construction noise as per industry standard practice in Ontario. As Ontario does not have receptor based noise level limits, international construction noise level criteria from the Federal Transit Administration's Transit Noise and Vibration Impact Assessment Manual have been adopted to account for the variability of construction noise, and the various types of noises from typical construction activities, including equipment that have quasi-steady impulsive sound or tonal characteristics. Additional adjustments are not applicable at this time. | OK, no further comments                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 2                                                       | Kevin A Smith    | FTA Guide's construction vibration propagation equations | Section 3.3.2 Vibration                | Please provide example calculation using FTA Guide's construction vibration propagation equations.                                                                                                                                                                                                                                                  | Please see sample calculation in Appendix B of the Noise and Vibration Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Why is the zone of influence the same for a backhoe, excavator, front end loader and grader? Excavator, front end loader, and grader are much heavier than backhoe therefore are likely equivalent to large bulldozer in FTA table 12-2 | The excavator, front end loader, and grader were assumed similar to a small dozer, due to the amount of material that these equipment are expected to be moving, and expected energy imparted into the ground. Backhoes, although potentially smaller than the other equipment, was assumed to cause similar vibration. Note that the assessment was centred around the vibratory roller, which has much greater vibration emissions. | The excavator, front end load and grader should be considered as heavy excavation equipment with reference vibration the same as dump truck; 0.076 in/sec PPV @ 25 feet. This is supported by Vibration Analysis and Empirical Law Definition for Different Equipment in a Civil Construction, Appl. Sci 2020, 10, 4689:doi:10.3390/app10144689, and by Construction Vibrations and Their Impact on Vibration Sensitive Facilities, Paper Presented at American Society of Civil Engineers, Feb 2000, by Hal Amick and Michael Gendreau | The assessment was based upon the worst case piece of equipment which was the vibratory roller, which has vibration emissions much higher than trucks, and other excavation equipment anticipated to be used during the early works. Assessment based upon the vibratory roller dominated the potential impact from the other equipment. The vibration zone of influence presented in the report has been established based on operation of the vibratory roller at the outer most edge of the project footprint.<br><br>Appl. Sci 2020, 10, 4689:doi:10.3390/app10144689 indicates that excavators would have vibration emission approximately 1/4-1/3 of the bull dozers. Correcting for surface differences(The paper was based upon equipment operating directly on bedrock and thus higher vibration levels expected), using the FTA reference data, (a large dozer with a vibration emission 2.261 mm/s) an excavator would be expected to have vibration emissions between 0.065 mm/s and 0.087 mm/s. This is inline with the assumption in the Corktown Station early works construction noise and vibration report.<br><br>Construction Vibrations and Their Impact on Vibration Sensitive Facilities, Paper Presented at American Society of Civil Engineers, Feb 2000, by Hal Amick and Michael Gendreau only provides data such that trucks can be compared to jack hammers, small and large dozers, however, equipment such as excavators, front end loaders, and graders are not presented, and thus cannot be compared. |
| 3                                                       | Kevin A Smith    | Representative receiver locations                        | Table 5-1                              | Please provide a figure showing representative receiver locations and noise impact.                                                                                                                                                                                                                                                                 | Figure 5-1 has been added to the Noise and Vibration Report to show representative receiver locations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | OK, no further comments                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 4                                                       | Kevin A Smith    | Proposed monitor locations                               | Table 6-1                              | Please provide a figure showing proposed noise and vibration monitor locations.                                                                                                                                                                                                                                                                     | Specific monitoring locations are dependant on the refinement of construction plans and schedules as project planning progresses.<br>-The Project has committed to conduct noise monitoring where adopted construction noise criteria (as MECP does not have receptor specific construction noise limits) may be exceeded. Noise levels could be controlled/mitigated to be below criteria, based upon refined construction schedules, and plans as project planning progresses. Construction noise monitoring may not be required; however, if required, specific locations of monitoring will be determined as planning progresses.<br>-Current assessments show that vibration monitoring is not required. This is subject to design refinements/updates, if required, as project planning progresses.                                                                                                  | OK, no further comments                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 5                                                       | Kevin A Smith    | example calculation                                      | Appendix B                             | Please provide CadnaA digital file.                                                                                                                                                                                                                                                                                                                 | The CadnaA file will be included in the comment response circulation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | thank you, no further comments                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 6                                                       | Rui Zeng         | Air Quality                                              | Table 4-1                              | For the proposed real-time particulate monitoring, it is recommended to monitor baseline conditions for at least one week in order to capture representative particulate matter concentrations under varying meteorological conditions.                                                                                                             | The Air Quality Management Plan is a commitment to be developed as project planning progresses. The mitigation table of the Air Quality Report includes monitoring activities which note that baseline air quality conditions should be established prior to construction for longer than one week to capture representative concentrations under varying meteorological conditions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | No further comments.                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 7                                                       | Rui Zeng         | Air Quality                                              | Table 4-1                              | Please clarify if the proposed particulate monitoring includes both PM10 and PM2.5. In addition to PM, are there other contaminants of concern that would be monitored?                                                                                                                                                                             | The Air Quality Management Plan is a commitment in the Corktown Station Early Works Report, to be developed as project planning progresses. Both PM10 and PM2.5 will be considered. Any additional contaminants of concern to be monitored will be documented and refined through the Air Quality Management Plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | No further comments.                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 8                                                       | Rui Zeng         | Air Quality                                              | Table 4-1                              | Please note that the ministry recommends that non-chloride dust suppressants be applied.                                                                                                                                                                                                                                                            | Thank you for advising us that the Ministry recommends the use of non-chloride dust suppressants. This will be added to the mitigation table in the Air Quality Report/EWR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | No further comments.                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 9                                                       | Rui Zeng         | Air Quality                                              | Table 4-1                              | As mentioned in Table 4, the disruption of contaminated soils may release harmful and/or volatile contaminants. If any soil contamination issues arise, the proponent should consult with the Ministry's Central Region Office to discuss the requirements in dealing with contamination issues and ambient monitoring requirements, if applicable. | Noted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | No further comments.                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 10                                                      | Rui Zeng         | Air Quality                                              | Table 4-1                              | Please clarify if an air quality management plan will be provided in the future, as it was mentioned in the mitigation measures section of the Table 4-1.                                                                                                                                                                                           | The Air Quality Management Plan will be provided to MECP once available as project planning progresses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | No further comments.                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 11                                                      | Rui Zeng         | Air Quality                                              | Table 3-1                              | In Table 3-1, the referenced SO2 Ambient Air Quality Criteria (180ug/m3) is for 10-minute averaging period rather than 30-minute. Please confirm the average background SO2 concentrations were converted from 1-hour to 10-minute averaging period.                                                                                                | AECOM has updated the average background SO2 concentration to the 10-minute averaging period in the Air Quality Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | No further comments.                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 12                                                      | Jeff J. Andersen | Species At Risk Branch                                   | n/a                                    | MECP Permissions and Compliance staff generally concur with the findings of the reports. As they have already received a 17(2)(d) permit; therefore, nothing further is required from MECP Permissions and Compliance.                                                                                                                              | Thank you for your comment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 13                                                      | Lisai Shen       | Surface Water                                            |                                        | There are no surface water features close by. In terms of stormwater and surface runoff management, the draft Early Works Report did a reasonable assessment of potential impacts and proposed mitigation measures on a higher level. Ministry has no issues at this stage, if the proposed measures will be followed through.                      | Thank you for your comment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

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|----|----------------|----------------------------|----------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|--|--|--|
| 14 | Vincent Bulman | Groundwater / Hydrogeology |                                              | A detailed description of the hydrogeology and stratigraphy will be required to satisfy the requirements of the Permit To Take Water (PTTW) or Construction Dewatering EASR. Site specific data may be required. The level of detail required for a PTTW and EASR is much more detailed than the desk top study included in this EA. Possible ground settlement from dewatering will also need to be addressed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Noted. The level of detail provided in the early works report is considered to be suitable for the environmental assessment phase of the Corktown Station early works. Detailed stratigraphy information will be confirmed as Corktown Station early works planning progresses to meet PTTW/EASR requirements at the time of application preparation, if PTTW/EASR is required.                                                                                                                                                                                                                                                                                                                         |                      |  |  |  |
| 15 | Vincent Bulman | Groundwater / Hydrogeology |                                              | Knowledge of contaminated sites along the alignment if they occur will enable the preparation of contingency and mitigation measures for excess soil and construction dewatering. To obtain information on locations of contaminated sites along the alignment, the proponent may consider accessing ministry records (possibly through FOI).<br><br>City of Toronto Archives can also be consulted to locate areas of past industrial activities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Noted. A Limited Phase I was completed independent of this Early Works assessment. A comprehensive environmental due diligence program is being planned and will be completed as part of the project in areas where there is known or potential contamination, based on the results of the Limited Phase I Report.                                                                                                                                                                                                                                                                                                                                                                                      |                      |  |  |  |
| 16 | Vincent Bulman | Groundwater / Hydrogeology |                                              | Discharge from construction dewatering to the natural environment or storm sewers may require an ECA, depending on the quality of the discharge water and treatment needs to meet the Ministry's and/ or City of Toronto's requirements.<br><br>Characterization of groundwater along the alignment will be required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Noted. This commitment is in Table 6-2 of the Early Works Report. Characterization of local environmental conditions pertaining to groundwater and soil along the entire Ontario Line alignment will be provided in the forthcoming Environmental Impact Assessment Report.                                                                                                                                                                                                                                                                                                                                                                                                                             |                      |  |  |  |
| 17 | Vincent Bulman | Groundwater / Hydrogeology |                                              | The ministry's new excess soil will need to be incorporated into the project's soil management.<br>a. Handling excess soil <a href="https://www.ontario.ca/page/handling-excess-soil">https://www.ontario.ca/page/handling-excess-soil</a> ,<br>b. O. Reg. 406/19 On-Site and Excess Soil Management Regulation <a href="https://www.ontario.ca/laws/regulation/r19406">https://www.ontario.ca/laws/regulation/r19406</a> , and<br>c. Management of Excess Soil - A Guide for Best Management Practices <a href="https://www.ontario.ca/page/management-excess-soil-guide-best-management-practices">https://www.ontario.ca/page/management-excess-soil-guide-best-management-practices</a> .                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Noted. This commitment is in Table 6-2 of the Early Works Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                      |  |  |  |
| 18 | Vincent Bulman | Groundwater / Hydrogeology |                                              | The stratigraphy along the alignment should be described in much greater detail. Locations, depths and thicknesses of aquifers and aquitards should be determined to inform a PTTW but also construction options. It is imperative that pressurized aquifers be identified if present. Consideration should be given to micro-seismic surveys and boreholes to accomplish this. The objective is to minimize "surprises!"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Noted. The level of detail provided in the early works report is considered to be suitable for the environmental assessment phase of the Corktown Station early works. Detailed stratigraphy information will be confirmed as Corktown Station early works planning progresses to meet PTTW/EASR requirements at the time of application preparation, if PTTW/EASR is required. Characterization of local environmental conditions pertaining to groundwater and soil along the entire Ontario Line alignment will be provided in the forthcoming Environmental Impact Assessment Report. Detailed stratigraphy information will be obtained to inform PTTW(s), as required.                            |                      |  |  |  |
| 19 | Cindy Batista  | General                    | ES. 1, ES. 3, Section 1.3.1, 1.3.2 Section 3 | Prior to reading the draft early works report, it was assumed that the early works activities included the construction of the Corktown Station. From reading the report, it is now understood that the early works activities does not involve the construction of the station, but rather the demolition of existing buildings, site preparation, and undertaking environmental investigations and archaeological assessments in order to have the site ready for future tunnelling.<br><br>Can Metrolinx provide additional information as to why environmental investigations are required for the site? Can a few examples be provided in the description of the early works activities or refer the reader to where this are described in more detail in the report?<br><br>Moreover, it should be made more clear in the report that early works activities proposed for this site does not include the construction of the future Corktown Station or tunnelling. It appears that only one reference to this was made in Section 1.3.2 of the report. It is recommended that this be made clear up front in the executive summary, as well. | Additional text has been added to the Executive Summary and Section 1.3.1 to clarify that project operations and construction of Corktown Station and other project components will be documented in the Ontario Line Environmental Impact Assessment Report in accordance with Section 15 of Ontario Regulation 341/20.<br><br>The project description includes early works activities outlined in Table 3-1 and in the Executive Summary.                                                                                                                                                                                                                                                             | No further comments. |  |  |  |
| 20 | Cindy Batista  | General                    | Section 1.3.2                                | This section refers to the Ontario Line Preliminary Design Business Case that was prepared for the project. It is recommended that this report be added as an appendix or provide a link to where the public may access the report online.<br><br>This section states the construction of the station at this location reduces construction impacts . . . because it will double as a work site and tunnel construction work. It is recommended here that it is made clear to the readers that construction of the station and tunnelling work will be assessed in the future in the environmental impact assessment report that will be prepared for the entire Ontario Line project. Providing additional clarity will be helpful to the reader to understand that the early works activities proposed in this draft report does not include tunnelling work or construction of the Corktown Station.                                                                                                                                                                                                                                             | A link to the Preliminary Design Business Case was added to the references list of the Early Works Report. Additional text has been added to the Executive Summary and Section 1.3.1 to clarify that the future Corktown Station is being assessed as part of the overall impact assessment for the Ontario Line Project and is not included in the Early Works Report.<br><br>Additional text has been added to the Executive Summary and Section 1.3.1 to clarify that project operations and construction of Corktown Station and other project components will be documented in the Ontario Line Environmental Impact Assessment Report in accordance with Section 15 of Ontario Regulation 341/20. | No further comments. |  |  |  |
| 21 | Cindy Batista  | General                    | Page 11, Table 2-1                           | This table refers to 'Section 0' several times. It is assumed this is an error. Please clarify and update to reflect the appropriate sections of the report that meets the requirements of the regulation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Thank you for noting this, these references were made in error. Links have been updated and will be checked again prior to finalizing the report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | No further comments. |  |  |  |
| 22 | Cindy Batista  | General                    |                                              | The draft report submitted for ministry review includes several placeholders (e.g. noise and vibration). It is assumed that when Metrolinx posts its Notice of Publication of Draft Early Works Report for formal public review, the placeholders will be removed and replaced with missing project information. The ministry will complete its review of these sections when the publicly available draft is posted on the Metrolinx's website.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | All placeholders will be replaced with appropriate technical content or dates prior to the Notice of Publication of Draft Early Works Report for formal public review.<br><br>The comments provided by the MECP on the Noise and Vibration Report (Appendix A3) will be applied to the portions of that report that are included in the EWR.                                                                                                                                                                                                                                                                                                                                                            | No further comments. |  |  |  |
| 23 | Cindy Batista  | Climate Change             |                                              | Of the activities proposed at the Corktown Station site, are potential climate change issues being considered?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Climate change considerations will be documented in the forthcoming Environmental Impact Assessment Report.<br><br>It is anticipated that the Project could reduce automobile vehicle kilometers traveled by 266,000 km per day. Therefore, it is expected that there will be a substantial net overall decrease in greenhouse gas emissions as a result of the Project.                                                                                                                                                                                                                                                                                                                                | No further comments. |  |  |  |
| 24 | Cindy Batista  | General                    |                                              | Prior to finalizing the report, it is expected that Metrolinx will address all comments from this ministry and any other agency that commented during the draft review stage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | That is correct, all agency comments that are received during the draft review stage will be addressed prior to finalizing the report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | No further comments. |  |  |  |

**From:** [Batista, Cindy \(MECP\)](#)  
**To:** [Crystal Ho](#)  
**Cc:** [Maria Zintchenko](#); [James Francis](#); [Merlin Yuen](#); [Desautels, Solange \(MECP\)](#); [Ontario Line](#); [Smith, Kevin A. \(MECP\)](#); [Batista, Cindy \(MECP\)](#)  
**Subject:** RE: MECP review of the draft Early Works Report for Corktown Station  
**Date:** Tuesday, July 6, 2021 1:41:57 PM  
**Attachments:** [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 Crystal,

Metrolinx's response does not address the ministry's comment and so it remains outstanding. Unsure if there is time to still address it given that Metrolinx is looking to post the final EWR this Thursday. If time has expired, the comment will form part of the record for this project.

Regards,

Cindy

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**From:** Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>  
**Sent:** June 30, 2021 9:27 AM  
**To:** Crystal Ho <Crystal.Ho@metrolinx.com>  
**Cc:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Ontario Line <ontarioline@metrolinx.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>  
**Subject:** RE: MECP review of the draft Early Works Report for Corktown Station

Thanks Crystal. The response has now been shared with our noise expert for review. I will let you know if the response is satisfactory or whether there is additional follow-up comments.

Thanks,

Cindy

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**Review Comments Spreadsheet**

**\* Actions:**

- 1 = Will comply
- 2 = Discuss, clarification required
- 3 = Not applicable because .....

**\*\* Status:**

- O = Open, not resolved
- P = Pending incorporation in design
- C = Closed, implementation complete

**Project Name:** Corktown Station Draft Early Works Report

**Revised By:** MECP

**Project No:**

**Date In:**

**Date Out:**

| Item No. | Reviewer Name | Description                                              | Part, Chapter, Sec. Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                      | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Review Comment                                                                                                                                                                                                                          | Response                                                                                                                                                                                                                                                                                                                                                                                                                              | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----------|---------------|----------------------------------------------------------|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1        | Kevin A Smith | NPC-104 Sound Level Adjustments                          | Table 3-2                              | Please include MECP sound level adjustments as per NPC-104 for applicable equipment, such as tonality for Concrete Saw, Chainsaw, quasi-steady impulsive sound for Jack Hammer in Table 3-2 and noise calculations.                                                                                                                                 | The noise level adjustments in NPC-104 are applied during the assessment of the long term noise impact for the operation of stationary noise sources in Ontario. This assessment is for temporary potential impacts to noise due to Corktown Station early works activities, and the adjustments have not been applied to temporary construction noise as per industry standard practice in Ontario. As Ontario does not have receptor based noise level limits, international construction noise level criteria from the Federal Transit Administration's Transit Noise and Vibration Impact Assessment Manual have been adopted to account for the variability of construction noise, and the various types of noises from typical construction activities, including equipment that have quasi-steady impulsive sound or tonal characteristics. Additional adjustments are not applicable at this time. | OK, no further comments                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 2        | Kevin A Smith | FTA Guide's construction vibration propagation equations | Section 3.3.2 Vibration                | Please provide example calculation using FTA Guide's construction vibration propagation equations.                                                                                                                                                                                                                                                  | Please see sample calculation in Appendix B of the Noise and Vibration Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Why is the zone of influence the same for a backhoe, excavator, front end loader and grader? Excavator, front end loader, and grader are much heavier than backhoe therefore are likely equivalent to large bulldozer in FTA table 12-2 | The excavator, front end loader, and grader were assumed similar to a small dozer, due to the amount of material that these equipment are expected to be moving, and expected energy imparted into the ground. Backhoes, although potentially smaller than the other equipment, was assumed to cause similar vibration. Note that the assessment was centred around the vibratory roller, which has much greater vibration emissions. | The excavator, front end loader and grader should be considered as heavy excavation equipment with reference vibration the same as dump truck; 0.076 in/sec PPV @ 25 feet. This is supported by Vibration Analysis and Empirical Law Definition for Different Equipment in a Civil Construction, Appl. Sci 2020, 10, 4689;doi:10.3390/app10144689, and by Construction Vibrations and Their Impact on Vibration Sensitive Facilities, Paper Presented at American Society of Civil Engineers, Feb 2000, by Hal Amick and Michael Gendreau |
| 3        | Kevin A Smith | Representative receiver locations                        | Table 5-1                              | Please provide a figure showing representative receiver locations and noise impact.                                                                                                                                                                                                                                                                 | Figure 5-1 has been added to the Noise and Vibration Report to show representative receiver locations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | OK, no further comments                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 4        | Kevin A Smith | Proposed monitor locations                               | Table 6-1                              | Please provide a figure showing proposed noise and vibration monitor locations.                                                                                                                                                                                                                                                                     | Specific monitoring locations are dependant on the refinement of construction plans and schedules as project planning progresses.<br>-The Project has committed to conduct noise monitoring where adopted construction noise criteria (as MECP does not have receptor specific construction noise limits) may be exceeded. Noise levels could be controlled/mitigated to be below criteria, based upon refined construction schedules, and plans as project planning progresses. Construction noise monitoring may not be required; however, if required, specific locations of monitoring will be determined as planning progresses.<br>-Current assessments show that vibration monitoring is not required. This is subject to design refinements/updates, if required, as project planning progresses.                                                                                                  | OK, no further comments                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 5        | Kevin A Smith | example calculation                                      | Appendix B                             | Please provide CadnaA digital file.                                                                                                                                                                                                                                                                                                                 | The CadnaA file will be included in the comment response circulation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | thank you, no further comments                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 6        | Rui Zeng      | Air Quality                                              | Table 4-1                              | For the proposed real-time particulate monitoring, it is recommended to monitor baseline conditions for at least one week in order to capture representative particulate matter concentrations under varying meteorological conditions.                                                                                                             | The Air Quality Management Plan is a commitment to be developed as project planning progresses. The mitigation table of the Air Quality Report includes monitoring activities which note that baseline air quality conditions should be established prior to construction for longer than one week to capture representative concentrations under varying meteorological conditions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | No further comments.                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 7        | Rui Zeng      | Air Quality                                              | Table 4-1                              | Please clarify if the proposed particulate monitoring includes both PM10 and PM2.5. In addition to PM, are there other contaminants of concern that would be monitored?                                                                                                                                                                             | The Air Quality Management Plan is a commitment in the Corktown Station Early Works Report, to be developed as project planning progresses. Both PM10 and PM2.5 will be considered. Any additional contaminants of concern to be monitored will be documented and refined through the Air Quality Management Plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | No further comments.                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 8        | Rui Zeng      | Air Quality                                              | Table 4-1                              | Please note that the ministry recommends that non-chloride dust suppressants be applied.                                                                                                                                                                                                                                                            | Thank you for advising us that the Ministry recommends the use of non-chloride dust suppressants. This will be added to the mitigation table in the Air Quality Report/EWR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | No further comments.                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 9        | Rui Zeng      | Air Quality                                              | Table 4-1                              | As mentioned in Table 4, the disruption of contaminated soils may release harmful and/or volatile contaminants. If any soil contamination issues arise, the proponent should consult with the Ministry's Central Region Office to discuss the requirements in dealing with contamination issues and ambient monitoring requirements, if applicable. | Noted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | No further comments.                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 10       | Rui Zeng      | Air Quality                                              | Table 4-1                              | Please clarify if an air quality management plan will be provided in the future, as it was mentioned in the mitigation measures section of the Table 4-1.                                                                                                                                                                                           | The Air Quality Management Plan will be provided to MECP once available as project planning progresses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | No further comments.                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

|    |                  |                            |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                      |  |  |
|----|------------------|----------------------------|----------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|--|--|
| 11 | Rui Zeng         | Air Quality                | Table 3-1                                    | In Table 3-1, the referenced SO2 Ambient Air Quality Criteria (180ug/m3) is for 10-minute averaging period rather than 30-minute. Please confirm the average background SO2 concentrations were converted from 1-hour to 10-minute averaging period.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | AECOM has updated the average background SO2 concentration to the 10-minute averaging period in the Air Quality Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | No further comments. |  |  |
| 12 | Jeff J. Andersen | Species At Risk Branch     | n/a                                          | MECP Permissions and Compliance staff generally concur with the findings of the reports. As they have already received a 17(2)(d) permit; therefore, nothing further is required from MECP Permissions and Compliance.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Thank you for your comment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                      |  |  |
| 13 | Lisai Shen       | Surface Water              |                                              | There are no surface water features close by. In terms of stormwater and surface runoff management, the draft Early Works Report did a reasonable assessment of potential impacts and proposed mitigation measures on a higher level. Ministry has no issues at this stage, if the proposed measures will be followed through.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Thank you for your comment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                      |  |  |
| 14 | Vincent Bulman   | Groundwater / Hydrogeology |                                              | A detailed description of the hydrogeology and stratigraphy will be required to satisfy the requirements of the Permit To Take Water (PTTW) or Construction Dewatering EASR. Site specific data may be required. The level of detail required for a PTTW and EASR is much more detailed than the desk top study included in this EA. Possible ground settlement from dewatering will also need to be addressed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Noted. The level of detail provided in the early works report is considered to be suitable for the environmental assessment phase of the Corktown Station early works. Detailed stratigraphy information will be confirmed as Corktown Station early works planning progresses to meet PTTW/EASR requirements at the time of application preparation, if PTTW/EASR is required.                                                                                                                                                                                                                                                                                                 |                      |  |  |
| 15 | Vincent Bulman   | Groundwater / Hydrogeology |                                              | Knowledge of contaminated sites along the alignment if they occur will enable the preparation of contingency and mitigation measures for excess soil and construction dewatering. To obtain information on locations of contaminated sites along the alignment, the proponent may consider accessing ministry records (possibly through FOI).<br><br>City of Toronto Archives can also be consulted to locate areas of past industrial activities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Noted. A Limited Phase I was completed independent of this Early Works assessment. A comprehensive environmental due diligence program is being planned and will be completed as part of the project in areas where there is known or potential contamination, based on the results of the Limited Phase I Report.                                                                                                                                                                                                                                                                                                                                                              |                      |  |  |
| 16 | Vincent Bulman   | Groundwater / Hydrogeology |                                              | Discharge from construction dewatering to the natural environment or storm sewers may require an ECA, depending on the quality of the discharge water and treatment needs to meet the Ministry's and/ or City of Toronto's requirements.<br><br>Characterization of groundwater along the alignment will be required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Noted. This commitment is in Table 6-2 of the Early Works Report. Characterization of local environmental conditions pertaining to groundwater and soil along the entire Ontario Line alignment will be provided in the forthcoming Environmental Impact Assessment Report.                                                                                                                                                                                                                                                                                                                                                                                                     |                      |  |  |
| 17 | Vincent Bulman   | Groundwater / Hydrogeology |                                              | The ministry's new excess soil will need to be incorporated into the project's soil management.<br>a. Handling excess soil <a href="https://www.ontario.ca/page/handling-excess-soil">https://www.ontario.ca/page/handling-excess-soil</a> ,<br>b. O. Reg. 406/19 On-Site and Excess Soil Management Regulation <a href="https://www.ontario.ca/laws/regulation/r19406">https://www.ontario.ca/laws/regulation/r19406</a> , and<br>c. Management of Excess Soil - A Guide for Best Management Practices <a href="https://www.ontario.ca/page/management-excess-soil-guide-best-management-practices">https://www.ontario.ca/page/management-excess-soil-guide-best-management-practices</a> .                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Noted. This commitment is in Table 6-2 of the Early Works Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                      |  |  |
| 18 | Vincent Bulman   | Groundwater / Hydrogeology |                                              | The stratigraphy along the alignment should be described in much greater detail. Locations, depths and thicknesses of aquifers and aquitards should be determined to inform a PTTW but also construction options. It is imperative that pressurized aquifers be identified if present. Consideration should be given to micro-seismic surveys and boreholes to accomplish this. The objective is to minimize "surprises!"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Noted. The level of detail provided in the early works report is considered to be suitable for the environmental assessment phase of the Corktown Station early works. Detailed stratigraphy information will be confirmed as Corktown Station early works planning progresses to meet PTTW/EASR requirements at the time of application preparation, if PTTW/EASR is required.<br>Characterization of local environmental conditions pertaining to groundwater and soil along the entire Ontario Line alignment will be provided in the forthcoming Environmental Impact Assessment Report. Detailed stratigraphy information will be obtained to inform PTTW(s), as required. |                      |  |  |
| 19 | Cindy Batista    | General                    | ES. 1, ES. 3, Section 1.3.1, 1.3.2 Section 3 | Prior to reading the draft early works report, it was assumed that the early works activities included the construction of the Corktown Station. From reading the report, it is now understood that the early works activities does not involve the construction of the station, but rather the demolition of existing buildings, site preparation, and undertaking environmental investigations and archaeological assessments in order to have the site ready for future tunnelling.<br><br>Can Metrolinx provide additional information as to why environmental investigations are required for the site? Can a few examples be provided in the description of the early works activities or refer the reader to where this are described in more detail in the report?<br><br>Moreover, it should be made more clear in the report that early works activities proposed for this site does not include the construction of the future Corktown Station or tunnelling. It appears that only one reference to this was made in Section 1.3.2 of the report. It is recommended that this be made clear up front in the executive summary, as well. | Additional text has been added to the Executive Summary and Section 1.3.1 to clarify that project operations and construction of Corktown Station and other project components will be documented in the Ontario Line Environmental Impact Assessment Report in accordance with Section 15 of Ontario Regulation 341/20.<br><br>The project description includes early works activities outlined in Table 3-1 and in the Executive Summary.                                                                                                                                                                                                                                     | No further comments. |  |  |

|    |               |                |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                      |  |  |
|----|---------------|----------------|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|--|--|
| 20 | Cindy Batista | General        | Section 1.3.2      | <p>This section refers to the Ontario Line Preliminary Design Business Case that was prepared for the project. It is recommended that this report be added as an appendix or provide a link to where the public may access the report online.</p> <p>This section states the construction of the station at this location reduces construction impacts . . . because it will double as a work site and tunnel construction work. It is recommended here that it is made clear to the readers that construction of the station and tunnelling work will be assessed in the future in the environmental impact assessment report that will be prepared for the entire Ontario Line project. Providing additional clarity will be helpful to the reader to understand that the early works activities proposed in this draft report does not include tunnelling work or construction of the Corktown Station.</p> | <p>A link to the Preliminary Design Business Case was added to the references list of the Early Works Report. Additional text has been added to the Executive Summary and Section 1.3.1 to clarify that the future Corktown Station is being assessed as part of the overall impact assessment for the Ontario Line Project and is not included in the Early Works Report.</p> <p>Additional text has been added to the Executive Summary and Section 1.3.1 to clarify that project operations and construction of Corktown Station and other project components will be documented in the Ontario Line Environmental Impact Assessment Report in accordance with Section 15 of Ontario Regulation 341/20.</p> | No further comments. |  |  |
| 21 | Cindy Batista | General        | Page 11, Table 2-1 | <p>This table refers to 'Section 0' several times. It is assumed this is an error. Please clarify and update to reflect the appropriate sections of the report that meets the requirements of the regulation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>Thank you for noting this, these references were made in error. Links have been updated and will be checked again prior to finalizing the report.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | No further comments. |  |  |
| 22 | Cindy Batista | General        |                    | <p>The draft report submitted for ministry review includes several placeholders (e.g. noise and vibration). It is assumed that when Metrolinx posts its Notice of Publication of Draft Early Works Report for formal public review, the placeholders will be removed and replaced with missing project information. The ministry will complete its review of these sections when the publicly available draft is posted on the Metrolinx's website.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>All placeholders will be replaced with appropriate technical content or dates prior to the Notice of Publication of Draft Early Works Report for formal public review.</p> <p>The comments provided by the MECP on the Noise and Vibration Report (Appendix A3) will be applied to the portions of that report that are included in the EWR.</p>                                                                                                                                                                                                                                                                                                                                                            | No further comments. |  |  |
| 23 | Cindy Batista | Climate Change |                    | <p>Of the activities proposed at the Corktown Station site, are potential climate change issues being considered?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>Climate change considerations will be documented in the forthcoming Environmental Impact Assessment Report.</p> <p>It is anticipated that the Project could reduce automobile vehicle kilometers traveled by 266,000 km per day. Therefore, it is expected that there will be a substantial net overall decrease in greenhouse gas emissions as a result of the Project.</p>                                                                                                                                                                                                                                                                                                                                | No further comments. |  |  |
| 24 | Cindy Batista | General        |                    | <p>Prior to finalizing the report, it is expected that Metrolinx will address all comments from this ministry and any other agency that commented during the draft review stage.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>That is correct, all agency comments that are received during the draft review stage will be addressed prior to finalizing the report.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | No further comments. |  |  |

**From:** [Crystal Ho](#)  
**To:** [Batista, Cindy \(MECP\)](#)  
**Cc:** [Maria Zintchenko](#); [James Francis](#); [Merlin Yuen](#); [Desautels, Solange \(MECP\)](#); [Ontario Line](#)  
**Subject:** RE: MECP review of the draft Early Works Report for Corktown Station  
**Date:** Tuesday, June 29, 2021 10:48:28 AM  
**Attachments:** [REDACTED]

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Good morning Cindy,

Please see attached for our response to comment #2. Let me know if you have any further questions or comments.

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

---

**From:** Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>  
**Sent:** June 3, 2021 3:10 PM  
**To:** Crystal Ho <Crystal.Ho@metrolinx.com>  
**Cc:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Ontario Line <ontarioline@metrolinx.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>  
**Subject:** RE: MECP review of the draft Early Works Report for Corktown Station

**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 Crystal,

Thanks for sending us the comment response table. Ministry staff have reviewed and there is one outstanding comment from our noise reviewer. Please see comment # 2. Please let me know if you wish to discuss this comment.

Also, can you or Maria kindly remind me when Metrolinx intends on posting the final EWR for Corktown Station.

Thank you,

Cindy

| Review Comments Spreadsheet |               | * Actions:                                               |                                           | ** Status:                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-----------------------------|---------------|----------------------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                             |               | 1 = Will comply                                          |                                           | O = Open, not resolved                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                             |               | 2 = Discuss, clarification required                      |                                           | P = Pending incorporation in design                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                             |               | 3 = Not applicable because .....                         |                                           | C = Closed, implementation complete                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Project Name:               |               |                                                          | Corktown Station Draft Early Works Report |                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Project No:                 |               |                                                          | Revised By: MECP                          |                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                             |               |                                                          | Date In:                                  |                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                             |               |                                                          | Date Out:                                 |                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Item No.                    | Reviewer Name | Description                                              | Part, Chapter, Sec, Subsec, page, DWG#    | Review Comment                                                                                                                                                                                                                          | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Review Comment                                                                                                                                                                                                                          | Response                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 1                           | Kevin A Smith | NPC-104 Sound Level Adjustments                          | Table 3-2                                 | Please include MECP sound level adjustments as per NPC-104 for applicable equipment such as tonality for Concrete Saw, Chainsaw, quasi-steady impulsive sound for Jack Hammer in Table 3-2 and noise calculations.                      | The noise level adjustments in NPC-104 are applied during the assessment of the long term noise impact for the operation of stationary noise sources in Ontario. This assessment is for temporary potential impacts to noise due to Corktown Station early works activities, and the adjustments have not been applied to temporary construction noise as per industry standard practice in Ontario. As Ontario does not have receptor based noise level limits, international construction noise level criteria from the Federal Transit Administration's Transit Noise and Vibration Impact Assessment Manual have been adopted to account for the variability of construction noise, and the various types of noises from typical construction activities, including equipment that have quasi-steady impulsive sound or tonal characteristics. Additional adjustments are not applicable at this time. | OK, no further comments                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 2                           | Kevin A Smith | FTA Guide's construction vibration propagation equations | Section 3.3.2 Vibration                   | Please provide example calculation using FTA Guide's construction vibration propagation equations.                                                                                                                                      | Please see sample calculation in Appendix B of the Noise and Vibration Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Why is the zone of influence the same for a backhoe, excavator, front end loader and grader? Excavator, front end loader, and grader are much heavier than backhoe therefore are likely equivalent to large bulldozer in FTA table 12-2 | The excavator, front end loader, and grader were assumed similar to a small dozer, due to the amount of material that these equipment are expected to be moving, and expected energy imparted into the ground. Backhoes, although potentially smaller than the other equipment, was assumed to cause similar vibration. Note that the assessment was centred around the vibratory roller, which has much greater vibration emissions. |
| 3                           | Kevin A Smith | Representative receiver locations                        | Table 5-1                                 | Please provide a figure showing representative receiver locations and noise impact.                                                                                                                                                     | Figure 5-1 has been added to the Noise and Vibration Report to show representative receiver locations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | OK, no further comments                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 4                           | Kevin A Smith | Proposed monitor locations                               | Table 6-1                                 | Please provide a figure showing proposed noise and vibration monitor locations.                                                                                                                                                         | Specific monitoring locations are dependant on the refinement of construction plans and schedules as project planning progresses.<br>-The Project has committed to conduct noise monitoring where adopted construction noise criteria (as MECP does not have receptor specific construction noise limits) may be exceeded. Noise levels could be controlled/mitigated to be below criteria, based upon refined construction schedules, and plans as project planning progresses. Construction noise monitoring may not be required; however, if required, specific locations of monitoring will be determined as planning progresses.<br>-Current assessments show that vibration monitoring is not required. This is subject to design refinements/updates, if required, as project planning progresses.                                                                                                  | OK, no further comments                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 5                           | Kevin A Smith | example calculation                                      | Appendix B                                | Please provide CadnaA digital file.                                                                                                                                                                                                     | The CadnaA file will be included in the comment response circulation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | thank you, no further comments                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 6                           | Rui Zeng      | Air Quality                                              | Table 4-1                                 | For the proposed real-time particulate monitoring, it is recommended to monitor baseline conditions for at least one week in order to capture representative particulate matter concentrations under varying meteorological conditions. | The Air Quality Management Plan is a commitment to be developed as project planning progresses. The mitigation table of the Air Quality Report includes monitoring activities which note that baseline air quality conditions should be established prior to construction for longer than one week to capture representative concentrations under varying meteorological conditions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | No further comments.                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 7                           | Rui Zeng      | Air Quality                                              | Table 4-1                                 | Please clarify if the proposed particulate monitoring includes both PM10 and PM2.5. In addition to PM, are there other contaminants of concern that would be monitored?                                                                 | The Air Quality Management Plan is a commitment in the Corktown Station Early Works Report to be developed as project planning progresses. Both PM10 and PM2.5 will be considered. Any additional contaminants of concern to be monitored will be documented and refined through the Air Quality Management Plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | No further comments.                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 8                           | Rui Zeng      | Air Quality                                              | Table 4-1                                 | Please note that the ministry recommends that non-chloride dust suppressants be applied.                                                                                                                                                | Thank you for advising us that the Ministry recommends the use of non-chloride dust suppressants. This will be added to the mitigation table in the Air Quality Report/EWR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | No further comments.                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                       |

|    |                  |                            |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                      |  |
|----|------------------|----------------------------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|--|
| 9  | Rui Zeng         | Air Quality                | Table 4-1 | As mentioned in Table 4, the disruption of contaminated soils may release harmful and/or volatile contaminants. If any soil contamination issues arise, the proponent should consult with the Ministry's Central Region Office to discuss the requirements in dealing with contamination issues and ambient monitoring requirements, if applicable.                                                                                                                                                                                                                                                                                                                                           | Noted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | No further comments. |  |
| 10 | Rui Zeng         | Air Quality                | Table 4-1 | Please clarify if an air quality management plan will be provided in the future, as it was mentioned in the mitigation measures section of the Table 4-1.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | The Air Quality Management Plan will be provided to MECP once available as project planning progresses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | No further comments. |  |
| 11 | Rui Zeng         | Air Quality                | Table 3-1 | In Table 3-1, the referenced SO2 Ambient Air Quality Criteria (180ug/m3) is for 10-minute averaging period rather than 30-minute. Please confirm the average background SO2 concentrations were converted from 1-hour to 10-minute averaging period.                                                                                                                                                                                                                                                                                                                                                                                                                                          | AECOM has updated the average background SO2 concentration to the 10-minute averaging period in the Air Quality Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | No further comments. |  |
| 12 | Jeff J. Andersen | Species At Risk Branch     | n/a       | MECP Permissions and Compliance staff generally concur with the findings of the reports. As they have already received a 17(2)(d) permit; therefore, nothing further is required from MECP Permissions and Compliance.                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Thank you for your comment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                      |  |
| 13 | Lisai Shen       | Surface Water              |           | There are no surface water features close by. In terms of stormwater and surface runoff management, the draft Early Works Report did a reasonable assessment of potential impacts and proposed mitigation measures on a higher level. Ministry has no issues at this stage, if the proposed measures will be followed through.                                                                                                                                                                                                                                                                                                                                                                | Thank you for your comment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                      |  |
| 14 | Vincent Bulman   | Groundwater / Hydrogeology |           | A detailed description of the hydrogeology and stratigraphy will be required to satisfy the requirements of the Permit To Take Water (PTTW) or Construction Dewatering EASR. Site specific data may be required. The level of detail required for a PTTW and EASR is much more detailed than the desk top study included in this EA. Possible ground settlement from dewatering will also need to be addressed.                                                                                                                                                                                                                                                                               | Noted. The level of detail provided in the early works report is considered to be suitable for the environmental assessment phase of the Corktown Station early works. Detailed stratigraphy information will be confirmed as Corktown Station early works planning progresses to meet PTTW/EASR requirements at the time of application preparation, if PTTW/EASR is required.                                                                                                                                                                                                                                                                                              |                      |  |
| 15 | Vincent Bulman   | Groundwater / Hydrogeology |           | Knowledge of contaminated sites along the alignment if they occur will enable the preparation of contingency and mitigation measures for excess soil and construction dewatering. To obtain information on locations of contaminated sites along the alignment, the proponent may consider accessing ministry records (possibly through FOI).<br><br>City of Toronto Archives can also be consulted to locate areas of past industrial activities.                                                                                                                                                                                                                                            | Noted. A Limited Phase I was completed independent of this Early Works assessment. A comprehensive environmental due diligence program is being planned and will be completed as part of the project in areas where there is known or potential contamination, based on the results of the Limited Phase I Report.                                                                                                                                                                                                                                                                                                                                                           |                      |  |
| 16 | Vincent Bulman   | Groundwater / Hydrogeology |           | Discharge from construction dewatering to the natural environment or storm sewers may require an ECA, depending on the quality of the discharge water and treatment needs to meet the Ministry's and/ or City of Toronto's requirements.<br><br>Characterization of groundwater along the alignment will be required.                                                                                                                                                                                                                                                                                                                                                                         | Noted. This commitment is in Table 6-2 of the Early Works Report. Characterization of local environmental conditions pertaining to groundwater and soil along the entire Ontario Line alignment will be provided in the forthcoming Environmental Impact Assessment Report.                                                                                                                                                                                                                                                                                                                                                                                                  |                      |  |
| 17 | Vincent Bulman   | Groundwater / Hydrogeology |           | The ministry's new excess soil will need to be incorporated into the project's soil management.<br>a. Handling excess soil <a href="https://www.ontario.ca/page/handling-excess-soil">https://www.ontario.ca/page/handling-excess-soil</a> ,<br>b. O. Reg. 406/19 On-Site and Excess Soil Management Regulation <a href="https://www.ontario.ca/laws/regulation/r19406">https://www.ontario.ca/laws/regulation/r19406</a> , and<br>c. Management of Excess Soil - A Guide for Best Management Practices <a href="https://www.ontario.ca/page/management-excess-soil-guide-best-management-practices">https://www.ontario.ca/page/management-excess-soil-guide-best-management-practices</a> . | Noted. This commitment is in Table 6-2 of the Early Works Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                      |  |
| 18 | Vincent Bulman   | Groundwater / Hydrogeology |           | The stratigraphy along the alignment should be described in much greater detail. Locations, depths and thicknesses of aquifers and aquitards should be determined to inform a PTTW but also construction options. It is imperative that pressurized aquifers be identified if present. Consideration should be given to micro-seismic surveys and boreholes to accomplish this. The objective is to minimize "surprises!"                                                                                                                                                                                                                                                                     | Noted. The level of detail provided in the early works report is considered to be suitable for the environmental assessment phase of the Corktown Station early works. Detailed stratigraphy information will be confirmed as Corktown Station early works planning progresses to meet PTTW/EASR requirements at the time of application preparation, if PTTW/EASR is required. Characterization of local environmental conditions pertaining to groundwater and soil along the entire Ontario Line alignment will be provided in the forthcoming Environmental Impact Assessment Report. Detailed stratigraphy information will be obtained to inform PTTW(s), as required. |                      |  |

|    |               |                |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                      |  |
|----|---------------|----------------|----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|--|
| 19 | Cindy Batista | General        | ES, 1, ES, 3, Section 1.3.1, 1.3.2 Section 3 | <p>Prior to reading the draft early works report, it was assumed that the early works activities included the construction of the Corktown Station. From reading the report, it is now understood that the early works activities does not involve the construction of the station, but rather the demolition of existing buildings, site preparation, and undertaking environmental investigations and archaeological assessments in order to have the site ready for future tunnelling.</p> <p>Can Metrolinx provide additional information as to why environmental investigations are required for the site? Can a few examples be provided in the description of the early works activities or refer the reader to where this are described in more detail in the report?</p> <p>Moreover, it should be made more clear in the report that early works activities proposed for this site does not include the construction of the future Corktown Station or tunnelling. It appears that only one reference to this was made in Section 1.3.2 of the report. It is recommended that this be made clear up front in the executive summary, as well.</p> | <p>Additional text has been added to the Executive Summary and Section 1.3.1 to clarify that project operations and construction of Corktown Station and other project components will be documented in the Ontario Line Environmental Impact Assessment Report in accordance with Section 15 of Ontario Regulation 341/20.</p> <p>The project description includes early works activities outlined in Table 3-1 and in the Executive Summary.</p>                                                                                                                                                                                                                                                             | No further comments. |  |
| 20 | Cindy Batista | General        | Section 1.3.2                                | <p>This section refers to the Ontario Line Preliminary Design Business Case that was prepared for the project. It is recommended that this report be added as an appendix or provide a link to where the public may access the report online.</p> <p>This section states the construction of the station at this location reduces construction impacts . . . because it will double as a work site and tunnel construction work. It is recommended here that it is made clear to the readers that construction of the station and tunnelling work will be assessed in the future in the environmental impact assessment report that will be prepared for the entire Ontario Line project. Providing additional clarity will be helpful to the reader to understand that the early works activities proposed in this draft report does not include tunnelling work or construction of the Corktown Station.</p>                                                                                                                                                                                                                                             | <p>A link to the Preliminary Design Business Case was added to the references list of the Early Works Report. Additional text has been added to the Executive Summary and Section 1.3.1 to clarify that the future Corktown Station is being assessed as part of the overall impact assessment for the Ontario Line Project and is not included in the Early Works Report.</p> <p>Additional text has been added to the Executive Summary and Section 1.3.1 to clarify that project operations and construction of Corktown Station and other project components will be documented in the Ontario Line Environmental Impact Assessment Report in accordance with Section 15 of Ontario Regulation 341/20.</p> | No further comments. |  |
| 21 | Cindy Batista | General        | Page 11, Table 2.1                           | <p>This table refers to 'Section 0' several times. It is assumed this is an error. Please clarify and update to reflect the appropriate sections of the report that meets the requirements of the regulation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>Thank you for noting this, these references were made in error. Links have been updated and will be checked again prior to finalizing the report.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | No further comments. |  |
| 22 | Cindy Batista | General        |                                              | <p>The draft report submitted for ministry review includes several placeholders (e.g. noise and vibration). It is assumed that when Metrolinx posts its Notice of Publication of Draft Early Works Report for formal public review, the placeholders will be removed and replaced with missing project information. The ministry will complete its review of these sections when the publicly available draft is posted on the Metrolinx's website.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>All placeholders will be replaced with appropriate technical content or dates prior to the Notice of Publication of Draft Early Works Report for formal public review.</p> <p>The comments provided by the MECP on the Noise and Vibration Report (Appendix A3) will be applied to the portions of that report that are included in the EWR.</p>                                                                                                                                                                                                                                                                                                                                                            | No further comments. |  |
| 23 | Cindy Batista | Climate Change |                                              | <p>Of the activities proposed at the Corktown Station site, are potential climate change issues being considered?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>Climate change considerations will be documented in the forthcoming Environmental Impact Assessment Report.</p> <p>It is anticipated that the Project could reduce automobile vehicle kilometers traveled by 266,000 km per day. Therefore, it is expected that there will be a substantial net overall decrease in greenhouse gas emissions as a result of the Project.</p>                                                                                                                                                                                                                                                                                                                                | No further comments. |  |
| 24 | Cindy Batista | General        |                                              | <p>Prior to finalizing the report, it is expected that Metrolinx will address all comments from this ministry and any other agency that commented during the draft review stage.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>That is correct, all agency comments that are received during the draft review stage will be addressed prior to finalizing the report.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | No further comments. |  |

**From:** [Batista, Cindy \(MECP\)](#)  
**To:** [Crystal Ho](#)  
**Cc:** [Maria Zintchenko](#); [James Francis](#); [Merlin Yuen](#); [Desautels, Solange \(MECP\)](#); [Ontario Line](#)  
**Subject:** RE: MECP review of the draft Early Works Report for Corktown Station  
**Date:** Monday, May 10, 2021 10:00:42 AM

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Thank you Crystal! I will let you know if the ministry has any further questions or comments.

Cindy

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**From:** Crystal Ho <Crystal.Ho@metrolinx.com>  
**Sent:** May 6, 2021 3:24 PM  
**To:** Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>  
**Cc:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Ontario Line <ontarioline@metrolinx.com>  
**Subject:** RE: MECP review of the draft Early Works Report for Corktown Station

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good afternoon Cindy,

Thank-you for providing your comments on the initial draft of the Corktown Station Early Works Report. Please see attached for our responses to your comments and the requested CadnaA file. Let me know if there are any outstanding comments following this circulation, otherwise we'd appreciate if your team could document this set as closed off.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

| Review Comments Spreadsheet |               |                                                          |                                        | * Actions:<br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....                                                                                                                                | ** Status:<br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-----------------------------|---------------|----------------------------------------------------------|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project Name:               |               |                                                          |                                        | Corktown Station Draft Early Works Report                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Project No:                 |               |                                                          |                                        | Revised By: MECP                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                             |               |                                                          |                                        | Date In:                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                             |               |                                                          |                                        | Date Out:                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Item No.                    | Reviewer Name | Description                                              | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                          | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 1                           | Kevin A Smith | NPC-104 Sound Level Adjustments                          | Table 3-2                              | Please include MECP sound level adjustments as per NPC-104 for applicable equipment, such as tonality for Concrete Saw, Chainsaw, quasi-steady impulsive sound for Jack Hammer in Table 3-2 and noise calculations.                     | The noise level adjustments in NPC-104 are applied during the assessment of the long term noise impact for the operation of stationary noise sources in Ontario. This assessment is for temporary potential impacts to noise due to Corktown Station early works activities, and the adjustments have not been applied to temporary construction noise as per industry standard practice in Ontario. As Ontario does not have receptor based noise level limits, international construction noise level criteria from the Federal Transit Administration's Transit Noise and Vibration Impact Assessment Manual have been adopted to account for the variability of construction noise, and the various types of noises from typical construction activities, including equipment that have quasi-steady impulsive sound or tonal characteristics. Additional adjustments are not applicable at this time. |
| 2                           | Kevin A Smith | FTA Guide's construction vibration propagation equations | Section 3.3.2 Vibration                | Please provide example calculation using FTA Guide's construction vibration propagation equations.                                                                                                                                      | Please see sample calculation in Appendix B of the Noise and Vibration Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 3                           | Kevin A Smith | Representative receiver locations                        | Table 5-1                              | Please provide a figure showing representative receiver locations and noise impact.                                                                                                                                                     | Figure 5-1 has been added to the Noise and Vibration Report to show representative receiver locations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| 5                           | Kevin A Smith | example calculation                                      | Appendix B                             | Please provide CadnaA digital file.                                                                                                                                                                                                     | The CadnaA file will be included in the comment response circulation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 6                           | Rui Zeng      | Air Quality                                              | Table 4-1                              | For the proposed real-time particulate monitoring, it is recommended to monitor baseline conditions for at least one week in order to capture representative particulate matter concentrations under varying meteorological conditions. | The Air Quality Management Plan is a commitment to be developed as project planning progresses. The mitigation table of the Air Quality Report includes monitoring activities which note that baseline air quality conditions should be established prior to construction for longer than one week to capture representative concentrations under varying meteorological conditions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 7                           | Rui Zeng      | Air Quality                                              | Table 4-1                              | Please clarify if the proposed particulate monitoring includes both PM10 and PM2.5. In addition to PM, are there other contaminants of concern that would be monitored?                                                                 | The Air Quality Management Plan is a commitment in the Corktown Station Early Works Report, to be developed as project planning progresses. Both PM10 and PM2.5 will be considered. Any additional contaminants of concern to be monitored will be documented and refined through the Air Quality Management Plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 8                           | Rui Zeng      | Air Quality                                              | Table 4-1                              | Please note that the ministry recommends that non-chloride dust suppressants be applied.                                                                                                                                                | Thank you for advising us that the Ministry recommends the use of non-chloride dust suppressants. This will be added to the mitigation table in the Air Quality Report/EWR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

|    |                  |                            |           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----|------------------|----------------------------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 9  | Rui Zeng         | Air Quality                | Table 4-1 | As mentioned in Table 4, the disruption of contaminated soils may release harmful and/or volatile contaminants. If any soil contamination issues arise, the proponent should consult with the Ministry's Central Region Office to discuss the requirements in dealing with contamination issues and ambient monitoring requirements, if applicable.                                                                                                                                                                                                                                                                                                                                           | Noted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 10 | Rui Zeng         | Air Quality                | Table 4-1 | Please clarify if an air quality management plan will be provided in the future, as it was mentioned in the mitigation measures section of the Table 4-1.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | The Air Quality Management Plan will be provided to MECP once available as project planning progresses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 11 | Rui Zeng         | Air Quality                | Table 3-1 | In Table 3-1, the referenced SO2 Ambient Air Quality Criteria (180ug/m3) is for 10-minute averaging period rather than 30-minute. Please confirm the average background SO2 concentrations were converted from 1-hour to 10-minute averaging period.                                                                                                                                                                                                                                                                                                                                                                                                                                          | AECOM has updated the average background SO2 concentration to the 10-minute averaging period in the Air Quality Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 12 | Jeff J. Andersen | Species At Risk Branch     | n/a       | MECP Permissions and Compliance staff generally concur with the findings of the reports. As they have already received a 17(2)(d) permit; therefore, nothing further is required from MECP Permissions and Compliance.                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Thank you for your comment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 13 | Lisai Shen       | Surface Water              |           | There are no surface water features close by. In terms of stormwater and surface runoff management, the draft Early Works Report did a reasonable assessment of potential impacts and proposed mitigation measures on a higher level. Ministry has no issues at this stage, if the proposed measures will be followed through.                                                                                                                                                                                                                                                                                                                                                                | Thank you for your comment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 14 | Vincent Bulman   | Groundwater / Hydrogeology |           | A detailed description of the hydrogeology and stratigraphy will be required to satisfy the requirements of the Permit To Take Water (PTTW) or Construction Dewatering EASR. Site specific data may be required. The level of detail required for a PTTW and EASR is much more detailed than the desk top study included in this EA. Possible ground settlement from dewatering will also need to be addressed.                                                                                                                                                                                                                                                                               | Noted. The level of detail provided in the early works report is considered to be suitable for the environmental assessment phase of the Corktown Station early works. Detailed stratigraphy information will be confirmed as Corktown Station early works planning progresses to meet PTTW/EASR requirements at the time of application preparation, if PTTW/EASR is required.                                                                                                                                                                                                                                                                                                 |
| 15 | Vincent Bulman   | Groundwater / Hydrogeology |           | Knowledge of contaminated sites along the alignment if they occur will enable the preparation of contingency and mitigation measures for excess soil and construction dewatering. To obtain information on locations of contaminated sites along the alignment, the proponent may consider accessing ministry records (possibly through FOI).<br><br>City of Toronto Archives can also be consulted to locate areas of past industrial activities.                                                                                                                                                                                                                                            | Noted. A Limited Phase I was completed independent of this Early Works assessment. A comprehensive environmental due diligence program is being planned and will be completed as part of the project in areas where there is known or potential contamination, based on the results of the Limited Phase I Report.                                                                                                                                                                                                                                                                                                                                                              |
| 16 | Vincent Bulman   | Groundwater / Hydrogeology |           | Discharge from construction dewatering to the natural environment or storm sewers may require an ECA, depending on the quality of the discharge water and treatment needs to meet the Ministry's and/ or City of Toronto's requirements.<br><br>Characterization of groundwater along the alignment will be required.                                                                                                                                                                                                                                                                                                                                                                         | Noted. This commitment is in Table 6-2 of the Early Works Report. Characterization of local environmental conditions pertaining to groundwater and soil along the entire Ontario Line alignment will be provided in the forthcoming Environmental Impact Assessment Report.                                                                                                                                                                                                                                                                                                                                                                                                     |
| 17 | Vincent Bulman   | Groundwater / Hydrogeology |           | The ministry's new excess soil will need to be incorporated into the project's soil management.<br>a. Handling excess soil <a href="https://www.ontario.ca/page/handling-excess-soil">https://www.ontario.ca/page/handling-excess-soil</a> ,<br>b. O. Reg. 406/19 On-Site and Excess Soil Management Regulation <a href="https://www.ontario.ca/laws/regulation/r19406">https://www.ontario.ca/laws/regulation/r19406</a> , and<br>c. Management of Excess Soil - A Guide for Best Management Practices <a href="https://www.ontario.ca/page/management-excess-soil-guide-best-management-practices">https://www.ontario.ca/page/management-excess-soil-guide-best-management-practices</a> . | Noted. This commitment is in Table 6-2 of the Early Works Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 18 | Vincent Bulman   | Groundwater / Hydrogeology |           | The stratigraphy along the alignment should be described in much greater detail. Locations, depths and thicknesses of aquifers and aquitards should be determined to inform a PTTW but also construction options. It is imperative that pressurized aquifers be identified if present. Consideration should be given to micro-seismic surveys and boreholes to accomplish this. The objective is to minimize "surprises!"                                                                                                                                                                                                                                                                     | Noted. The level of detail provided in the early works report is considered to be suitable for the environmental assessment phase of the Corktown Station early works. Detailed stratigraphy information will be confirmed as Corktown Station early works planning progresses to meet PTTW/EASR requirements at the time of application preparation, if PTTW/EASR is required.<br>Characterization of local environmental conditions pertaining to groundwater and soil along the entire Ontario Line alignment will be provided in the forthcoming Environmental Impact Assessment Report. Detailed stratigraphy information will be obtained to inform PTTW(s), as required. |

|    |               |                |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|----|---------------|----------------|----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 19 | Cindy Batista | General        | ES. 1, ES. 3, Section 1.3.1, 1.3.2 Section 3 | <p>Prior to reading the draft early works report, it was assumed that the early works activities included the construction of the Corktown Station. From reading the report, it is now understood that the early works activities does not involve the construction of the station, but rather the demolition of existing buildings, site preparation, and undertaking environmental investigations and archaeological assessments in order to have the site ready for future tunnelling.</p> <p>Can Metrolinx provide additional information as to why environmental investigations are required for the site? Can a few examples be provided in the description of the early works activities or refer the reader to where this are described in more detail in the report?</p> <p>Moreover, it should be made more clear in the report that early works activities proposed for this site does not include the construction of the future Corktown Station or tunnelling. It appears that only one reference to this was made in Section 1.3.2 of the report. It is recommended that this be made clear up front in the executive summary, as well.</p> | <p>Additional text has been added to the Executive Summary and Section 1.3.1 to clarify that project operations and construction of Corktown Station and other project components will be documented in the Ontario Line Environmental Impact Assessment Report in accordance with Section 15 of Ontario Regulation 341/20.</p> <p>The project description includes early works activities outlined in Table 3-1 and in the Executive Summary.</p>                                                                                                                                                                                                                                                             |
| 20 | Cindy Batista | General        | Section 1.3.2                                | <p>This section refers to the Ontario Line Preliminary Design Business Case that was prepared for the project. It is recommended that this report be added as an appendix or provide a link to where the public may access the report online.</p> <p>This section states the construction of the station at this location reduces construction impacts . . . because it will double as a work site and tunnel construction work. It is recommended here that it is made clear to the readers that construction of the station and tunnelling work will be assessed in the future in the environmental impact assessment report that will be prepared for the entire Ontario Line project. Providing additional clarity will be helpful to the reader to understand that the early works activities proposed in this draft report does not include tunnelling work or construction of the Corktown Station.</p>                                                                                                                                                                                                                                             | <p>A link to the Preliminary Design Business Case was added to the references list of the Early Works Report. Additional text has been added to the Executive Summary and Section 1.3.1 to clarify that the future Corktown Station is being assessed as part of the overall impact assessment for the Ontario Line Project and is not included in the Early Works Report.</p> <p>Additional text has been added to the Executive Summary and Section 1.3.1 to clarify that project operations and construction of Corktown Station and other project components will be documented in the Ontario Line Environmental Impact Assessment Report in accordance with Section 15 of Ontario Regulation 341/20.</p> |
| 21 | Cindy Batista | General        | Page 11, Table 2-1                           | <p>This table refers to 'Section 0' several times. It is assumed this is an error. Please clarify and update to reflect the appropriate sections of the report that meets the requirements of the regulation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>Thank you for noting this, these references were made in error. Links have been updated and will be checked again prior to finalizing the report.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 22 | Cindy Batista | General        |                                              | <p>The draft report submitted for ministry review includes several placeholders (e.g. noise and vibration). It is assumed that when Metrolinx posts its Notice of Publication of Draft Early Works Report for formal public review, the placeholders will be removed and replaced with missing project information. The ministry will complete its review of these sections when the publicly available draft is posted on the Metrolinx's website.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>All placeholders will be replaced with appropriate technical content or dates prior to the Notice of Publication of Draft Early Works Report for formal public review.</p> <p>The comments provided by the MECP on the Noise and Vibration Report (Appendix A3) will be applied to the portions of that report that are included in the EWR.</p>                                                                                                                                                                                                                                                                                                                                                            |
| 23 | Cindy Batista | Climate Change |                                              | <p>Of the activities proposed at the Corktown Station site, are potential climate change issues being considered?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>Climate change considerations will be documented in the forthcoming Environmental Impact Assessment Report.</p> <p>It is anticipated that the Project could reduce automobile vehicle kilometers traveled by 266,000 km per day. Therefore, it is expected that there will be a substantial net overall decrease in greenhouse gas emissions as a result of the Project.</p>                                                                                                                                                                                                                                                                                                                                |
| 24 | Cindy Batista | General        |                                              | <p>Prior to finalizing the report, it is expected that Metrolinx will address all comments from this ministry and any other agency that commented during the draft review stage.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>That is correct, all agency comments that are received during the draft review stage will be addressed prior to finalizing the report.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

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From: Batista, Cindy (MECP) <[Cindy.Batista@ontario.ca](mailto:Cindy.Batista@ontario.ca)>  
Sent: April 1, 2021 5:54 PM  
To: James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>  
Cc: Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Batista, Cindy (MECP) <[Cindy.Batista@ontario.ca](mailto:Cindy.Batista@ontario.ca)>; Desautels, Solange (MECP) <[Solange.Desautels@ontario.ca](mailto:Solange.Desautels@ontario.ca)>  
Subject: MECP review of the draft Early Works Report for Corktown Station

**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 James,

Please find attached the ministry's comments on the draft Early Works Report for the Corktown Station. Please let me know if you have any questions.

Thanks,

Cindy Batista | Special Project Officer  
Environmental Assessment Services | Environmental Assessment Branch  
Ministry of the Environment, Conservation & Parks  
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5  
Phone: 437-248-0058 | Email: [cindy.batista@ontario.ca](mailto:cindy.batista@ontario.ca)

If you have any accommodation needs or require communication supports or alternate formats, please let me know.  
Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substitués, veuillez me le faire savoir

**Ministry of the Environment,  
Conservation and Parks**

**Ministère de l'Environnement,  
de la Protection de la nature  
et des Parcs**

Environmental Assessment  
Branch

Direction des évaluations  
environnementales

1<sup>st</sup> Floor  
135 St. Clair Avenue W  
Toronto ON M4V 1P5  
**Tel.:** 416 314-8001  
**Fax.:** 416 314-8452

Rez-de-chaussée  
135, avenue St. Clair Ouest  
Toronto ON M4V 1P5  
**Tél. :** 416 314-8001  
**Télé. :** 416 314-8452

April 1, 2021

## **MEMORANDUM**

**TO:** Mr. James Francis  
Manager, Environmental Programs and Assessment  
Metrolinx

**FROM:** Mrs. Cindy Batista  
Special Project Officer  
Environmental Assessment Services Section

**RE: Draft Early Works Report – Ontario Line Corktown Station Early Works**

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The Ministry of the Environment, Conservation and Parks (ministry) has completed its review of Metrolinx's Draft Early Works Report – Ontario Line Corktown Station Early Works, March 2021 (draft report). The review was carried out to determine whether the draft report meets the requirements set forth in Ontario Regulation 341/20, Ontario Line Project.

Below is one general comment and specific comments on noise and vibration, air quality, surface water, species at risk and groundwater, are in the attached table. The ministry's comments are being provided to Metrolinx for consideration when finalizing its early works report for the Corktown Station.

### **General Comments**

The draft report submitted for ministry review includes several placeholders (e.g. noise and vibration). It is assumed that when Metrolinx posts its Notice of Publication of Draft Early Works Report for formal public review, the placeholders will be removed and

replaced with missing project information. The ministry will complete its review of these sections when the publicly available draft is posted on the Metrolinx's website.

### **Climate Change**

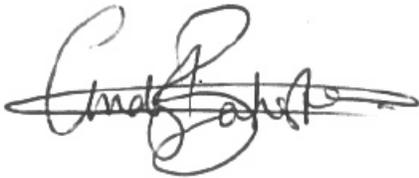
Of the activities proposed at the Corktown Station site, are potential climate change issues being considered?

### **Concluding Remarks**

Prior to finalizing the report, it is expected that Metrolinx will address all comments from this ministry and any other agency that commented during the draft review stage.

In closing, please feel free to reach out to me to arrange a meeting with ministry staff to discuss the comments on the draft report and the next steps. Should you have any questions or concerns, or to set up a meeting, please feel free to contact me by e-mail at [cindy.batista@ontario.ca](mailto:cindy.batista@ontario.ca).

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Cindy Batista', with a horizontal line extending to the right from the end of the signature.

---

Cindy Batista  
Special Project Officer

| Review Comments Spreadsheet |                  | * Actions:                                               |                                        | ** Status:                                                                                                                                                                                                                                                                                                                                                                                                      |                                 |
|-----------------------------|------------------|----------------------------------------------------------|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
|                             |                  | 1 = Will comply                                          |                                        | O = Open, not resolved                                                                                                                                                                                                                                                                                                                                                                                          |                                 |
|                             |                  | 2 = Discuss, clarification required                      |                                        | P = Pending incorporation in design                                                                                                                                                                                                                                                                                                                                                                             |                                 |
|                             |                  | 3 = Not applicable because .....                         |                                        | C = Closed, implementation complete                                                                                                                                                                                                                                                                                                                                                                             |                                 |
| Project Name:               |                  | Corktown Station Draft Early Works Report                |                                        | Revised By: MECP                                                                                                                                                                                                                                                                                                                                                                                                |                                 |
| Project No:                 |                  |                                                          |                                        | Date In:                                                                                                                                                                                                                                                                                                                                                                                                        |                                 |
|                             |                  |                                                          |                                        | Date Out:                                                                                                                                                                                                                                                                                                                                                                                                       |                                 |
| Item No.                    | Reviewer Name    | Description                                              | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                  | Response & Details (Authors - ) |
| 1                           | Kevin A Smith    | NPC-104 Sound Level Adjustments                          | Table 3-2                              | Please include MECP sound level adjustments as per NPC-104 for applicable equipment, such as tonality for Concrete Saw, Chainsaw, quasi-steady impulsive sound for Jack Hammer in Table 3-2 and noise calculations.                                                                                                                                                                                             |                                 |
| 2                           | Kevin A Smith    | FTA Guide's construction vibration propagation equations | Section 3.3.2 Vibration                | Please provide example calculation using FTA Guide's construction vibration propagation equations.                                                                                                                                                                                                                                                                                                              |                                 |
| 3                           | Kevin A Smith    | Representative receiver locations                        | Table 5-1                              | Please provide a figure showing representative receiver locations and noise impact.                                                                                                                                                                                                                                                                                                                             |                                 |
| 4                           | Kevin A Smith    | Proposed monitor locations                               | Table 6-1                              | Please provide a figure showing proposed noise and vibration monitor locations.                                                                                                                                                                                                                                                                                                                                 |                                 |
| 5                           | Kevin A Smith    | example calculation                                      | Appendix B                             | Please provide CadnaA digital file.                                                                                                                                                                                                                                                                                                                                                                             |                                 |
| 6                           | Rui Zeng         | Air Quality                                              | Table 4-1                              | For the proposed real-time particulate monitoring, it is recommended to monitor baseline conditions for at least one week in order to capture representative particulate matter concentrations under varying meteorological conditions.                                                                                                                                                                         |                                 |
| 7                           | Rui Zeng         | Air Quality                                              | Table 4-1                              | Please clarify if the proposed particulate monitoring includes both PM10 and PM2.5. In addition to PM, are there other contaminants of concern that would be monitored?                                                                                                                                                                                                                                         |                                 |
| 8                           | Rui Zeng         | Air Quality                                              | Table 4-1                              | Please note that the ministry recommends that non-chloride dust suppressants be applied.                                                                                                                                                                                                                                                                                                                        |                                 |
| 9                           | Rui Zeng         | Air Quality                                              | Table 4-1                              | As mentioned in Table 4, the disruption of contaminated soils may release harmful and/or volatile contaminants. If any soil contamination issues arise, the proponent should consult with the Ministry's Central Region Office to discuss the requirements in dealing with contamination issues and ambient monitoring requirements, if applicable.                                                             |                                 |
| 10                          | Rui Zeng         | Air Quality                                              | Table 4-1                              | Please clarify if an air quality management plan will be provided in the future, as it was mentioned in the mitigation measures section of the Table 4-1.                                                                                                                                                                                                                                                       |                                 |
| 11                          | Rui Zeng         | Air Quality                                              | Table 3-1                              | In Table 3-1, the referenced SO2 Ambient Air Quality Criteria (180ug/m3) is for 10-minute averaging period rather than 30-minute. Please confirm the average background SO2 concentrations were converted from 1-hour to 10-minute averaging period.                                                                                                                                                            |                                 |
| 12                          | Jeff J. Andersen | Species At Risk Branch                                   | n/a                                    | MECP Permissions and Compliance staff generally concur with the findings of the reports. As they have already received a 17(2)(d) permit; therefore, nothing further is required from MECP Permissions and Compliance.                                                                                                                                                                                          |                                 |
| 13                          | Lisai Shen       | Surface Water                                            |                                        | There are no surface water features close by. In terms of stormwater and surface runoff management, the draft Early Works Report did a reasonable assessment of potential impacts and proposed mitigation measures on a higher level. Ministry has no issues at this stage, if the proposed measures will be followed through.                                                                                  |                                 |
| 14                          | Vincent Bulman   | Groundwater / Hydrogeology                               |                                        | A detailed description of the hydrogeology and stratigraphy will be required to satisfy the requirements of the Permit To Take Water (PTTW) or Construction Dewatering EASR. Site specific data may be required. The level of detail required for a PTTW and EASR is much more detailed than the desk top study included in this EA. Possible ground settlement from dewatering will also need to be addressed. |                                 |

|    |                |                            |                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
|----|----------------|----------------------------|-----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| 15 | Vincent Bulman | Groundwater / Hydrogeology |                                                     | <p>Knowledge of contaminated sites along the alignment if they occur will enable the preparation of contingency and mitigation measures for excess soil and construction dewatering. To obtain information on locations of contaminated sites along the alignment, the proponent may consider accessing ministry records (possibly through FOI).</p> <p>City of Toronto Archives can also be consulted to locate areas of past industrial activities.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| 16 | Vincent Bulman | Groundwater / Hydrogeology |                                                     | <p>Discharge from construction dewatering to the natural environment or storm sewers may require an ECA, depending on the quality of the discharge water and treatment needs to meet the Ministry's and/ or City of Toronto's requirements.</p> <p>Characterization of groundwater along the alignment will be required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 17 | Vincent Bulman | Groundwater / Hydrogeology |                                                     | <p>The ministry's new excess soil will need to be incorporated into the project's soil management.</p> <p>a. Handling excess soil <a href="https://www.ontario.ca/page/handling-excess-soil">https://www.ontario.ca/page/handling-excess-soil</a> ,</p> <p>b. O. Reg. 406/19 On-Site and Excess Soil Management Regulation <a href="https://www.ontario.ca/laws/regulation/r19406">https://www.ontario.ca/laws/regulation/r19406</a> , and</p> <p>c. Management of Excess Soil - A Guide for Best Management Practices <a href="https://www.ontario.ca/page/management-excess-soil-guide-best-management-practices">https://www.ontario.ca/page/management-excess-soil-guide-best-management-practices</a> .</p>                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 18 | Vincent Bulman | Groundwater / Hydrogeology |                                                     | <p>The stratigraphy along the alignment should be described in much greater detail. Locations, depths and thicknesses of aquifers and aquitards should be determined to inform a PTTW but also construction options. It is imperative that pressurized aquifers be identified if present. Consideration should be given to micro-seismic surveys and boreholes to accomplish this. The objective is to minimize "surprises!"</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| 19 | Cindy Batista  | General                    | <p>ES. 1, ES. 3, Section 1.3.1, 1.3.2 Section 3</p> | <p>Prior to reading the draft early works report, it was assumed that the early works activities included the construction of the Corktown Station. From reading the report, it is now understood that the early works activities does not involve the construction of the station, but rather the demolition of existing buildings, site preparation, and undertaking environmental investigations and archaeological assessments in order to have the site ready for future tunnelling.</p> <p>Can Metrolinx provide additional information as to why environmental investigations are required for the site? Can a few examples be provided in the description of the early works activities or refer the reader to where this are described in more detail in the report?</p> <p>Moreover, it should be made more clear in the report that early works activities proposed for this site does not include the construction of the future Corktown Station or tunnelling. It appears that only one reference to this was made in Section 1.3.2 of the report. It is recommended that this be made clear up front in the executive summary, as well.</p> |  |

|    |               |         |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
|----|---------------|---------|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| 20 | Cindy Batista | General | Section 1.3.2      | <p>This section refers to the Ontario Line Preliminary Design Business Case that was prepared for the project. It is recommended that this report be added as an appendix or provide a link to where the public may access the report online.</p> <p>This section states the construction of the station at this location reduces construction impacts . . . because it will double as a work site and tunnel construction work. It is recommended here that it is made clear to the readers that construction of the station and tunnelling work will be assessed in the future in the environmental impact assessment report that will be prepared for the entire Ontario Line project. Providing additional clarity will be helpful to the reader to understand that the early works activities proposed in this draft report does not include tunnelling work or construction of the Corktown Station.</p> |  |
| 21 | Cindy Batista | General | Page 11, Table 2-1 | <p>This table refers to 'Section 0' several times. It is assumed this is an error. Please clarify and update to reflect the appropriate sections of the report that meets the requirements of the regulation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |

From: Merlin Yuen  
Sent: Friday, March 19, 2021 5:29 PM  
To: Batista, Cindy (MECP)  
Cc: Desautels, Solange (MECP); Miroslav.Ubovic@ontario.ca; Liu, Chunmei (MECP); Maria Zintchenko; Crystal Ho; Ontario Line  
Subject: Corktown Station Early Works Report - Noise and Vibration

Good afternoon Cindy – this is a follow-up email to the correspondence passed along just now through EATS which included the Corktown Station Early Works Noise and Vibration Report. As noted in that correspondence, we are currently looking at a turnaround date of April 9, 2021 for the Ministry's comments.

Please let me know if any issues accessing the files or if any questions.

Regards,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

**From:** [Merlin Yuen](#)  
**To:** [Batista Cindy \(MECP\)](#)  
**Cc:** [Desautels Solange \(MECP\)](#); [Liu Chunmei \(MECP\)](#); [Maria Zintchenko](#); [Crystal Ho](#); [Ontario Line](#); [Merza Header \(MECP\)](#); [Smith Kevin A. \(MECP\)](#)  
**Subject:** RE: Ontario Line - Corktown Station Early Works Report  
**Date:** Friday, March 12, 2021 1:12:29 PM  
**Attachments:** [REDACTED]

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Thanks Cindy – we will include Kevin in the circulation for the noise report later this month.

Let us know if any questions or if the team needs any additional information to commence its review.

## MERLIN YUEN

T: 416.202.7353 C: 647.241.0823

---

**From:** Batista, Cindy (MECP) <[Cindy.Batista@ontario.ca](mailto:Cindy.Batista@ontario.ca)>  
**Sent:** March 12, 2021 11:54 AM  
**To:** Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
**Cc:** Desautels, Solange (MECP) <[Solange.Desautels@ontario.ca](mailto:Solange.Desautels@ontario.ca)>; Liu, Chunmei (MECP) <[Chunmei.Liu@ontario.ca](mailto:Chunmei.Liu@ontario.ca)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Merza, Header (MECP) <[Header.Merza@ontario.ca](mailto:Header.Merza@ontario.ca)>; Smith, Kevin A. (MECP) <[Kevin.A.Smith@ontario.ca](mailto:Kevin.A.Smith@ontario.ca)>; Batista, Cindy (MECP) <[Cindy.Batista@ontario.ca](mailto:Cindy.Batista@ontario.ca)>  
**Subject:** RE: Ontario Line - Corktown Station Early Works Report

**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 Merlin for your email below. I was able to download the documents. I have informed ministry reviewers that Metrolinx is requesting comments back by the end of month. Ministry staff will try its best to meet that deadline, but some comments may come after that date.

I understand that the noise and vibration report is expected for the 19<sup>th</sup>. When Metrolinx is prepared to share the report, I ask that you send the report to Kevin Smith, he is copied on this email. Kevin is the noise expert assigned to review the report.

Thanks,

Cindy

---

**From:** Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
**Sent:** March 10, 2021 6:50 PM  
**To:** Batista, Cindy (MECP) <[Cindy.Batista@ontario.ca](mailto:Cindy.Batista@ontario.ca)>  
**Cc:** Desautels, Solange (MECP) <[Solange.Desautels@ontario.ca](mailto:Solange.Desautels@ontario.ca)>; Ubovic, Miroslav (MECP) <[Miroslav.Ubovic@ontario.ca](mailto:Miroslav.Ubovic@ontario.ca)>; Liu, Chunmei (MECP) <[Chunmei.Liu@ontario.ca](mailto:Chunmei.Liu@ontario.ca)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** RE: Ontario Line - Corktown Station Early Works Report

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good afternoon Cindy,

This is a follow-up email to the correspondence sent just now through EATS, which included the Corktown

Station Early Works Report and letter providing an update on the Ontario Line Project. At this time we are requesting the Ministry's review and comments by March 31, 2021 in the attached comment tracking spreadsheet.

Please let me know if any issues accessing the files and I can resend as necessary.

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823

---

**From:** [merlin.yuen@metrolinx.com](mailto:merlin.yuen@metrolinx.com) <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>

**Sent:** March 10, 2021 6:46 PM

**To:** [Cindy.Batista@ontario.ca](mailto:Cindy.Batista@ontario.ca)

**Cc:** [Solange.Desautels@ontario.ca](mailto:Solange.Desautels@ontario.ca); [Miroslav.Ubovic@ontario.ca](mailto:Miroslav.Ubovic@ontario.ca); [Chunmei.Liu@ontario.ca](mailto:Chunmei.Liu@ontario.ca)

**Subject:** Ontario Line - Corktown Station Early Works Report

**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.

**You have received 2 secure files from [Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com).**

Use the secure links below to download.

---

Good afternoon Cindy,

As part of the Ontario Line Project, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard alignment segments for the Ontario Line, as well as the location of the Corktown Station. 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. Further information on Corktown Station early works and an update on the Ontario Line environmental process is provided in the letter attached and in the Corktown Station Early Works Report, attached.

The attached file includes the following report:

- Corktown Station Early Works Report;
- Corktown Station Natural Environment Report;
- Corktown Station Air Quality Report;
- Corktown Station Heritage Detailed Design Report; and
- Corktown Station Traffic and Transportation Report.

As noted in the accompanying letter, we would appreciate if you could provide your comments using the comment tracking sheet by March 31, 2021.

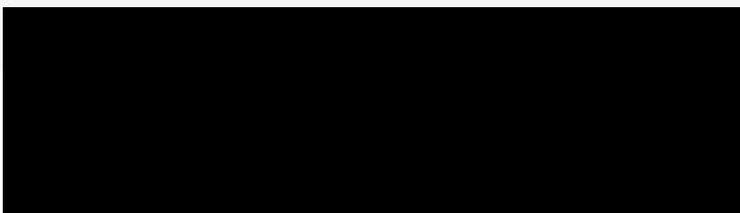
If you have any questions or concerns, please do not hesitate to contact me.

Regards,  
Merlin

**Secure File Downloads:**

Available until: **15 March 2021**

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## Technical Stakeholders

- **Provincial**
  - **Ministry of the Solicitor General**

**From:** [Ontario Line](#)  
**To:** [robert.greene@ontario.ca](mailto:robert.greene@ontario.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:35:41 PM

---

Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the Draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 12, 2021 12:45 PM  
**To:** [robert.greene@ontario.ca](mailto:robert.greene@ontario.ca)  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

Good afternoon,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



**Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Robert Greene,

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

**Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). Those who wish to provide comments on the Draft EWR must do so by **June 11, 2021**.

Please find attached the **Notice of Publication of Draft Corktown Station EWR** which provides further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

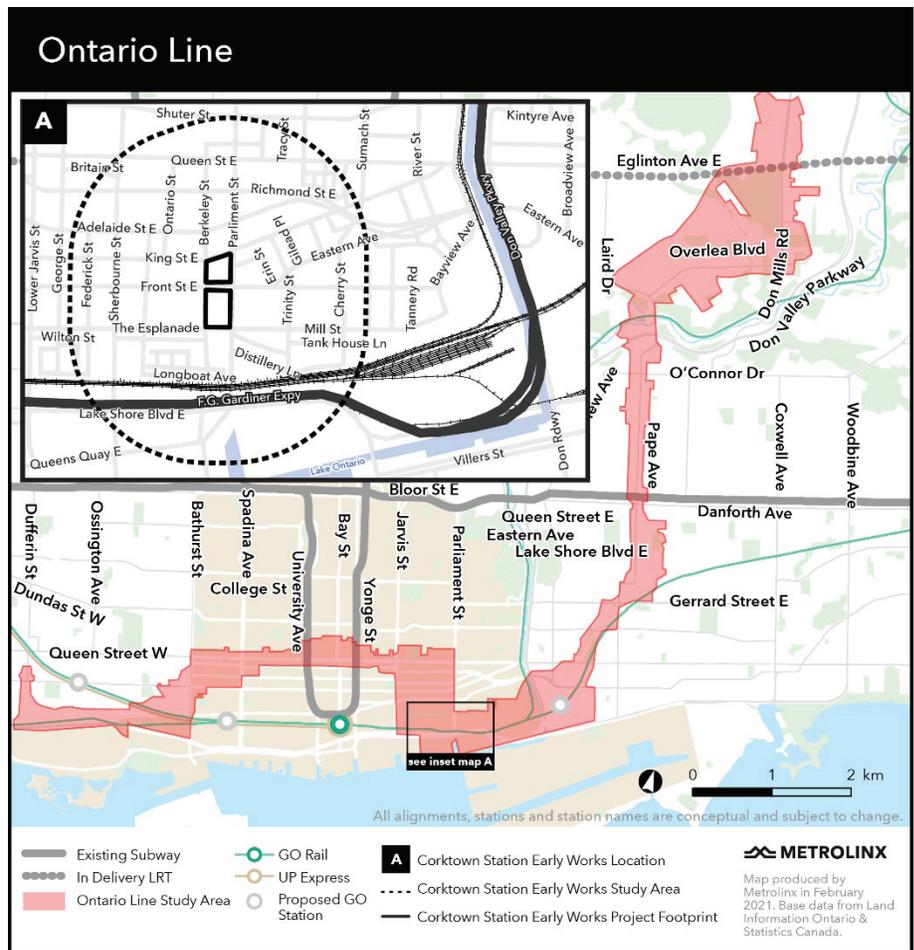
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

From: Merlin Yuen  
Sent: Friday, March 19, 2021 5:45 PM  
To: robert.greene@ontario.ca  
Cc: Maria Zintchenko; Crystal Ho; Ontario Line  
Subject: Ontario Line - Corktown Station Early Works Report

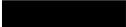
Good afternoon Robert – this is a follow-up email to the correspondence passed along just now through EATS which included the Corktown Station Early Works Noise and Vibration Report. As noted in that correspondence, we are currently looking at a turnaround date of April 9, 2021 for the Ministry's comments.

Please let me know if any issues accessing the files or if any questions.

Regards,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

**From:** [Merlin Yuen](#)  
**To:** [robert.greene@ontario.ca](mailto:robert.greene@ontario.ca)  
**Cc:** [Maria Zintchenko](#); [Crystal Ho](#); [Ontario Line](#)  
**Subject:** Ontario Line - Corktown Station Early Works Report  
**Date:** Wednesday, March 10, 2021 7:13:32 PM  
**Attachments:** 

---

Good afternoon Robert,

This is a follow-up email to the correspondence sent just now through EATS, which included the Corktown Station Early Works Report and letter providing an update on the Ontario Line Project. At this time we are requesting the Ministry's review and comments by April 9, 2021 in the attached comment tracking spreadsheet (included through EATS in the ZIP file).

Please let me know if any issues accessing the files and I can resend as necessary.

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823

## Technical Stakeholders

- **Provincial**
  - **Ministry of Transportation**

**From:** [Ontario Line](#)  
**To:** [jason.white@ontario.ca](mailto:jason.white@ontario.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:20:45 PM

---

Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the Draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 12, 2021 12:49 PM  
**To:** [jason.white@ontario.ca](mailto:jason.white@ontario.ca)  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

Good afternoon,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Jason White,

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

### **Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). Those who wish to provide comments on the Draft EWR must do so by **June 11, 2021**.

Please find attached the **Notice of Publication of Draft Corktown Station EWR** which provides further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

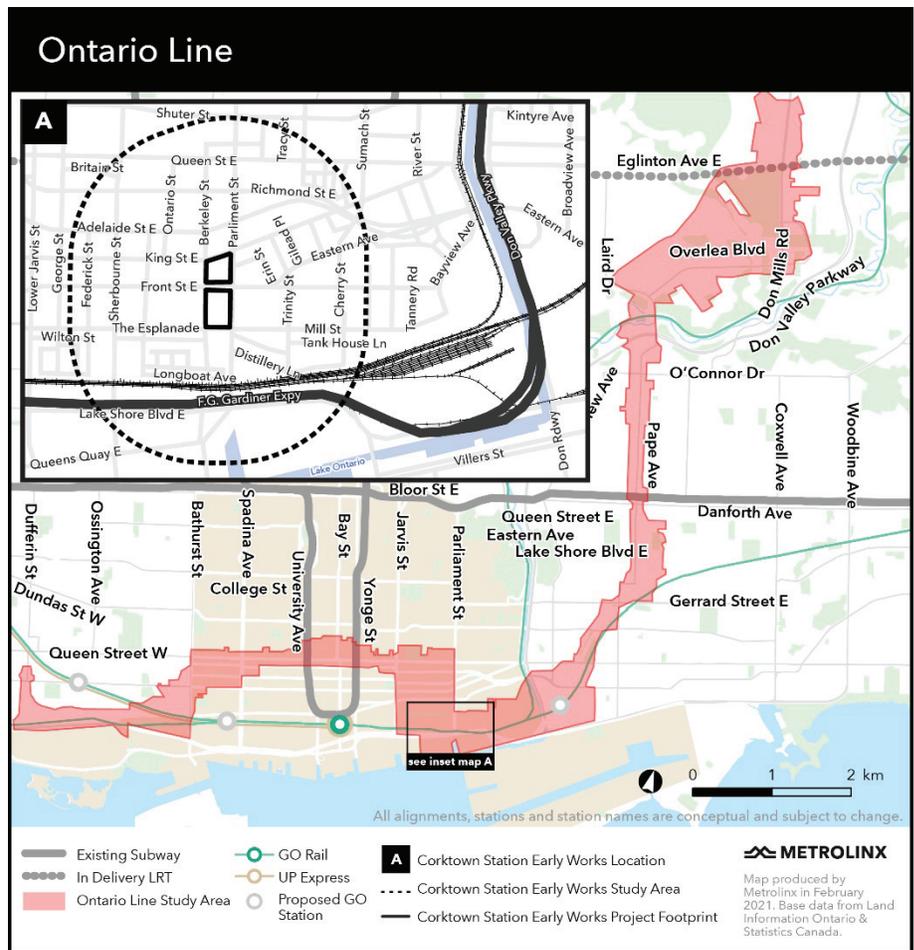
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

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Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)) may be contacted on behalf of Metrolinx.**

**Metrolinx 130 Adelaide Street West, Toronto, Ontario M5H 3P5**

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This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

From: Merlin Yuen  
Sent: Friday, March 19, 2021 5:33 PM  
To: jason.white@ontario.ca  
Cc: Maria Zintchenko; Crystal Ho; Ontario Line  
Subject: Corktown Station Early Works Report - Noise and Vibration

Good afternoon Jason – this is a follow-up email to the correspondence passed along just now through EATS which included the Corktown Station Early Works Noise and Vibration Report. As noted in that correspondence, we are currently looking at a turnaround date of April 9, 2021 for the Ministry's comments.

Please let me know if any issues accessing the files or if any questions.

Regards,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

**From:** [Merlin Yuen](#)  
**To:** [jason.white@ontario.ca](mailto:jason.white@ontario.ca)  
**Cc:** [Maria Zintchenko](#); [Crystal Ho](#); [Ontario Line](#)  
**Subject:** Ontario Line - Corktown Station Early Works Report  
**Date:** Wednesday, March 10, 2021 7:00:39 PM  
**Attachments:** 

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Good afternoon Jason,

This is a follow-up email to the correspondence sent just now through EATS, which included the Corktown Station Early Works Report and letter providing an update on the Ontario Line Project. At this time we are requesting the Ministry's review and comments by April 9, 2021 in the attached comment tracking spreadsheet (included through EATS in the ZIP file).

Please let me know if any issues accessing the files and I can resend as necessary.

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823

## Technical Stakeholders

- **Provincial**
  - **Ontario Provincial Police**

**From:** [Ontario Line](#)  
**To:** [Jennifer.davey@opp.ca](mailto:Jennifer.davey@opp.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:13:24 PM

---

Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the Draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

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**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** May 12, 2021 12:45 PM  
**To:** Jennifer.davey@opp.ca  
**Cc:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

Good afternoon,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



**Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Jennifer Davey,

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

**Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

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Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). Those who wish to provide comments on the Draft EWR must do so by **June 11, 2021**.

Please find attached the **Notice of Publication of Draft Corktown Station EWR** which provides further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

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Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)) may be contacted on behalf of Metrolinx.**

**Metrolinx 130 Adelaide Street West, Toronto, Ontario M5H 3P5**

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This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

From: Ontario Line  
Sent: Friday, March 19, 2021 4:58 PM  
To: Jennifer.davey@opp.ca  
Cc: Maria Zintchenko; Merlin Yuen; Crystal Ho  
Subject: RE: Corktown Station Early Works Report

Good afternoon,

Please see the Corktown Station Early Works Noise and Vibration Report along with the comment tracking sheet uploaded here for your review: [REDACTED]

We would appreciate if you could provide your comments using the comment tracking sheet by April 9, 2021.

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

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

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From: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Sent: March 10, 2021 6:40 PM  
To: [Jennifer.davey@opp.ca](mailto:Jennifer.davey@opp.ca)  
Cc: Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>  
Subject: Corktown Station Early Works Report

Good afternoon,

As part of the Ontario Line Project, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard alignment segments for the Ontario Line, as well as the location of the Corktown Station. 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. Further information on Corktown Station early works and an update on the Ontario Line environmental process is provided in the letter attached and in the Corktown Station Early Works Report linked below.

Please find the initial drafts of the Corktown Station Early Works Report and corresponding comment tracking sheet uploaded to the following link for your review: [REDACTED]

The link includes the following reports:

- Corktown Station Early Works Report;
- Corktown Station Natural Environment Report;
- Corktown Station Air Quality Report;
- Corktown Station Heritage Detailed Design Report; and
- Corktown Station Traffic and Transportation Report.

As noted in the letter, we would appreciate if you could provide your comments using the comment tracking sheet by April 9, 2021.

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

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

## Technical Stakeholders

- **Municipal**
  - **City of Toronto**
  - **Toronto Catholic District School Board**
  - **Toronto District School Board**

## Technical Stakeholders

- **Municipal**
  - **City of Toronto**

**From:** [Ontario Line](#)  
**To:** [Richard Borbridge](#)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Wednesday, May 12, 2021 12:50:11 PM  
**Attachments:** 

---

Good afternoon,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Richard Borbridge,

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

### **Draft Corktown Station Early Works Report**

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Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

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Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

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Please find attached the **Notice of Publication of Draft Corktown Station EWR** which provides further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

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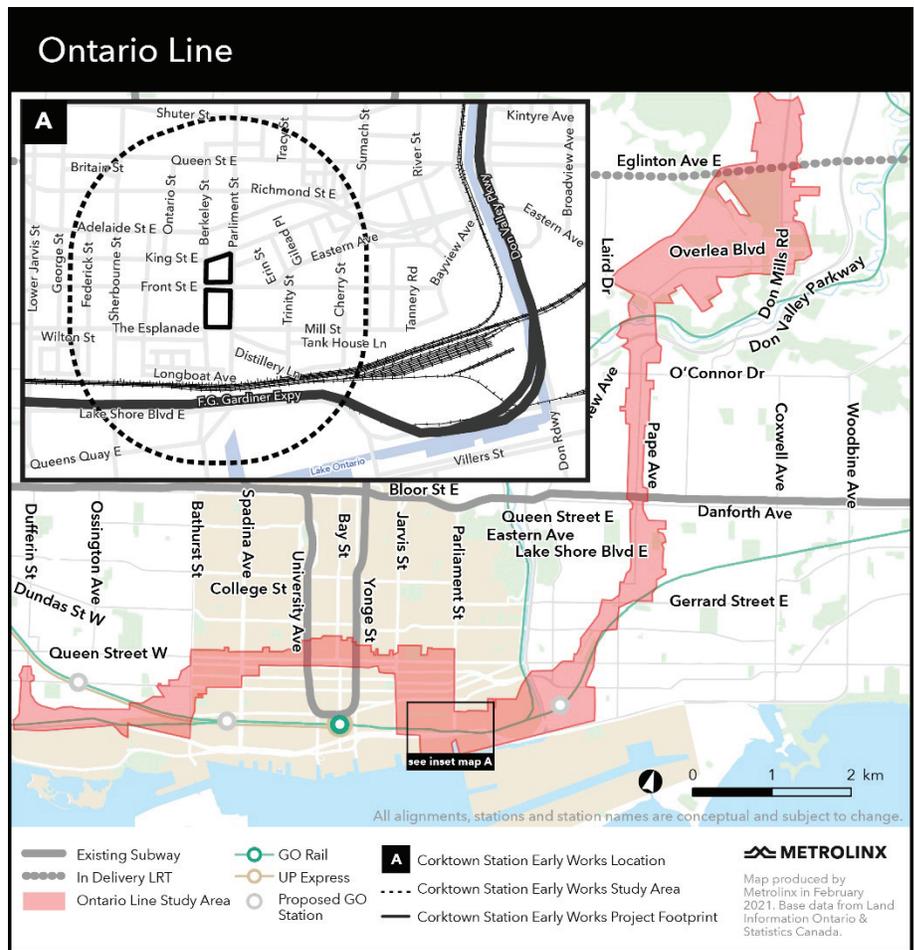
### Corktown Station Early Works

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### **The Draft Early Works Report Review and Consultation Process**

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As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

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**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)) may be contacted on behalf of Metrolinx.**

**Metrolinx 130 Adelaide Street West, Toronto, Ontario M5H 3P5**

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This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Ontario Line](#)  
**To:** [Junaid Farooq](#)  
**Cc:** [Crystal Ho](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:14:29 PM

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Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the Draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** May 12, 2021 12:50 PM  
**To:** Junaid Farooq <Junaid.Farooq@toronto.ca>  
**Cc:** Crystal Ho <Crystal.Ho@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

Good afternoon,

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Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Junaid Farooq,

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

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Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). Those who wish to provide comments on the Draft EWR must do so by **June 11, 2021**.

Please find attached the **Notice of Publication of Draft Corktown Station EWR** which provides further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

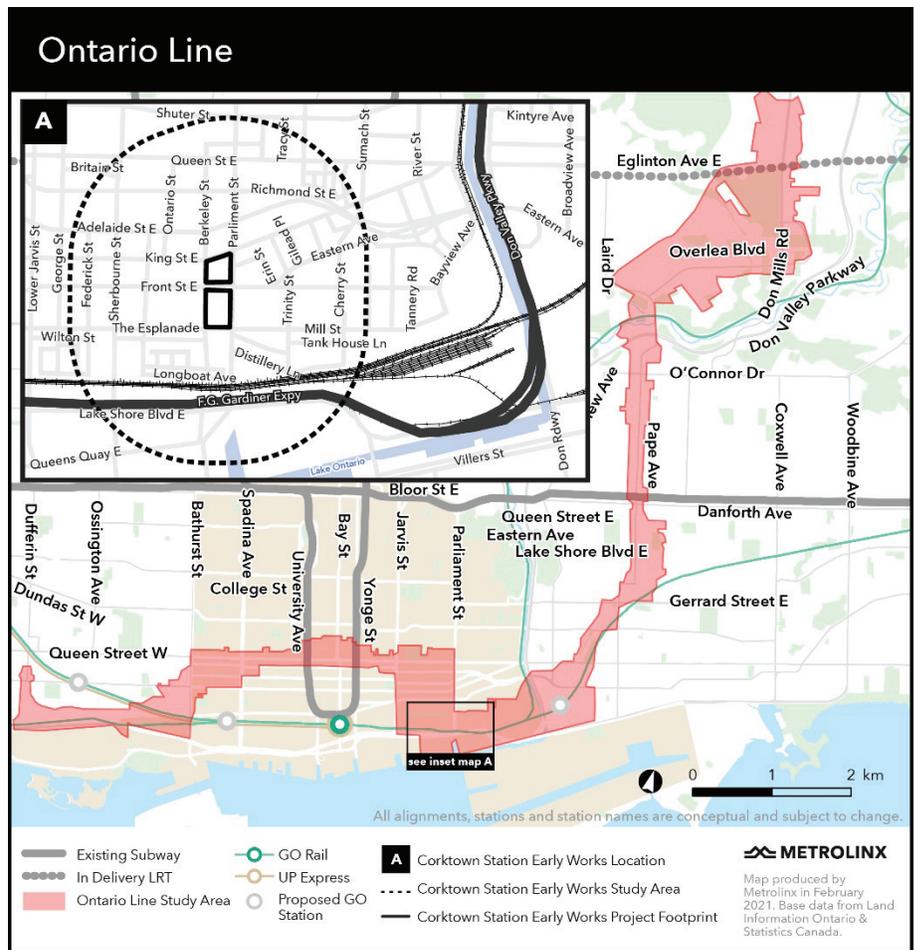
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Crystal Ho](#)  
**To:** [Julia Murnaghan](#)  
**Cc:** [Merlin Yuen](#); [Maria Zintchenko](#); [Richard Borbridge](#); [Ontario Line](#); [Junaid Farooq](#); [Saad Karnelia](#)  
**Subject:** RE: Corktown Station Early Works Report  
**Attachments:** 

---

Good morning Julia,

Please see attached our responses to the City's outstanding comments on the Corktown Station Early Works Report. Let me know if there are any questions or further comments.

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

# Review Comments Spreadsheet

CreateTO

**\* Actions:**

- 1 = Will comply
- 2 = Discuss, clarification required
- 3 = Not applicable because .....

**\*\* Status:**

- O = Open, not resolved
- P = Pending incorporation in design
- C = Closed, implementation complete

**Project Name:** Corktown Station Early Works Report

**Revised By:**

**Project No:**

**Date In:**

**Date Out:**

| Item No. | Reviewer Name | Description | Part, Chapter, Sec, Subsec, page, DWG#            | Review Comment                                                                                                                                                                                                                                                                                                                              | Response & Details (Authors - )                              |
|----------|---------------|-------------|---------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| 1        | CreateTO      |             | Section 2.2.2                                     | Under the Municipal Planning context, there should be a reference that the City of Toronto and CreateTO have developed a Heritage Interpretation Strategy and are completing a Master Plan for the First Parliament site.                                                                                                                   | First Parliament Project was added as Section 2.2.3.1        |
| 2        | CreateTO      |             | Section 5.6.1.1.1. King Parliament Secondary Plan | Either in this section or a separate section, there should be a reference to the Master Plan for the First Parliament site. While the Secondary Plan had been amended to reflect the key principles in the Master Plan provides a more detailed planning framework for the development of the site that should be taken into consideration. | First Parliament Project was added as Section 2.2.3.1        |
| 3        | CreateTO      |             | Figure 5-13                                       | The land use designation of the southern third of the Corktown Station Early Works Project Footprint (the existing TPA lot) should be Parks. It was redesignated from Regeneration Area to Parks by OPA 304.                                                                                                                                | Figure 5-13 has been updated.                                |
| 4        | CreateTO      |             | Section 5.6.2.2 Planned Services & Facilities     | In 2013, Toronto City Council approved the relocation and expansion of St. Lawrence branch to the First Parliament Site.                                                                                                                                                                                                                    | This is described in Section 2.2.3.1 and 5.6.2.2 of the EWR. |

**Review Comments Spreadsheet**

**City Planning**

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| Item No. | Reviewer Name                   | Description                       | Part, Chapter, Sec, Subsec, page, DWG#                                          | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Actions* | City Follow-up Comment                                                                                                                                                                                                                                           | Status O / P / C** | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------|---------------------------------|-----------------------------------|---------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1        | Heritage Planning - Archaeology | Archaeological Resources          | Early Works Report (EWR) - p. ix: Archaeological Resources                      | This revised property boundary includes three archaeological sites: The Parliament Site (AjGu-41), the Toronto Lime Kiln Works Site (AjGu-61), and the Lime Kiln Works Site (AjGu-64). Each of these sites are identified as Archaeologically Sensitive Areas on the City of Toronto's Archaeological Management Plan and require mitigation or in-situ preservation prior to any soil disturbance. Additionally, the property at 250 Front Street East has further archaeological conditions which require Stage 2 archaeological assessment after demolition of the building. Revise to include this information. | Both AjGu-61 and AjGu-64 refer to the same property 64-70 Parliament Street, the site has two borden numbers. The EWR will be updated to include reference to both numbers. Additional archaeological investigations at the First Parliament site are being planned, and all required archaeological assessments will be undertaken as part of the early works in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists (Ontario Government, 2011) and in accordance with the recommendations of previously completed archaeological assessment reports and in advance of any ground disturbance. | 1        | Acknowledged with respect to the Lime Kiln Works Site. Reference to 250 Front Street West archaeological assessment is unobserved.                                                                                                                               | P                  | Reference to archaeological conditions on these sites as been added into Section 5.8:<br><br><i>A number of previous archaeological assessments have been completed within the Corktown Station Study Area including on the Parliament Site (AjGu-41) by ASI (2001) and on the Lime Kiln/Toronto Lime Kiln site (AjGu-61 &amp; AjGu-64) by Archeoworks Inc (2009). Further archaeological assessment is required within the Corktown Station Study Area prior to any ground disturbing activities. Some archaeological features may remain intact beneath paved surfaces. Consultation with the Ministry of Heritage, Sport, Tourism and Culture Industries will be required.</i>                     |
| 3        | Heritage Planning - Archaeology | Vibrational impacts - Archaeology | EWR/HDDR - Table ES-2; EWR - Table 6-7, Section 5.8; Section 6.8                | This report does not address any vibrational impacts to known or potential archaeological resources as part of Early Works. In particular, the First Parliament Site (AjGu-41) is known to contain extremely fragile archaeological resources, such as the burnt floorboards and soil from the First Parliament buildings. These may be adversely impacted as part of this work. Include discussion of this issue with the statement that archaeological resources may be impacted by vibration within 11.1 metres of the Early Works area, unless fully mitigated.                                                 | Required archaeological investigations and completion of early works activities such as building foundation removal or activities that have the potential for vibration effects will be coordinated and completed such that buried archaeological resources are appropriately considered.                                                                                                                                                                                                                                                                                                                                                             | 1        | Reference to vibrational impacts to archaeological resources is unobserved in the revised draft.                                                                                                                                                                 | P                  | Reference to vibration has been included as the following statement in Section 6.8:<br><br><i>Required archaeological investigations and completion of early works activities such as building foundation removal or activities that have the potential for vibration effects will be coordinated and completed such that buried archaeological resources are appropriately considered.</i>                                                                                                                                                                                                                                                                                                           |
| 4        | Heritage Planning - Archaeology | Archaeological Impacts            | EWR/HDDR - Table ES-2; Archaeological Resources; EWR - Section 5.8; Section 6.8 | This description of Archaeological Resources shall also include a description of the Toronto Lime Kilns Works Site (AjGu-61/AjGu-64) as well as outstanding archaeological conditions for the property at 250-260 Front Street East, 39 Berkeley Street and 383 King Street East.                                                                                                                                                                                                                                                                                                                                   | See response to comment #1 above regarding the Borden numbers. The Early Works Report will be revised to include both Borden numbers for the Lime Kiln Works Site. Regarding the inclusion of addresses, the Early Works Report was intentionally high level to avoid pinpointing specific locations of archaeological sites, as per standard practice to minimize potential for looting.                                                                                                                                                                                                                                                             | 1, 3     | Acknowledged with respect to the Lime Kiln Works Site. Reference to 250 Front Street West, 39 Berkeley Street and 383 King Street archaeological conditions are unobserved. City requests recognition of archaeological conditions on these sites in the report. | O                  | Reference to archaeological conditions on these sites as been added into Section 5.8:<br><br><i>A number of previous archaeological assessments have been completed within the Corktown Station Study Area including on the Parliament Site (AjGu-41) by ASI (2001) and on the Lime Kiln/Toronto Lime Kiln site (AjGu-61 &amp; AjGu-64) by Archeoworks Inc (2009). Further archaeological assessment is required within the Corktown Station Study Area prior to any ground disturbing activities. Some archaeological features may remain intact beneath paved surfaces. Consultation with the Ministry of Heritage, Sport, Tourism and Culture Industries will be required.</i>                     |
| 5        | Heritage Planning - Archaeology | Archaeological Impacts            | EWR/HDDR - Table ES-2; Archaeological Resources; EWR - Section 5.8; Section 6.8 | Include language that any future archaeological assessments must be conducted in accordance to the City of Toronto's Official Plan and the Terms of Reference for Archaeological Assessments.<br><br>Also include language that any archaeological assessments, including the formulation of Stage 3 and Stage 4 mitigation programs and Construction Monitoring programs shall be subject to review and approval by the City of Toronto Heritage Planning.                                                                                                                                                         | The Stage 1 archaeological assessment report is written to meet the requirements set out in the Standards and Guidelines for Consultant Archaeologists (Ontario Government, 2011).<br><br>Metrolinx has committed to working with the City to review workplans for any additional archaeological assessments for the First Parliament site and will continue to work with the City to address comments that may arise from review of these workplans.                                                                                                                                                                                                 | 1        | Response does not directly address the City's request to make reference to the Official Plan and Terms of Reference. Assume that response classification of #1 means the report is intended to be revised to include this.                                       | P                  | Metrolinx archaeology assessments are subject to the Standards and Guidelines for Consultant Archaeologists (Ontario Government, 2011), which is Metrolinx practice for works in all municipalities. The City's Official Plan and Terms of Reference do not cover any additional requirements for archaeological work as documented through the Standards and Guidelines for Consultant Archaeologists (Ontario Government, 2011). Metrolinx is committed to working closely with the City to review workplans for any additional archaeological assessments for the First Parliament site and will continue to work with the City to address comments that may arise from review of these workplans. |

|    |                                 |                          |                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |   |                                                                                                                                                                                                                                        |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----|---------------------------------|--------------------------|-------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7  | Heritage Planning - Archaeology | Municipal Permits        | EWR p. xxvii<br>HDDR - Section ES.5 | Under the Municipal Permits section, include that these works may be subject to Heritage Easement agreements, as required.                                                                                                                                                                                                                                                                                                                      | As documented in the Ontario Line CHR, there are no heritage easements within the Project Footprint.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3 | To clarify, the original comment was not intended to be about existing heritage easement agreements, but rather that the report should recognize that future heritage easements may be required.                                       | O | At this time, it is not anticipated that any additional Heritage Easements will be established for the Corktown Station Early Works. Metrolinx is committed to continuing discussions with City of Toronto Heritage Planning as project planning progresses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 8  | Heritage Planning - Archaeology | Municipal Permits        | EWR p. xxvii<br>HDDR - Section ES.5 | Under the Municipal Permits section, revise to include the properties at 54 Parliament Street, 68-70 Parliament Street and 250-260 Front Street East, 39 Berkeley Street and 383 King Street East.                                                                                                                                                                                                                                              | A commitment will be added to Section 7.4 of the Early Works Report for consultation between Metrolinx and the City of Toronto Heritage Planning regarding the Lime Kiln Works Site.                                                                                                                                                                                                                                                                                                                                                                                                   | 1 | Acknowledged that the Lime Kiln Works Site has been included in Section 7.4. Response does not address the remaining properties identified in the original comment.                                                                    | O | Reference to archaeological conditions on these sites as been added into Section 5.8:<br><br><i>A number of previous archaeological assessments have been completed within the Corktown Station Study Area including on the Parliament Site (AjGu-41) by ASI (2001) and on the Lime Kiln/Toronto Lime Kiln site (AjGu-61 &amp; AjGu-64) by Archeoworks Inc (2009). Further archaeological assessment is required within the Corktown Station Study Area prior to any ground disturbing activities. Some archaeological features may remain intact beneath paved surfaces. Consultation with the Ministry of Heritage, Sport, Tourism and Culture Industries will be required.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 14 | Heritage Planning - Archaeology | Archaeological Resources | Section 6.8; Table 6-8              | Revise this section and table to include preservation in-situ of significant archaeological resources as a potential mitigation measure. This is the preference of Heritage Planning and the Ministry of Heritage, Sport, Tourism and Culture Industries, as outlined in the City of Toronto's Official Plan and the Standards and Guidelines for Consultant Archaeologists.                                                                    | As agreed upon in discussions between the City and Metrolinx, Metrolinx will endeavour to preserve in-situ arch resources associated with First Parliament and Home District Gaol where feasible. Metrolinx has also worked with the Ministry of Heritage, Sport, Tourism, and Cultural Industries to obtain Minister's Consent which provides conditions which Metrolinx is committed to following. Metrolinx will continue to consult and engage with the City to ensure the City's comments are addressed with regards to ongoing archaeological work at the First Parliament site. | 1 | Mitigation measures should include substantive measures in addition to process matters. Report should acknowledge the potential for in-situ preservation of archaeological resources as a conservation strategy or mitigation measure. | O | Corktown Station early works include demolition of existing buildings, removal of other structures and asphalt, decommissioning of utilities, soil removal and/or remediation where required, within the Corktown Station early works project footprint. These activities will allow for the completion of environmental due diligence investigations, including archaeological assessments.<br><br>To be conservative in the assessment approach, Metrolinx has included potential disturbance to archaeological resources and associated mitigation measures in the Corktown Station early works report in the event that any such disturbance might occur. Metrolinx is committed to working closely with the City to review workplans for any additional archaeological assessments for the First Parliament site and will continue to work with the City to address comments that may arise from review of these workplans.<br><br>As discussed with the City of Toronto, mitigation measures for the project will be refined as additional archaeological assessments are completed in support of the Corktown Station early works and Metrolinx will endeavour to preserve in-situ archaeological resources associated with First Parliament and Home District Gaol where feasible. |
| 15 | Heritage Planning - Archaeology | Archaeological Resources | Section 6.8; Table 6-8              | This section shall also include a description of the Toronto Lime Kilns Works Site (AjGu-61/AjGu-64) and ongoing archaeological conditions on the properties north of Front Street East (see earlier comment).                                                                                                                                                                                                                                  | Please see response #1 above. All archaeological mitigation will take place prior to ground disturbing activities in accordance with the Ontario Heritage Act.                                                                                                                                                                                                                                                                                                                                                                                                                         | 1 | Response does not address the comment which was a request for a description of archaeological conditions on the properties north of Front Street East in Table 6-8.                                                                    | O | Reference to archaeological conditions on these sites as been added into Section 5.8:<br><br><i>A number of previous archaeological assessments have been completed within the Corktown Station Study Area including on the Parliament Site (AjGu-41) by ASI (2001) and on the Lime Kiln/Toronto Lime Kiln site (AjGu-61 &amp; AjGu-64) by Archeoworks Inc (2009). Further archaeological assessment is required within the Corktown Station Study Area prior to any ground disturbing activities. Some archaeological features may remain intact beneath paved surfaces. Consultation with the Ministry of Heritage, Sport, Tourism and Culture Industries will be required.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 16 | Heritage Planning - Archaeology | Archaeological Resources | EWR - Table 6-8, p. 173             | Include references to the City of Toronto's Official Plan and the Terms of Reference for Archaeological Assessments as relevant policy in addition to the Standards and Guidelines.<br><br>Include a statement that any archaeological assessments, including the formulation of Stage 3 and Stage 4 mitigation programs and Construction Monitoring programs shall be subject to review and approval by the City of Toronto Heritage Planning. | Please refer to response #5.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1 | Response does not directly address the City's request to make reference to the Official Plan and Terms of Reference. Assume that response classification of #1 means the report is intended to be revised to include this.             | P | As previously stated, Metrolinx archaeology assessments are subject to the Standards and Guidelines for Consultant Archaeologists (Ontario Government, 2011), which is Metrolinx practice for works in all municipalities. The City's Official Plan and Terms of Reference do not cover any additional requirements for archaeological work as documented through the Standards and Guidelines for Consultant Archaeologists (Ontario Government, 2011). Metrolinx is committed to working closely with the City to review workplans for any additional archaeological assessments for the First Parliament site and will continue to work with the City to address comments that may arise from review of these workplans.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

|    |               |                    |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                         |   |                                                                                                                                                                                                                       |   |                                                                                                                                                                                                                                                                                                                                                                                           |
|----|---------------|--------------------|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 26 | City Planning | Early Works Report | EWR, Table 6-9 | <p>For active transportation impacts, a Vision Zero perspective should be applied to protect vulnerable road users from injuries and fatalities during construction. Table 5-5 identified several pedestrian and cycling facilities that already provide low levels of service in the existing condition (without considering pedestrian and cyclist volumes, which the Ottawa MMLoS does not account for). Poor levels of service may be exacerbated with construction occurring immediately adjacent to the facility. Identify mitigation measures - e.g. provision of minimum sidewalk widths, minimum pedestrian levels of service.</p> | <p>Table 6-9 will be revised to indicate that the necessary mitigation measures will be considered (e.g., maintaining a minimum sidewalk width) in order to maintain pre-construction pedestrian levels of service.</p> | 1 | <p>City Planning would prefer a stronger commitment than "consideration" for accommodations such as minimum sidewalk widths to maintain pedestrian levels of service. Suggested wording is "will be implemented".</p> | O | <p>Design of the Corktown Station early works is still being progressed and will consider maintaining existing pedestrian and cyclist level of service. Implementation will depend on conditions on site and wording has been left as 'consideration' to allow for flexibility in design. Metrolinx intends to maintain pre-construction pedestrian levels of service where possible.</p> |
|----|---------------|--------------------|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Review Comments Spreadsheet**

**Toronto Water & TEO-Technical Services**

**\* Actions:**

- 1 = Will comply
- 2 = Discuss, clarification required
- 3 = Not applicable because .....

**\*\* Status:**

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- C = Closed, implementation complete

Project Name:

Revised By:

Project No:

Date In:

Date Out:

| Item No. | Reviewer Name | Description | Part, Chapter, Sec, Subsec, page, DWG#                    | Review Comment                                                                                                                                                                                                                                                                                                                         | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                            | Actions* | City Follow-up Comment                                                                                                                                                                                                                             | Status O / P / C** | Response                                                                                                                                                                                                                                                                                                                                                             |
|----------|---------------|-------------|-----------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5        | TEO-TS        | Utilities   | 2021-03-10_OL_EW3_CS_Early Works Report_Draft, Table 6-10 | For the City's internal coordination purposes, please advise on the anticipated timeframe that the in-depth utility-related investigations such as subsurface utility engineering investigation, master servicing, Stormwater Management Report, and hydrogeological studies will be completed for the City's consultation and review. | No in-depth utility-related investigations are anticipated for this early works project. Therefore, there are no deep excavation or utilities work are planned for this project.<br><br>A detailed assessment for the construction of the future Corktown Station will be completed as part of the Ontario Line Environmental Impact Assessment Report and in-depth utility investigations will be conducted, as required. | 1        | Closed                                                                                                                                                                                                                                             | C                  |                                                                                                                                                                                                                                                                                                                                                                      |
| 6        | TW WIM-TR     | Utilities   | General Comments                                          | Since the proposed station is located in TRCA floodplain area, TRCA shall review the design report as well.                                                                                                                                                                                                                            | Metrolinx is continuing to consult with TRCA for the Ontario Line and Early Works. It should be noted that the Early Works do not include the construction of Corktown Station or related tunneling. A detailed assessment for the construction of the future Corktown Station will be completed as part of the Ontario Line Environmental Impact Assessment Report.                                                       | 1        | Waiting for MX' further consultation with TRCA                                                                                                                                                                                                     | P                  | Metrolinx has received confirmation from TRCA on June 7, 2021 that all TRCA comments provided on the Corktown Station Early Works Report had been adequately addressed and that TRCA staff have no further comments regarding the Corktown Station Early Works Report at this time. TRCA response will be included in the Final Corktown Station Early Works Report. |
| 7        | TW WIM-TR     | Utilities   | Page XV                                                   | 1. Permanent groundwater discharge to municipal sewer shall be avoided and water-proof structure shall be designed.<br>2. In this area, the high groundwater table shall be confirmed<br>3. The lake water backup to storm sewer system shall be considered in the area.                                                               | Refer to response to Comment #5                                                                                                                                                                                                                                                                                                                                                                                            | 1        | In this area, the high groundwater table shall be confirmed no matter how deep the excavation would be carried.                                                                                                                                    | O                  | There are no deep excavation or utilities work planned for early works, which will involve surface demolition of structures only. Groundwater information is included in the geotechnical borehole data which Metrolinx has provided to the City.                                                                                                                    |
| 12       | TW WIM-TR     | Utilities   | Page 155, Table 6-3                                       | For Stormwater management, water balance, water quality and quantity targets according to the City's WWFM Guidelines shall be met during site design.                                                                                                                                                                                  | Comment noted. As Corktown Station early works will be mainly limited to disconnection of the feeding utilities and demolition of existing structures, impacts to the stormwater management, water balance, water quality and quantity targets are not anticipated.                                                                                                                                                        | 1        | Stormwater management report shall be prepared to address the targets required by WWFMG. And drainage plan and hydraulic analysis for water or sewer system shall be prepared for the earlier works for both pre- and post-development conditions. | O                  | A stormwater management report will be completed to support the Corktown Station early works as part of project planning and prior to works commencement.                                                                                                                                                                                                            |
| 13       | TW WIM-TR     | Utilities   | Page 180                                                  | Design Criteria for Sewer and Watermain and WWFMG are two major documents to be used for TW asset design and construction.                                                                                                                                                                                                             | Comment noted. No deep excavation or utilities work are anticipated for this project and as a result, it is not anticipated that the Design Criteria for Sewer and Watermain and the WWFMG will apply to this project.                                                                                                                                                                                                     | 1        | Based on the response to item #12, drainage plan or a site plan shall be prepared, even for disconnection or demolition of the existing utilities. Hydraulic analysis might be required to ensure no impact on the existing services.              | O                  | Comment noted. Metrolinx looks forward continuing to work with the City for this project including through the submission of the demolition permit.                                                                                                                                                                                                                  |

**Review Comments Spreadsheet**

**Transportation Services**

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 3 = Not applicable because .....

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**Project Name:** \_\_\_\_\_ **Revised By:** \_\_\_\_\_  
**Project No:** \_\_\_\_\_ **Date In:** \_\_\_\_\_  
**Date Out:** \_\_\_\_\_

| Item No. | Reviewer Name                                           | Description                                    | Part, Chapter, Sec, Subsec, page, DWG#                                            | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Actions* | City Follow-up Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Status O / P / C** | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Actions* |
|----------|---------------------------------------------------------|------------------------------------------------|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| 2        | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Pages 9 & 28.                                                                     | <p>"The Ontario Line Final Environmental Conditions Report (AECOM, 2020) notes that turning movement counts and signal timing plans were not available at some intersections within the Ontario Line Study Area, and were not collected through new traffic surveys considering the uncharacteristic traffic conditions as a result of the COVID-19 pandemic. As a result of the noted data limitations, a quantitative traffic assessment of some intersections within the Corktown Station Study Area could not be undertaken."</p> <p>- All signalized intersections should be assessed and analysis should be included in this report.<br/>                     - TMC data can be retrieved from Traffic Impact Assessment Reports of Active Development Applications.<br/>                     - Traffic Impact Study of 333 King Street East and 250 Front Street East includes TMCs of the following signalized intersections.<br/>                     - King/Parliament.<br/>                     - King St &amp; Sherbourne St<br/>                     - Front/Sherbourne<br/>                     - Front &amp; Princess.<br/>                     - Front &amp; Berkeley.<br/>                     These are the intersections within Corktown station study area.</p> <p>- Active Development Applications are mentioned in section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)".</p> | <p>Intersections with historical Turning Moving Count (TMC) data were assessed using a conservative annual growth rate of 1%. The intersections that were not assessed are those where no traffic data was provided.</p> <p>A quantitative traffic impact assessment will be completed, as required, as project planning progresses to consider vehicular traffic impacts as a result of the Corktown Station Early Works, and develop and implement a Transit and Traffic Management Plan(s), which could include temporary changes to intersection lane configurations, traffic signal timing optimization, modifications to existing signal timing plans, etc. The Transit and Traffic Management Plan(s) will also address specific emergency services requirements in consultation with the City of Toronto.</p>                                                                                                                                                                                                     | 1        | <p>Traffic Impact Study of 333 King Street East and 250 Front Street East includes TMCs of the following signalized intersections.<br/>                     - King/Parliament.<br/>                     - King St &amp; Sherbourne St<br/>                     - Front/Sherbourne<br/>                     - Front &amp; Princess.<br/>                     - Front &amp; Berkeley.</p> <p>Active Development Applications are mentioned in section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)".</p> <p>These are the intersections within Corktown station study area.<br/>                     TS is recommending that Mx retrieve TMCs of the above mentioned intersection and include the analysis in the report.</p> <p>Comment will be closed once TS comment will be addressed.</p>  | P                  | <p>The Traffic Impact Study pertaining to the 333 King Street East development ("Urban Transportation Considering - Update Memorandum - 333 King Street East &amp; 200 Front Street East, Proposed Mixed-Used Development" (BA Group, 2021)) does not include the TMCs for any of the noted signalized intersections.</p> <p>After reviewing the active development applications mentioned in Section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)", the TMCs of the following three signalized intersections were obtained:<br/>                     - King/Parliament<br/>                     - King/Sherbourne<br/>                     - Front/Berkeley</p> <p>Accordingly, a multi-modal level of service assessment was undertaken at the three noted intersections and the results are summarized in Section 3 of the revised Traffic and Transportation Early Works Report and presented in Appendix F.</p> | 1        |
| 5        | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Table 2-1: Key Determining Factors for Pedestrian Level of Service, Page 30       | <p>"Right- and left-turn conflicts .....and exclusive pedestrian phases"</p> <p>- Edit to: "Right- and left-turn conflicts .....and exclusive pedestrian phases (leading pedestrian interval)"</p> <p>- TS recommends to model all LPI intersections within Corktown site.<br/>                     - Please also ensure that LPI element should be considered for those intersections in finding Pedestrian LOS.<br/>                     For example leading pedestrian interval is installed at the Intersection of King St &amp; Sherbourne St (TCS254)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>Noted, the edit will be made in the revised report.</p> <p>Among the intersections where traffic data was provided, only the intersection of Parliament Street and Mill Street has LPI and it was modeled accordingly. The LPI element is considered when assessing PLOS at the intersection of Parliament Street and Mill Street. Traffic data at the intersection of King Street and Sherbourne Street was missing.</p> <p>A quantitative traffic impact assessment will be completed, as required, as project planning progresses to consider vehicular traffic impacts as a result of the Corktown Station Early Works, and develop and implement a Transit and Traffic Management Plan(s), which could include temporary changes to intersection lane configurations, traffic signal timing optimization, modifications to existing signal timing plans, etc. The Transit and Traffic Management Plan(s) will also address specific emergency services requirements in consultation with the City of Toronto.</p> | 1        | <p>Traffic Impact Study of 333 King Street East and 250 Front Street East includes TMCs of King St &amp; Sherbourne St. Active Development Applications are mentioned in section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)".<br/>                     TS is recommending that Mx retrieve TMCs of the above mentioned intersection and include the analysis in the report.<br/>                     Comment will be closed once TS comment will be addressed.</p>                                                                                                                                                                                                                                                                                                                          | P                  | <p>The intersection of King/Sherbourne was assessed as part of the revised Traffic and Transportation Early Works Report. It should be noted that a <u>leading pedestrian interval is not provided at the intersection</u> as per the corresponding signal timing plan (TCS 254) with an implementation data of November 29, 2018 which was provided by the City of Toronto.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3        |
| 8        | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Figure 3-1: Existing Road Network Within the Corktown Station Study Area, Page 37 | <p>Please clarify why the following signalized intersection are not labelled in this figure.<br/>                     - King/Parliament-TCS 245.<br/>                     - King/Sherbourne-TCS254.<br/>                     - Front/Sherbourne TCS253.<br/>                     - Front/Berkeley-TCS1968.<br/>                     - Front/Princess-TCS 1967.<br/>                     Timing cards of these intersections have already been provided.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>All intersections will be labelled in the revised figure. Timing cards have been provided but turning movement counts at the noted intersections were missing and hence they were not assessed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 1        | <p>Traffic Impact Study of 333 King Street East and 250 Front Street East includes TMCs of the following signalized intersections.<br/>                     - King/Parliament.<br/>                     - King St &amp; Sherbourne St<br/>                     - Front/Sherbourne<br/>                     - Front &amp; Princess.<br/>                     - Front &amp; Berkeley.</p> <p>Active Development Applications are mentioned in section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)".</p> <p>These are the intersections within Corktown station study area.<br/>                     TS is recommending that Mx. retrieve TMCs of the above mentioned intersection and include the analysis in the report.</p> <p>Comment will be closed once TS comment will be addressed.</p> | P                  | <p>All the intersections within the Corktown Station Study Area are labelled in Figure 3-1. Out of the identified intersections, only the following three intersections had complete traffic data and were assessed as part of the Traffic and Transportation Early Work Report:<br/>                     - King/Parliament<br/>                     - King/Sherbourne<br/>                     - Front/Berkeley</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 1        |

|    |                                                         |                                                |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |   |
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| 9  | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 3.1.1.2 Intersection Operations, Page 38     | <p>- Please clarify why unsignalized intersections were not analyzed?</p> <p>- Turning movement counts of Adelaide/Ontario was provided. TMCs of King/Princess is available in Traffic Impact Study of 333 King Street East and 250 Front Street East developments.</p> <p>- MX. to review TIA reports of the developments mentioned in section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)" for retrieving TMC data.</p> <p>- Please include Level of service of unsignalized intersections. Criteria is mentioned in Appendix C, page 92.</p> | <p>Intersection of Adelaide/Ontario will be assessed and LOS criteria for unsignalized intersections will be added to Appendix C.</p> <p>A quantitative traffic impact assessment will be completed, as required, as project planning progresses to consider vehicular traffic impacts as a result of the Corktown Station Early Works, and develop and implement a Transit and Traffic Management Plan(s), which could include temporary changes to intersection lane configurations, traffic signal timing optimization, modifications to existing signal timing plans, etc. The Transit and Traffic Management Plan(s) will also address specific emergency services requirements in consultation with the City of Toronto.</p> | 1 | <p>TS comment has not been addressed.</p> <p>MX. to review TIA reports of the developments mentioned in section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)" for retrieving TMC data. Comment will be closed once TS will review Level of service of unsignalized intersections.</p>                                                                                                                                                             | P | <p>The intersection of Adelaide/Ontario was already assessed in the Traffic and Transportation Early Works Report. The active development applications mentioned in Section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)" were reviewed and traffic data was obtained at the following two additional unsignalized intersections:</p> <ul style="list-style-type: none"> <li>- King/Princess</li> <li>- King/Ontario</li> </ul> <p>Hence, the revised Traffic and Transportation Early Works Report documents the assessment of the following three unsignalized intersections:</p> <ul style="list-style-type: none"> <li>- Adelaide/Ontario</li> <li>- King/Princess</li> <li>- King/Ontario</li> </ul> | 1 |
| 14 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix E, Berkeley St & Front St, Page 107 | <p>- Please clarify from where TMC data was retrieved for this intersection?</p> <p>- Please also clarify why the TMCs of AM and PM (page 119) are the same?</p> <p>- The cycle length of TCS1968 is not 70 secs, it is 90 secs for both AM/PM period. TS has provided the timing card of this intersection.</p> <p>- WBLT is prohibited during AM peak (7am-9am, Mon-Fri, TTC vehicles excepted), please model this intersection appropriately.</p>                                                                                                                             | <p>The intersection was not assessed as TMC data was not available at the intersection. The intersection Synchro report presented in Appendix E is not reflective of any observed TMC or the signal timing plan currently in place at the intersection. The Synchro report pertaining to this intersection will be removed from Appendix E.</p>                                                                                                                                                                                                                                                                                                                                                                                    | 1 | <p>Traffic Impact Study of 333 King Street East and 250 Front Street East includes TMC of Front &amp; Berkeley.</p> <p>Active Development Applications are mentioned in section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)".</p> <p>TS is recommending that Mx. retrieve TMC of the above mentioned intersection and include the analysis in the report.</p> <p>Comment will be closed once TS comment will be addressed.</p>                   | P | <p>Traffic data at the intersection of Front/Berkeley was obtained from the active development applications. A multi-modal level of service assessment was undertaken at the intersection and the results are documented in the revised Traffic and Transportation Early Works Report</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 1 |
| 17 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Front & Parliament, Page 129     | <p>Leading pedestrian interval (LPI) is not installed at Front/Parliament (TCS244), please revise the point calculation and LOS</p>                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>Noted, Appendix F will be revised accordingly. It should be noted that PLOS will remain the same.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1 | <p>Comment remain pending until the recommendation has been confirmed to be included on the report.</p>                                                                                                                                                                                                                                                                                                                                                                           | P | <p>Appendix F was already revised to reflect that no leading pedestrian interval is provided at the intersection of Front/Parliament.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3 |
| 18 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Mill & Parliament, Page 129      | <p>Leading pedestrian interval (LPI) is installed at Mill/Parliament (TCS1894). Please ensure that LPI element is considered for the intersection in finding Pedestrian LOS.</p>                                                                                                                                                                                                                                                                                                                                                                                                 | <p>Noted, Appendix F and PLOS results will be revised accordingly.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 1 | <p>Comment remain pending until the recommendation has been confirmed to be included on the report.</p>                                                                                                                                                                                                                                                                                                                                                                           | P | <p>Appendix F was already revised to reflect the East-West leading pedestrian interval which is provided at the intersection of Front/Parliament.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3 |
| 20 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Page 128, King/Berkeley          | <p>As per Google image, eastbound and westbound left turning cyclists need to cross one lane. Please confirm and revise the appendix page.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>A distinction was made between "changing lanes" and "crossing lanes". Cyclists travelling on the curb lanes of King Street would have to change lanes to get to the median lane and complete a left-turn movement at the intersection of King Street and Berkeley Street. At intersection with an auxiliary left-turn lane, cyclists were considered to "cross" the median through lane to get to the left-turn lane.</p>                                                                                                                                                                                                                                                                                                       | 3 | <p>Please clarify why this assumption was not considered for the following intersections:</p> <ul style="list-style-type: none"> <li>- Adelaide Street / Parliament Street, for north leg on page#128.</li> <li>- Mill Street / Parliament Street, for north leg on page#129.</li> </ul> <p>"One lane crossed" was considered for the cyclist at above intersections, however there is no auxiliary left-turn lane for the left turn movement.</p> <p>Comment remain pending.</p> | P | <p>Noted, Appendix F was revised to show that no lanes would be crossed by cyclists when making a left turn movement from the north leg of the noted intersections. The PLOS for the noted movements and overall intersections remain unchanged.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 1 |
| 24 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Multi-Modal Level of Service     | <p>As per TS comments provided for BLOS, please revise the Tables 3-4, 3-5 and Figure 3-5 on pages 48, 49 &amp; 50 respectively.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>Noted. No changes are required to Table 3-4, 3-5 and Figure 3-5 will be updated accordingly.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1 | <p>Comment is in pending as comment#20 provided for BLOS is in pending. It will be closed once comment#20 will be addressed and Table 3-4, 3-5 and figure 3-5 will be updated.</p>                                                                                                                                                                                                                                                                                                | P | <p>No changes are required to Table 3-4, 3-5, and Figure 3-5 as a result of addressing comment #20.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3 |
| 25 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F                                   | <p>All signalized intersections within the site should be assessed for PLOS, BLOS &amp; TLOS. Analysis should be included in this appendix.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>All signalized intersections where traffic data was received from the City were assessed for PLOS, BLOS, and TLOS.</p> <p>A quantitative traffic impact assessment will be completed, as required, as project planning progresses to consider vehicular traffic impacts as a result of the Corktown Station Early Works, and develop and implement a Transit and Traffic Management Plan(s), which could include temporary changes to intersection lane configurations, traffic signal timing optimization, modifications to existing signal timing plans, etc. The Transit and Traffic Management Plan(s) will also address specific emergency services requirements in consultation with the City of Toronto.</p>             | 1 | <p>Please see comment#2.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                      | P | <p>A multi-modal level of service assessment (ALOS, PLOS, BLOS, and TLOS) was undertaken at the following three additional signalized intersections within the Corktown Station Study Area:</p> <ul style="list-style-type: none"> <li>- King/Parliament</li> <li>- King/Sherbourne</li> <li>- Front/Berkeley</li> </ul> <p>The results are summarized in Section 3 of the revised Traffic and Transportation Early Works Report and documented in Appendix F of the report.</p>                                                                                                                                                                                                                                                          | 1 |

|    |                                                         |                                                |                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |   |                                                                                                                                                                                                                                                                                                                                                                                                                           |   |
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| 26 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Pages 132-141                                                                  | Specify what is crowding Pedestrian LOS, how it was calculated and what is the source of this criteria. Crowding PLoS is shown in this Appendix for segment analysis. Please also clarify how the number of pedestrians were obtained for this analysis. This description should be included in section 2.1.2.2 - Pedestrian Level of Service and criteria should be included in Appendix C                                                                                                                                                                                                                                                                                                                                                               | Crowding PLOS was disregarded in the assessment of pedestrian level of service due to the absence of accurate pedestrian volumes along the midblock segments.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3 | Please clarify how the pedestrian volume (250 ped/hr or 1000 ped/hr) was obtained for the segments on these pages?<br>How the <b>Crowding PLoS</b> (B or C) was obtained for the same segments?<br>Comment remain Open.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | O | The pedestrian volumes were not estimated/obtained as "Crowding PLOS" was not included in the assessment of pedestrian level of service due to the absence of accurate pedestrian volumes along the midblock segments. A statement was added to the methodology section (Section 2.1.2.2) to document this. The Crowding PLOS (which includes pedestrian volumes) will be removed from Appendix F to avoid any confusion. | 1 |
| 29 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Executive Summary-Page 9 of 141                                                            | "The Ontario Line Final Environmental Conditions Report (AECOM, 2020) notes that turning movement counts and signal timing plans were not available at some intersections within the Ontario Line Study Area, and were not collected through new traffic surveys considering the uncharacteristic traffic conditions as a result of the COVID-19 pandemic. As a result of the noted data limitations, a quantitative traffic assessment of some intersections within the Corktown Station Study Area could not be undertaken."<br><br>If the most current data are not available, the traffic study can be undertaken using older traffic data( turning movement counts and signal timing plans) and do the related adjustments as per COVID19 condition. | Intersections with historical TMC data were assessed using a conservative annual growth rate of 1%. The intersections that were not assessed are those where no traffic data was available.<br><br>A quantitative traffic impact assessment will be completed, as required, as project planning progresses to consider vehicular traffic impacts as a result of the Corktown Station Early Works, and develop and implement a Transit and Traffic Management Plan(s), which could include temporary changes to intersection lane configurations, traffic signal timing optimization, modifications to existing signal timing plans, etc. The Transit and Traffic Management Plan(s) will also address specific emergency services requirements in consultation with the City of Toronto. | 1 | TMC data can be retrieved from Traffic Impact Assessment Reports of Active Development Applications. Active Development Applications are mentioned in section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)".<br><br>Traffic Impact Study of 333 King Street East and 250 Front Street East includes TMCs of the following signalized intersections.<br>- King/Parliament.<br>- King St & Sherbourne St<br>- Front/Sherbourne<br>- Front & Princess.<br>- Front & Berkeley.<br><br>TS is recommending that Mx. retrieve TMCs of the above mentioned intersection and include the analysis in the report.<br><br>Comment will be closed once TS comment will be addressed. | P | Out of the identified intersections, only the following three intersections had complete traffic data and were assessed as part of the Traffic and Transportation Early Work Report:<br>- King/Parliament<br>- King/Sherbourne<br>- Front/Berkeley                                                                                                                                                                        | 1 |
| 33 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Figure 3-5: Cyclist Level of Service Within the Corktown Station Study Area-Page 50 of 141 | The use of a 8-10 meters of the parking lot just north of Parliament Square Park is required to facilitate a bi-directional bikeway connection between Esplanade and Mill (between Berkeley and Parliament). More information regarding this comment has been provided in the previous packages related to Cork town station.                                                                                                                                                                                                                                                                                                                                                                                                                             | The planned facilities will be added to Section 5.6.2.2 of the Early Works Report, Planned Services and Facilities. Metrolinx will continue consultation and coordination with the City in regards to the bikeway connection implementation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 1 | Open for further discussion.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | O | Metrolinx will continue to engage with the City with regards to cycling connections and implementation associated with the Corktown Station early works.                                                                                                                                                                                                                                                                  |   |

**Review Comments Spreadsheet**

**Bridges, Structures and Expressways**

**\* Actions:**  
 1 = Will comply  
 2 = Discuss, clarification required  
 3 = Not applicable because .....

**\*\* Status:**  
 O = Open, not resolved  
 P = Pending incorporation in design  
 C = Closed, implementation complete

Project Name: \_\_\_\_\_  
 Project No: \_\_\_\_\_

Revised By: \_\_\_\_\_  
 Date In: \_\_\_\_\_  
 Date Out: \_\_\_\_\_

| Item No. | Reviewer Name | Description | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment | Response & Details (Authors -) | Actions* | City Follow-up Comment | Status O / P / C** | Response |
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| 2 | ECS-BSE | Gardiner Rehabilitation Timeline | Section 3.2, Page 20. | <p>The dash red line (footprint as defined under Section 3.2 above) and shown in Figure 3-2 includes a segment of the Gardiner Expressway. Please elaborate what impacts are anticipated on the Gardiner Expressway and how they are affecting the structure and its operations as a result of the Corktown Early Works?</p> <p>2.2.3.2 Gardiner Expressway Strategic Rehabilitation Plan</p> <p>The City of Toronto developed the Gardiner Expressway Strategic Rehabilitation Plan to establish the immediate and long-term rehabilitation needs of the Gardiner Expressway, improve transportation corridors within the area, and provide more efficient public transit connections (City of Toronto, n.d.c). The rehabilitation is being completed in seven sections, two of which are within the Corktown Station Study Area:</p> <ul style="list-style-type: none"> <li>Segment 1 between Jarvis Street and Cherry Street with a projected timeline of planned construction between 2018 and 2021 (City of Toronto, n.d.c); and</li> <li>Segment 6 between Lower Jarvis Street and east of the Don Valley Parkway at Logan Avenue with a projected timeline of planned construction between 2024 and 2027 (City of Toronto, n.d.c).</li> </ul> <p>The City of Toronto's website notes that the planned construction timelines are subject to change (City of Toronto, n.d.c).</p> <p><b>3.2 Early Works Project Footprint and Study Area</b></p> <p>The Corktown Station Early Works Project Footprint, shown in Figure 3-1, is defined as the area of direct disturbance associated with the early works activities. The site is bound by King Street East to the north, Parliament Street to the East, Berkeley Street to the West and Parliament Square Park to the south.</p> <p>The Corktown Station Study Area, shown in Figure 3-2, includes the Corktown Station Early Works Project Footprint and a 500 metre buffer which was identified for assessment of potential impacts of the Corktown Station early works. As shown in Table 4-1, select discipline-specific study areas were identified for assessment of the discipline-specific potential impacts of the Corktown Station early works.</p> | <p>Although the Gardiner Expressway is within the 500m buffer of the study area, as stated in Section 5.9 of the Early Works Report, the Gardiner Expressway between Cherry Street and Sherborne Street was not considered part of the road network as it is not anticipated to be directly impacted by the Corktown Station Early Works within the Corktown Station Early Works Project Footprint or be part of the route for heavy construction vehicles.</p> | 1 | As the Gardiner Expressway is within the footprint of the Corktown Station construction area, please ensure that forth coming tunneling or any construction activities do not impact the operations and the on-going rehabilitation contracts of the Gardiner Expressway. | P | Tunneling is not included in early works activities. Tunnelling will be addressed as part of the forthcoming Environmental Impact Assessment Report for the Ontario Line. |
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| 3                                   | ECS-BSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Gardiner Rehabilitation Timeline                                                                                                                                                                                                                                                                                                                    | Table 3-1, Page 23 | <p>Are there any excavations happening within the red dash line (shown in Figure 3-2) adjacent to the Gardiner bridge foundation/footing as part of the work highlighted above?</p> <p>Table 3-1: Anticipated Construction Activities for the Ontario Line Corktown Station Early Works</p> <table border="1"> <thead> <tr> <th>Anticipated Construction Activity</th> <th>Description</th> <th>Associated Equipment</th> </tr> </thead> <tbody> <tr> <td>Site Preparation</td> <td> <ul style="list-style-type: none"> <li>Mobilization of equipment and temporary facilities to the site.</li> <li>Clearing and grubbing of vegetation, tree removal and protection.</li> <li>Erection of temporary fences.</li> <li>Installation of environmental management features (e.g. erosion and sediment controls).</li> <li>Decontaminating works.</li> <li>Demobilization.</li> <li>Temporary signs.</li> <li>Locates and surveys.</li> <li>Notices.</li> <li>Site specific documents (safety, approvals, permits, etc.).</li> </ul> </td> <td> <ul style="list-style-type: none"> <li>Site compaction equipment and grading equipment.</li> <li>Vegetation removal equipment.</li> <li>Excavation equipment.</li> <li>Heavy/dump trucks.</li> <li>Decontaminating equipment (pumps etc.).</li> <li>Hand tools.</li> <li>Surveying equipment.</li> <li>Flatbed truck.</li> <li>Forklift.</li> </ul> </td> </tr> <tr> <td>Site Servicing/ Removal/ Demolition</td> <td> <ul style="list-style-type: none"> <li>Decommissioning, relocation and/or extension of services and utilities on the site, which may include both underground and aerial services and utilities (e.g. sewers, water, electrical, communications, gas). This may also involve installation of utilities within the site.</li> <li>Removal of paved driveways, parking areas, and subsurface foundations and footings.</li> <li>Demolition and removal of buildings.</li> <li>Removal/rehabilitation of contaminated soil.</li> </ul> </td> <td> <ul style="list-style-type: none"> <li>Excavation/demolition equipment including backhoes, dump trucks, spoils removal equipment, jackhammers.</li> <li>Hand tools.</li> <li>Mobile crane.</li> <li>Flatbed trucks.</li> <li>Boom truck.</li> </ul> </td> </tr> </tbody> </table> <p>Figure 3-2: Corktown Station Early Works Project Footprint and Study Area</p> | Anticipated Construction Activity | Description | Associated Equipment | Site Preparation | <ul style="list-style-type: none"> <li>Mobilization of equipment and temporary facilities to the site.</li> <li>Clearing and grubbing of vegetation, tree removal and protection.</li> <li>Erection of temporary fences.</li> <li>Installation of environmental management features (e.g. erosion and sediment controls).</li> <li>Decontaminating works.</li> <li>Demobilization.</li> <li>Temporary signs.</li> <li>Locates and surveys.</li> <li>Notices.</li> <li>Site specific documents (safety, approvals, permits, etc.).</li> </ul> | <ul style="list-style-type: none"> <li>Site compaction equipment and grading equipment.</li> <li>Vegetation removal equipment.</li> <li>Excavation equipment.</li> <li>Heavy/dump trucks.</li> <li>Decontaminating equipment (pumps etc.).</li> <li>Hand tools.</li> <li>Surveying equipment.</li> <li>Flatbed truck.</li> <li>Forklift.</li> </ul> | Site Servicing/ Removal/ Demolition | <ul style="list-style-type: none"> <li>Decommissioning, relocation and/or extension of services and utilities on the site, which may include both underground and aerial services and utilities (e.g. sewers, water, electrical, communications, gas). This may also involve installation of utilities within the site.</li> <li>Removal of paved driveways, parking areas, and subsurface foundations and footings.</li> <li>Demolition and removal of buildings.</li> <li>Removal/rehabilitation of contaminated soil.</li> </ul> | <ul style="list-style-type: none"> <li>Excavation/demolition equipment including backhoes, dump trucks, spoils removal equipment, jackhammers.</li> <li>Hand tools.</li> <li>Mobile crane.</li> <li>Flatbed trucks.</li> <li>Boom truck.</li> </ul> | <p>The red dashed line is the study area that was considered for various assessments as part of the Early Works; however, ground disturbing activities (i.e. excavations) are only anticipated within the Project Footprint (the orange line). Future tunneling impacts associated with the Ontario Line will be covered in the forthcoming Environmental Impact Assessment Report.</p> | 1 | As the Gardiner Expressway is within the footprint of the Corktown Station construction area, please ensure that forth coming tunneling or any construction activities do not impact the operations and the on-going rehabilitation contracts of the Gardiner Expressway. | P | Tunneling is not included in early works activities. Tunnelling will be addressed as part of the forthcoming Environmental Impact Assessment Report for the Ontario Line. |
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| Anticipated Construction Activity   | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Associated Equipment                                                                                                                                                                                                                                                                                                                                |                    |                                                                        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| Site Preparation                    | <ul style="list-style-type: none"> <li>Mobilization of equipment and temporary facilities to the site.</li> <li>Clearing and grubbing of vegetation, tree removal and protection.</li> <li>Erection of temporary fences.</li> <li>Installation of environmental management features (e.g. erosion and sediment controls).</li> <li>Decontaminating works.</li> <li>Demobilization.</li> <li>Temporary signs.</li> <li>Locates and surveys.</li> <li>Notices.</li> <li>Site specific documents (safety, approvals, permits, etc.).</li> </ul> | <ul style="list-style-type: none"> <li>Site compaction equipment and grading equipment.</li> <li>Vegetation removal equipment.</li> <li>Excavation equipment.</li> <li>Heavy/dump trucks.</li> <li>Decontaminating equipment (pumps etc.).</li> <li>Hand tools.</li> <li>Surveying equipment.</li> <li>Flatbed truck.</li> <li>Forklift.</li> </ul> |                    |                                                                        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| Site Servicing/ Removal/ Demolition | <ul style="list-style-type: none"> <li>Decommissioning, relocation and/or extension of services and utilities on the site, which may include both underground and aerial services and utilities (e.g. sewers, water, electrical, communications, gas). This may also involve installation of utilities within the site.</li> <li>Removal of paved driveways, parking areas, and subsurface foundations and footings.</li> <li>Demolition and removal of buildings.</li> <li>Removal/rehabilitation of contaminated soil.</li> </ul>          | <ul style="list-style-type: none"> <li>Excavation/demolition equipment including backhoes, dump trucks, spoils removal equipment, jackhammers.</li> <li>Hand tools.</li> <li>Mobile crane.</li> <li>Flatbed trucks.</li> <li>Boom truck.</li> </ul>                                                                                                 |                    |                                                                                                                                                                                                                                                                                                                                                                       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| 4 | ECS-BSE | Gardiner Rehabilitation Timeline | Executive Summary, page ix | <p>Will any of the proposed road closures within the Corktown Early Works site have any direct/indirect and short/long-term impacts on the planned Gardiner construction staging?</p> <p><b>Traffic and Transportation</b></p> <p>Existing elements of the transportation and transit networks within the Corktown Station Traffic and Transportation Study Area include:</p> <ul style="list-style-type: none"> <li>Seven arterial roads (i.e., Lake Shore Boulevard East, King Street East, Eastern Avenue, Adelaide Street, Front Street, Parliament Street, and Sherbourne Street), two collector roads (i.e., Cherry Street and The Esplanade), and three local roads (i.e., Berkeley Street, Trinity Street, and Mill Street);</li> <li>It should be noted that the section of Gardiner Expressway between Cherry Street and Sherbourne Street was not considered part of the road network as it is not anticipated to be directly impacted by the early works within the Corktown Station Early Works Project Footprint or be part of the route for heavy construction vehicles.</li> </ul> | <p>Impacts to the Gardiner Expressway are not anticipated.</p> | 1 | As the Gardiner Expressway is within the footprint of the Corktown Station construction area, please ensure that forth coming tunneling or any construction activities do not impact the operations and the on-going rehabilitation contracts of the Gardiner Expressway. | P | Tunneling is not included in early works activities. Tunnelling will be addressed as part of the forthcoming Environmental Impact Assessment Report for the Ontario Line. |
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**Review Comments Spreadsheet**

**Park, Forestry & Recreation**

**\* Actions:**

- 1 = Will comply
- 2 = Discuss, clarification required
- 3 = Not applicable because .....

**\*\* Status:**

- O = Open, not resolved
- P = Pending incorporation in design
- C = Closed, implementation complete

Project Name:

Revised By:

Project No:

Date In:

Date Out:

| Item No. | Reviewer Name  | Description                                    | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                       | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                          | Actions* | City Follow-up Comment                                                                                                                                                                                                                                         | Status O / P / C** | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|----------|----------------|------------------------------------------------|----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2        | Urban Forestry | Natural Environment early works report         | 7.3                                    | Bylaws 813, article II & III should be specifically included in this section as a municipal permit since tree removal/injury may be required. Tree permits for bylaw protected trees must be obtained from UF beforehand.                                                                                            | Metrolinx will continue to engage with the City of Toronto as project planning and design progress, including with regard to tree injury/removal permits as required.                                                                                                                                                                                                    | 3        | Response does not address comment. Please include language in report                                                                                                                                                                                           | O                  | Metrolinx will follow permitting and compensation requirements in accordance with the Metrolinx Vegetation Guideline (Metrolinx, 2020) which states that for tree removals on municipal or private land, applicable City of Toronto bylaws will be followed.                                                                                                                                                                                                                                                 |
| 3        | Urban Forestry | Draft early works report                       | ES. 6 - Permits and approvals          | Bylaws 813, article II & III should be specifically included in this section as a municipal permit since tree removal/injury may be required. Tree permits for bylaw protected trees must be obtained from UF beforehand.                                                                                            | See response to Comment #2 above.                                                                                                                                                                                                                                                                                                                                        | 3        | Response does not address comment. Please include language in report                                                                                                                                                                                           | O                  | Metrolinx will follow permitting and compensation requirements in accordance with the Metrolinx Vegetation Guideline (Metrolinx, 2020) which states that for tree removals on municipal or private land, applicable City of Toronto bylaws will be followed.                                                                                                                                                                                                                                                 |
| 4        | PFR - PDCP LAU | Corktown Station Early Works Project Footprint | General                                | PFR supports Transportation Services' ask for the Esplanade-Mill bikeway through the existing parking lot just north of Parliament Square Park within the Corktown Station EWP footprint to provide a separate space for people walking and cycling. The footprint should reflect the bikeway area provided by CREM. | Information on the Esplanade-Mill bikeway will be added to Section 5.6.2.2 of the Early Works Report, Planned Services and Facilities. Metrolinx will continue to consult with the City of Toronto on the Esplanade and Mill Street bikeway.                                                                                                                             | 1        | 5.6.2.2. is incorrect as the cycle track is proposed within the Corktown Station EWP footprint, directly North of Parliament Square Park. It is our understanding that a request has been made to exclude these lands from the Corktown Station EWP footprint. | O                  | Metrolinx is looking forward to working with the City on coordinated planning and implementation of Corktown Station and the Esplanade-Mill bikeway. The project footprint identified in the Corktown Station early works report is intended to capture the maximum potential area required to support Corktown Station early works. Metrolinx is committed to working closely with the City to support realizing both organizations' ambitions for the area, including the proposed Esplanade-Mill bikeway. |
| 5        | PFR - PDCP LAU | Natural Environment                            | General                                | Any existing and lands proposed for future open space shall be returned to conditions set out under the Environmental Protection Act, Ontario Regulation 153/04                                                                                                                                                      | Conveyance of lands will be in accordance with the land conveyance requirements, currently under discussion between Metrolinx and City of Toronto.                                                                                                                                                                                                                       | 1        | This comment will remain open until the City is provided with the land conveyance requirements for review and comment.                                                                                                                                         | O                  | Comment noted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 11       | PFR - PDCP LAU | Archaeological Resources                       | General                                | Any objectives outlined in the First Parliament Working Group specifically related to archaeology must be reflected in this section.                                                                                                                                                                                 | This report documents early works activities, and covers archaeological requirements for the Corktown Station early works. Next steps for archaeological work for the Corktown Station early works site. Metrolinx will continue to engage the City and has committed to have the City review workplans and scope for upcoming archaeological programs at this location. | 1        | Where has this been outlined as a commitment in the EWR?                                                                                                                                                                                                       | O                  | The commitment to engage the City is included in Section 6.8                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

|              |                |                                             |                                                  |                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                 |   |                                                                                                                                                                                                                                                                |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--------------|----------------|---------------------------------------------|--------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 12           | PFR - PDCP LAU | Traffic and Transportation                  | Transportation Services bikeway                  | Current TPA lands are planned for TS bikeway. PFR supports Transportation Services' ask for a bikeway through the existing parking lot just north of Parliament Square Park within the Corktown Station EWP footprint to provide a separate space for people walking and cycling. The footprint should reflect the bikeway area provided by CREM.               | Information on the Esplanade-Mill bikeway will be added to Section 5.6.2.2 of the Early Works Report, Planned Services and Facilities. Metrolinx will continue to consult with the City of Toronto on the Esplanade and Mill Street bikeway.                                                                                                                                                                    | 1 | 5.6.2.2. is incorrect as the cycle track is proposed within the Corktown Station EWP footprint, directly North of Parliament Square Park. It is our understanding that a request has been made to exclude these lands from the Corktown Station EWP footprint. | O | Metrolinx is looking forward to working with the City on coordinated planning and implementation of Corktown Station and the Esplanade-Mill bikeway. The project footprint identified in the Corktown Station early works report is intended to capture the maximum potential area required to support Corktown Station early works. Metrolinx is committed to working closely with the City to support realizing both organizations' ambitions for the area, including the proposed Esplanade-Mill bikeway. |
| 15           | PFR - PDCP LAU | Permits and Approvals                       | Municipality                                     | Mx to acknowledge that any requests related to land transactions must go through CREM for proper circulation.                                                                                                                                                                                                                                                   | Metrolinx has engaged with the CREM team with regards to land transactions and will continue to engage with this team as the project progresses.                                                                                                                                                                                                                                                                | 1 | All City land transactions for this project should be acknowledged in this section as a Municipal requirement under the City's Real Estate Protocol managed by CREM.                                                                                           | O | Land transactions between the City and Metrolinx are considered confidential and not typically included into environmental assessment reports. In addition, land transactions are not considered municipal permits and approvals and as such, have not been included into this section of the report.                                                                                                                                                                                                        |
| NEW COMMENTS |                |                                             |                                                  |                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                 |   |                                                                                                                                                                                                                                                                |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 16           | Urban Forestry | Heritage Report                             | general                                          | All bylaw protected trees, including all heritage trees shall be identified in the tree inventory. All options shall be explored to mitigate any impacts to the trees and vegetation located within a property with a heritage designation. Any requests for injuries or removals may require approval from other divisions/provincial agencies as well as PF&R | Comment noted. An Arborist Report will be prepared, as required, as project planning progresses, which will assess potential impacts to trees. As stated, Metrolinx will continue to engage with the City of Toronto as project planning and design progress, including with regard to tree injury/removal permits as required. Specific permit requirements will be determined as project planning progresses. |   |                                                                                                                                                                                                                                                                |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 17           | Urban Forestry | work submittals - arb report                | general                                          | When can PF&R expect an arborist report and full tree inventory for this site? All trees within 6m of project footprint shall be included in reports (12m if in a ravine regulated area).                                                                                                                                                                       | Comment noted. An Arborist Report will be prepared, as required, a project planning progresses, which will assess potential impacts to trees. As stated, Metrolinx will continue to engage with the City of Toronto as project planning and design progress. Arborist Report will be shared with the City prior to works commencement.                                                                          |   |                                                                                                                                                                                                                                                                |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 18           | Urban Forestry | Natural environment early works report -    | 7.3 - municipal permits                          | Please include the following municipal tree permits that may be required: Bylaw 813, Article II (street trees), Bylaw 813, Article III (private trees), Bylaw 658 RNFP & Bylaw 608 Parks                                                                                                                                                                        | Metrolinx will follow permitting and compensation requirements in accordance with the Metrolinx Vegetation Guideline (Metrolinx, 2020) which states that for tree removals on municipal or private land, applicable City of Toronto bylaws will be followed.                                                                                                                                                    |   |                                                                                                                                                                                                                                                                |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 19           | PFR - PDCP LAU | Socio-Economic and Land Use Characteristics | 2.2.3.8 David Crombie Park Revitalization Design | Edit last sentence to read: The final report is available on the project website <a href="https://www.toronto.ca/wp-content/uploads/2021/05/9852-david-crombie-park-revitalization-final-report-2021.pdf">https://www.toronto.ca/wp-content/uploads/2021/05/9852-david-crombie-park-revitalization-final-report-2021.pdf</a>                                    | The EWR was updated to reflect this change.                                                                                                                                                                                                                                                                                                                                                                     |   |                                                                                                                                                                                                                                                                |   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

**From:** [Julia Murnaghan](#)  
**To:** [Crystal Ho](#)  
**Cc:** [Merlin Yuen](#); [Maria Zintchenko](#); [Richard Borbridge](#); [Ontario Line](#); [Junaid Farooq](#); [Saad Karnelia](#)  
**Subject:** RE: Corktown Station Early Works Report  
**Date:** Thursday, June 10, 2021 8:57:19 PM  
**Attachments:** [REDACTED]

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**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.

Attached please find City comments on the Corktown Station Early Works Report.

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

Regards,

Julia Murnaghan

# Review Comments Spreadsheet

## City Planning

**\* Actions:**

- 1 = Will comply
- 2 = Discuss, clarification required
- 3 = Not applicable because .....

**\*\* Status:**

- O = Open, not resolved
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| Project Name: |                                 |                                   |                                                                                 | Revised By:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |          |                                                                                                                                                                                                                                                                  |                    |
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| Project No:   |                                 |                                   |                                                                                 | Date In:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |          |                                                                                                                                                                                                                                                                  |                    |
|               |                                 |                                   |                                                                                 | Date Out:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |          |                                                                                                                                                                                                                                                                  |                    |
| Item No.      | Reviewer Name                   | Description                       | Part, Chapter, Sec, Subsec, page, DWG#                                          | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Actions* | City Follow-up Comment                                                                                                                                                                                                                                           | Status O / P / C** |
| 1             | Heritage Planning - Archaeology | Archaeological Resources          | Early Works Report (EWR) - p. ix: Archaeological Resources                      | This revised property boundary includes three archaeological sites: The Parliament Site (AjGu-41), the Toronto Lime Kiln Works Site (AjGu-61), and the Lime Kiln Works Site (AjGu-64). Each of these sites are identified as Archaeologically Sensitive Areas on the City of Toronto's Archaeological Management Plan and require mitigation or in-situ preservation prior to any soil disturbance. Additionally, the property at 250 Front Street East has further archaeological conditions which require Stage 2 archaeological assessment after demolition of the building. Revise to include this information. | Both AjGu-61 and AjGu-64 refer to the same property 64-70 Parliament Street, the site has two borden numbers. The EWR will be updated to include reference to both numbers. Additional archaeological investigations at the First Parliament site are being planned, and all required archaeological assessments will be undertaken as part of the early works in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists (Ontario Government, 2011) and in accordance with the recommendations of previously completed archaeological assessment reports and in advance of any ground disturbance. | 1        | Acknowledged with respect to the Lime Kiln Works Site. Reference to 250 Front Street West archaeological assessment is unobserved.                                                                                                                               | P                  |
| 2             | Heritage Planning - Archaeology | Terminology                       | EWR - Full Report HDDR - Full Report                                            | Update all references to "City of Toronto Heritage Preservation Services" to City of Toronto Heritage Planning                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Comment noted, this has been revised in updated revisions of the report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 1        | Updates observed in revised report.                                                                                                                                                                                                                              | C                  |
| 3             | Heritage Planning - Archaeology | Vibrational impacts - Archaeology | EWR/HDDR - Table ES-2; EWR - Table 6-7, Section 5.8; Section 6.8                | This report does not address any vibrational impacts to known or potential archaeological resources as part of Early Works. In particular, the First Parliament Site (AjGu-41) is known to contain extremely fragile archaeological resources, such as the burnt floorboards and soil from the First Parliament buildings. These may be adversely impacted as part of this work. Include discussion of this issue with the statement that archaeological resources may be impacted by vibration within 11.1 metres of the Early Works area, unless fully mitigated.                                                 | Required archaeological investigations and completion of early works activities such as building foundation removal or activities that have the potential for vibration effects will be coordinated and completed such that buried archaeological resources are appropriately considered.                                                                                                                                                                                                                                                                                                                                                             | 1        | Reference to vibrational impacts to archaeological resources is unobserved in the revised draft.                                                                                                                                                                 | P                  |
| 4             | Heritage Planning - Archaeology | Archaeological Impacts            | EWR/HDDR - Table ES-2; Archaeological Resources; EWR - Section 5.8; Section 6.8 | This description of Archaeological Resources shall also include a description of the Toronto Lime Kilns Works Site (AjGu-61/AjGu-64) as well as outstanding archaeological conditions for the property at 250-260 Front Street East, 39 Berkeley Street and 383 King Street East.                                                                                                                                                                                                                                                                                                                                   | See response to comment #1 above regarding the Borden numbers. The Early Works Report will be revised to include both Borden numbers for the Lime Kiln Works Site. Regarding the inclusion of addresses, the Early Works Report was intentionally high level to avoid pinpointing specific locations of archaeological sites, as per standard practice to minimize potential for looting.                                                                                                                                                                                                                                                             | 1, 3     | Acknowledged with respect to the Lime Kiln Works Site. Reference to 250 Front Street West, 39 Berkeley Street and 383 King Street archaeological conditions are unobserved. City requests recognition of archaeological conditions on these sites in the report. | O                  |
| 5             | Heritage Planning - Archaeology | Archaeological Impacts            | EWR/HDDR - Table ES-2; Archaeological Resources; EWR - Section 5.8; Section 6.8 | Include language that any future archaeological assessments must be conducted in accordance to the City of Toronto's Official Plan and the Terms of Reference for Archaeological Assessments.<br><br>Also include language that any archaeological assessments, including the formulation of Stage 3 and Stage 4 mitigation programs and Construction Monitoring programs shall be subject to review and approval by the City of Toronto Heritage Planning.                                                                                                                                                         | The Stage 1 archaeological assessment report is written to meet the requirements set out in the Standards and Guidelines for Consultant Archaeologists (Ontario Government, 2011).<br><br>Metrolinx has committed to working with the City to review workplans for any additional archaeological assessments for the First Parliament site and will continue to work with the City to address comments that may arise from review of these workplans.                                                                                                                                                                                                 | 1        | Response does not directly address the City's request to make reference to the Official Plan and Terms of Reference. Assume that response classification of #1 means the report is intended to be revised to include this.                                       | P                  |

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| 6 | Heritage Planning - Archaeology | Archaeological Impacts | EWR/HDDR Table ES-2 (EWR p. xxi-xxii) | <p>Under the description of "Direct Impacts to Built Heritage Resources and Cultural Heritage Landscapes" the table notes that there is the "Potential to remove or demolish deeply buried archaeological remains as a result of removal/Demolition of a building or structure on the property and/or any ground disturbance is anticipated at OLS-034 (First Parliament Site - 265 and 271 Front Street East and 25 Berkeley Street)."</p> <p>1. Revise to include the properties north of Front Street (250-260 Front Street East, 383 King Street East, 68-70 Parliament Street).</p> <p>2. Include in Mitigation Measures that the work shall be subject to review and approval from City of Toronto Heritage Planning as well as ongoing consultation with the City of Toronto and other stakeholders and Indigenous Communities.</p> <p>3. Revise to include that archaeological assessment must also be conducted within any appropriate structures prior to demolition. The properties at 265-271 Front Street East are built on grade and previous archaeological assessments have recommended further work <u>inside</u> these structures.</p> | <p>1. See #4 above.</p> <p>2. MHSTCI Minister's Consent has been obtained, which includes commitments for consultation with the City of Toronto and Indigenous communities for the preparation of the Interpretation and Commemoration Plan.</p> <p>3. Metrolinx has committed to working with the City to develop workplans for the next stages of archaeological work on this site and as such, specific comments as to where the archaeological assessments will be occurring (i.e. at 265-271 Front Street East) will be carried forth to these workplans.</p>                                                                                   | 1 | Acknowledged.                                                                                                                                                                                    | C |
| 7 | Heritage Planning - Archaeology | Municipal Permits      | EWR p. xxvii<br>HDDR - Section ES.5   | <p>Under the Municipal Permits section, include that these works may be subject to Heritage Easement agreements, as required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>As documented in the Ontario Line CHR, there are no heritage easements within the Project Footprint.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3 | To clarify, the original comment was not intended to be about existing heritage easement agreements, but rather that the report should recognize that future heritage easements may be required. | O |
| 8 | Heritage Planning - Archaeology | Municipal Permits      | EWR p. xxvii<br>HDDR - Section ES.5   | <p>Under the Municipal Permits section, revise to include the properties at 54 Parliament Street, 68-70 Parliament Street and 250-260 Front Street East, 39 Berkeley Street and 383 King Street East.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>A commitment will be added to Section 7.4 of the Early Works Report for consultation between Metrolinx and the City of Toronto Heritage Planning regarding the Lime Kiln Works Site.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 1 | Acknowledged that the Lime Kiln Works Site has been included in Section 7.4. Response does not address the remaining properties identified in the original comment.                              | O |
| 9 | Heritage Planning - Archaeology | Archaeological reports | EWR - Section 4.8.1, p. 40            | <p>This report references the Stage 1 Archaeological Assessment of the Ontario Line South, dated July 24, 2020. The City have only received an earlier version of this report (May 29, 2020). We request that this report be provided to Heritage Planning as well as the concurrence letter from the MHSTCI stating that this report is compliant with the Standards and Guidelines for Consultant Archaeologists and has been entered into the Public Register.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>Metrolinx had circulated the Ontario Line South Stage 1 Archaeology Report on June 4, 2020 to the City based on the May 29, 2020 draft submitted to the Ministry (which is why the City only has the May 29, 2020 draft on file). This version was the same version submitted to the MHSTCI. We had received an approval letter (attached with this comment response) from the Ministry that this report was entered into the register on July 24, 2020, hence the July 24, 2020 reference in our Corktown Station Early Works Report.</p> <p>The July 2020 Stage 1 AA report can be found on our Mx Engage website for the City's reference.</p> | 1 | Acknowledged.                                                                                                                                                                                    | C |

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| 10 | Heritage Planning - Archaeology | Archaeological reports   | EWR - Section. 5.8, p. 123 | The City of Toronto notes that the Stage 1 Archaeological Assessment Report (AECOM 2020) is missing reference to the Stage 1 Archaeological Assessment of 250-260 Front Street East and 383 King Street East. (Archeoworks 2017 - P029-0961-2017). Include this report in this section and acknowledge outstanding archaeological concerns.                                                                                                                                                                             | The Ontario Line Stage 1 Archaeological Assessment was conducted using reports available in the MHSTCI database. however, it should be noted that the MHSTCI does not maintain a database of all properties that have had past archaeological investigations and searches of the MHSTCI public register do not always result in a complete listing of all archaeological work conducted in a given area. A request to the City of Toronto to provide any reports within the study area was made in the early stages of the project, and no additional reports were sent at the time of the Stage 1 report preparation.<br><br>As planning progresses, further research will be done on a property specific basis. The Stage 1 Archaeological Assessment of 250-260 Front Street East and 383 King Street East. (Archeoworks 2017 - P029-0961-2017) will be reviewed as part of the archaeological assessment in the Ontario Line Environmental Impact Assessment Report. | 3 | Acknowledge deferral to future process.                                                                                                                                                                                                | D |
| 11 | Heritage Planning - Archaeology | Archaeological Resources | EWR - Table 6-7, p. 165    | In Table 2-1 of the Ontario Line Corktown Station Early Works – Heritage Detailed Design Report, several other activities are identified as part of the Early Works which could impact the archaeological resources at OLS-034 beyond building demolition. This includes site preparation, staging, re-grading, tree removal, removal of contaminated soil, utilities decommissioning, and erection of fences. These issues need to be addressed as it relates to the impacts to archaeological resources on this site. | The activities listed in Table 2-1 of the Heritage Detail Design Report and the Early Works report are the same. The archaeology sections of the Early Works Report address all equipment/activities listed in Table 3-1 of the Early Works Report, not just demolition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 1 | Acknowledged.                                                                                                                                                                                                                          | C |
| 12 | Heritage Planning - Archaeology | Archaeological Resources | EWR - Table 6-7, p. 165    | Under Potential Impact, it is noted that Options 2A and 2B from the Ontario Line Cultural Heritage Report (AECOM 2020) were reviewed and eliminated. Heritage Planning requests further information about why options 2A and 2B were eliminated during project design. These options gave preference to avoidance and protection of heritage attributes, which is also the preference of Heritage Planning.                                                                                                             | Based on the design and use of the First Parliament Site for the Ontario Line project, Options 2A (Encroachment) and 2B (Introduction of New Elements) were eliminated as neither are feasible based on the scope of work planned for the First Parliament Site. Demolition and removal of all structures on the properties as well as asphalt and soil removal where required, was determined to be the only option. Alternative sites were considered but ultimately ruled out for the launch of the tunnel boring machines, as described in Section 1.3.3 of the Early Works Report.                                                                                                                                                                                                                                                                                                                                                                                  | 1 | Acknowledged.                                                                                                                                                                                                                          | C |
| 13 | Heritage Planning - Archaeology | Archaeological Resources | EWR - Table 6-7, p. 165    | Under Mitigation Measures, revise to include consultation with Heritage Planning and other stakeholders as to the appropriate approach to archaeological assessment in advance of Early Works                                                                                                                                                                                                                                                                                                                           | Consultation with the City of Toronto's Heritage Planning is included in Table 6-7 under the Heritage section of the Early Works report for the First Parliament Site and is also a commitment of the Minister's Consent. A commitment will be added to Table 6-8 to include consultation with the City of Toronto Heritage Planning regarding archaeological assessments specific to the First Parliament Site and the Lime Kiln Works Site.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 1 | Acknowledged.                                                                                                                                                                                                                          | C |
| 14 | Heritage Planning - Archaeology | Archaeological Resources | Section 6.8; Table 6-8     | Revise this section and table to include preservation in-situ of significant archaeological resources as a potential mitigation measure. This is the preference of Heritage Planning and the Ministry of Heritage, Sport, Tourism and Culture Industries, as outlined in the City of Toronto's Official Plan and the Standards and Guidelines for Consultant Archaeologists.                                                                                                                                            | As agreed upon in discussions between the City and Metrolinx, Metrolinx will endeavour to preserve in-situ arch resources associated with First Parliament and Home District Gaol where feasible. Metrolinx has also worked with the Ministry of Heritage, Sport, Tourism, and Cultural Industries to obtain Minister's Consent which provides conditions which Metrolinx is committed to following. Metrolinx will continue to consult and engage with the City to ensure the City's comments are addressed with regards to ongoing archaeological work at the First Parliament site.                                                                                                                                                                                                                                                                                                                                                                                   | 1 | Mitigation measures should include substantive measures in addition to process matters. Report should acknowledge the potential for in-situ preservation of archaeological resources as a conservation strategy or mitigation measure. | O |

|    |                                 |                                    |                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |   |                                                                                                                                                                                                                            |   |
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| 15 | Heritage Planning - Archaeology | Archaeological Resources           | Section 6.8; Table 6-8                                    | This section shall also include a description of the Toronto Lime Kilns Works Site (AJGu-61/AJGu-64) and ongoing archaeological conditions on the properties north of Front Street East (see earlier comment).                                                                                                                                                                                                                                                                                                                                                                                                                                            | Please see response #1 above. All archaeological mitigation will take place prior to ground disturbing activities in accordance with the Ontario Heritage Act.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 1 | Response does not address the comment which was a request for a description of archaeological conditions on the properties north of Front Street East in Table 6-8.                                                        | O |
| 16 | Heritage Planning - Archaeology | Archaeological Resources           | EWR - Table 6-8, p. 173                                   | Include references to the City of Toronto's Official Plan and the Terms of Reference for Archaeological Assessments as relevant policy in addition to the Standards and Guidelines.<br><br>Include a statement that any archaeological assessments, including the formulation of Stage 3 and Stage 4 mitigation programs and Construction Monitoring programs shall be subject to review and approval by the City of Toronto Heritage Planning.                                                                                                                                                                                                           | Please refer to response #5.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 1 | Response does not directly address the City's request to make reference to the Official Plan and Terms of Reference. Assume that response classification of #1 means the report is intended to be revised to include this. | P |
| 17 | Heritage Planning               | HDDR Report                        | HDDR Report, general                                      | Provide additional detail on cultural heritage resources impacted as per the standard scope and methodology of CHER/HIA reports completed during EA processes. If we understand correctly, the Heritage Detailed Design Report (HDDR) document is intended to replace the individual Cultural Heritage Evaluation Reports (CHER) and Heritage Impact Assessments (HIAs) that would typically be completed for each cultural heritage resource that may be impacted: as such the level of detail provided in the document is insufficient to determine the cultural heritage value of these identified resources, and to understand the potential impacts. | Refer to the Ontario Line Cultural Heritage Report (CHR) completed under O. Reg. 341/20. Methodology for CHR was developed through consultation with MHSTCI. The CHR provides sufficient information about and provides a description of a property's Cultural Heritage Value or Interest (See Section 2 for methodology). Given the sufficient level of information in the CHR, it was not necessary to recommend individual CHERs. Furthermore, in consultation with MHSTCI, the preliminary impact assessment provides sufficient discussion of potential impacts to inform project planning and to avoid, to the greatest extent possible, the undertaking of HIAs. Therefore, the purpose of the Heritage Detail Design Report, as described in Section 1.1.1, is to identify any changes in impacts from the CHR, refine the impacts proposed in the CHR, and identify any new project-specific impacts that were not described in the CHR. | 3 | Acknowledged.                                                                                                                                                                                                              | C |
| 18 | Heritage Planning               | HDDR Report and Early Works Report | HDDR Report, Table ES-2 and Early Works Report, Table 6-7 | The HDDR and Early Works Reports both identify the property at "2 Berkeley Street, 248, 250, 252, 25, 258, 260, 262, 264 The Esplanade" as a built heritage resource that is Designated under Part IV and V of the Ontario Heritage Act and covered by a Heritage Easement Agreement (HEA) within the study area. This resource is missing from the Impact and Description Tables in both the HDDR Report (Table ES-2) and Early Works Report (Table 6-7) and must be included to evaluate potential impacts and mitigation measures.                                                                                                                     | This resource, referred to as OLS-36, will be added to the impact table in both the Heritage Detail Design Report and the Early Works Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1 | Updates observed in revised report.                                                                                                                                                                                        | C |
| 19 | Heritage Planning               | HDDR Report and Early Works Report | HDDR Report, Table 3-1 and Early Works Report, Table 5-13 | The bullet-point information provided in the tables with Description of Known or Potential Cultural Heritage Value or Interest and Heritage Attributes provided in both the HDDR (Table 3-1) and Early Works Report (Table 5-13) do not provide an adequate evaluation of the properties under Ontario Regulations 9/06 or 10/6 as required of a CHER (for which, along with an HIA, the HDDR is said to serve in their place), nor does it cite sources for any of the research in these descriptions.                                                                                                                                                   | Please see response in Item #17                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3 | Acknowledged.                                                                                                                                                                                                              | C |
| 20 | Heritage Planning               | HDDR Report and Early Works Report | HDDR Report, Table 3-1 and Early Works Report, Table 5-14 | Three built heritage resources were determined to potentially meet Ontario Regulation 10/06 criteria: however, their evaluation using the 10/06 criteria is not documented for any of the resources within these Reports.                                                                                                                                                                                                                                                                                                                                                                                                                                 | See response in Item #17. In addition, Section 2 of the Ontario Line Cultural Heritage Report states that the CHR provides sufficient information to demonstrate and identify the built heritage resources and cultural heritage landscapes that meet or have potential to meet O. Reg. 10/06. Methodology for the CHR was developed in consultation with MHSTCI.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3 | Acknowledged.                                                                                                                                                                                                              | C |

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| 21 | City Planning | Early Works Report | EWR, Section 5.6.2.2 | Clarify how it was determined that "there are no planned community services or facilities" in the Corktown Station area. We note that the First Parliament site, for example, includes plans for a new district library and heritage interpretation centre (contact: SoMei Quan, CreateTO). We further note that improvements to parks and recreation facilities include the reconstruction of David Crombie Park along The Esplanade (contact: Nancy Chater, Parks Forestry & Recreation). The data sources used to populate this section of the EWR appear to be insufficient to capture planned community services and facilities.                                    | Section 5.6.2.2 will be updated to include these planned community services. Applicable Environmental Assessments and Planning studies are included in Section 2.2.3, which include the First Parliament Project and the David Crombie Park Revitalization. Metrolinx will continue to work with the City of Toronto as we advance plans for Corktown Station and the First Parliament Site. | 1 | Acknowledged.                                                                                                                                                                                                  | C |
| 22 | City Planning | Early Works Report | EWR, Table 5-19      | Update service headways for transit routes to reflect the planned service provision. The 504 King streetcar, for example, operates at 2-3 minute headways during peak hours. The source for this data should be the TTC service summaries before Covid-19, which can be requested from the TTC.                                                                                                                                                                                                                                                                                                                                                                          | The headways were revised to reflect the service headways from between May and June 2019.                                                                                                                                                                                                                                                                                                    | 1 | Acknowledged.                                                                                                                                                                                                  | C |
| 23 | City Planning | Early Works Report | EWR, Figure 5-20     | Include planned cycling facilities that will be in place when construction on the Ontario Line is anticipated to begin. For example, a cycle track is planned for the Esplanade and Mill Street, which will be constructed in 2021 and 2022. Transportation Services (Adam Popper) and Engineering & Construction Services (Owen McGaughey) should be consulted to provide additional information on the implementation of this facility.                                                                                                                                                                                                                                | This section is meant to address the existing transportation network. The planned facilities will be added to Section 5.6.2.2 of the Early Works Report, Planned Services and Facilities. Metrolinx will continue to consult with the City of Toronto on the Esplanade and Mill Street bikeway.                                                                                              | 1 | Acknowledged.                                                                                                                                                                                                  | C |
| 24 | City Planning | Early Works Report | EWR, Table 6-6       | Regarding land uses and adjacent lands, confirm whether there are potential impacts to adjacent land development projects, or impacts to the early works from development on adjacent lands. We note, for example, that a data centre with zoning approval may be constructed at 43 Parliament Street, which may involve work zone lane closures. Other development applications that may be under construction during the Corktown early works is documented in Section 5.6.4. Coordination is required with Transportation Services to understand the full extent of planned and approved lane closures.                                                               | Noted. A commitment is made in the Traffic and Transportation section of the Early Works Report to coordinate with the City of Toronto regarding other ongoing construction projects when scheduling the early works activities to maintain the mobility of all road users.                                                                                                                  | 1 | Acknowledged.                                                                                                                                                                                                  | C |
| 25 | City Planning | Early Works Report | EWR, Table 6-6       | Regarding visual effects from construction activities, provide additional detail about screened enclosures (such as hoarding) that Metrolinx is committed to using at construction sites. Improvements to screening should be included compared to the fencing that was provided on the ECLRT, which did little to mitigate the visual impacts of construction. With regard to private development projects (e.g. condominium or office tower construction), the City has achieved higher standards for the quality of hoarding provided at these sites. Lessons learned from projects like ECLRT should be applied to the Ontario Line to improve temporary conditions. | As Corktown Station early works planning is still in progress, details about screened enclosures such as hoarding and fencing are not yet available. These details will be included in early works activities project specifications and the lessons learned from the ECLRT project will be applied as appropriate.                                                                          | 1 | Acknowledged.                                                                                                                                                                                                  | C |
| 26 | City Planning | Early Works Report | EWR, Table 6-9       | For active transportation impacts, a Vision Zero perspective should be applied to protect vulnerable road users from injuries and fatalities during construction. Table 5-5 identified several pedestrian and cycling facilities that already provide low levels of service in the existing condition (without considering pedestrian and cyclist volumes, which the Ottawa MMLOS does not account for). Poor levels of service may be exacerbated with construction occurring immediately adjacent to the facility. Identify mitigation measures - e.g. provision of minimum sidewalk widths, minimum pedestrian levels of service.                                     | Table 6-9 will be revised to indicate that the necessary mitigation measures will be considered (e.g., maintaining a minimum sidewalk width) in order to maintain pre-construction pedestrian levels of service.                                                                                                                                                                             | 1 | City Planning would prefer a stronger commitment than "consideration" for accommodations such as minimum sidewalk widths to maintain pedestrian levels of service. Suggested wording is "will be implemented". | O |
| 27 | City Planning | Early Works Report | EWR, Section 8.8     | Commitments to future consultation should include the City on matters (among other things) related to impacts on development and transportation within the area of the project's influence, and the detailed design of restoration of impacted areas to the current City standard. We note that government review agencies and technical stakeholders are included in the list of stakeholders consulted in Section 8.1.                                                                                                                                                                                                                                                 | The City of Toronto is listed under Engagement with Technical Stakeholders in Section 8.4. Commitments to engage the City on specific technical aspects of the Early Works are included in the discipline specific sections of the report.                                                                                                                                                   | 1 | Acknowledged.                                                                                                                                                                                                  | C |

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| 28 | City Planning | Early Works Report, Traffic and Transportation Appendix | Traffic and Transportation EWR, Section 2.1.2.2 | <p>We note that the City of Ottawa's Multi-Modal Level of Service tool used in this analysis does not include pedestrian volumes in determining a pedestrian level of service, relying instead on qualitative characteristics of a pedestrian facility and its adjacency to other facilities. This may provide a misleading indicator of the quality of a pedestrian facility where pedestrian volumes are high, which is the case at times around the Corktown Station area especially during special events at the Distillery District.</p> | <p>To identify the impact of the early works on pedestrians, the assessment of the multi-modal level of service under existing conditions will serve as a baseline for comparison with the multi-modal levels of service under the early works (note that the multi-modal level of service assessment under early works will be assessed once the detailed construction staging schemes become available). When comparing both scenarios, the pedestrian volumes will be assumed to be the same but pedestrian facilities could be different due to adjustments (i.e., realignments, closures, etc.) to pedestrian facilities that might be required under early works. Accordingly, and given the comparative nature of the analysis, we believe the omission of the pedestrian volumes is not critical to this assessment. The EWR and Traffic Report include a commitment to monitor the effectiveness of the Transit and Traffic Management Plan(s) throughout the construction period and to make adjustments on actual field observations if required.</p> <p>Metrolinx is aware that there may be special events held in proximity to the Corktown Station Early Works, including the Distillery District, and does not want to compromise the pedestrian level of service during those events. Metrolinx will add a commitment to the Early Works Report and the Traffic Report to consult with the City of Toronto to minimize potential impacts during those events should closures or long-term impacts be required.</p> | 3 | Acknowledged. | C |
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| Review Comments Spreadsheet            |               |                                |                                                               | * Actions:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | ** Status:                                                                                                                                                                                                                                                                                                                                                                                                                 |          |                                                                                                                 |                    |
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| Toronto Water & TEO-Technical Services |               |                                |                                                               | 1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete                                                                                                                                                                                                                                                                                                                       |          |                                                                                                                 |                    |
| Project Name:                          |               |                                |                                                               | Revised By:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                            |          |                                                                                                                 |                    |
| Project No:                            |               |                                |                                                               | Date In:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                            |          |                                                                                                                 |                    |
|                                        |               |                                |                                                               | Date Out:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                            |          |                                                                                                                 |                    |
| Item No.                               | Reviewer Name | Description                    | Part, Chapter, Sec, Subsec, page, DWG#                        | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                            | Actions* | City Follow-up Comment                                                                                          | Status O / P / C** |
| 1                                      | TEO-TS        | General Information, Utilities | 2021-03-10_OL_EW3_CS_Early Works Report_Draft, 5.10 Utilities | <b>External Utilities</b><br>Metrolinx is required to circulate the application to external Utilities for sign-off, in order to avoid any conflicts with existing Utilities facilities, and planned works.                                                                                                                                                                                                                                                                                                                                                                                                  | Noted; Metrolinx will consult with all utilities as part of project planning.                                                                                                                                                                                                                                                                                                                                              | 1        | Closed                                                                                                          | C                  |
| 2                                      | TEO-TS        | General Information, Utilities | 2021-03-10_OL_EW3_CS_Early Works Report_Draft, 5.10 Utilities | <b>Verifying Existing Facilities</b><br>The City's as-built data is for information only. Metrolinx, and their contractor(s) are responsible for verifying the existing City's and Third Parties' facilities, prior to the design and construction of this project.                                                                                                                                                                                                                                                                                                                                         | Noted; Metrolinx will verify utilities as project planning progresses prior to construction.                                                                                                                                                                                                                                                                                                                               | 1        | Closed                                                                                                          | C                  |
| 3                                      | TEO-TS        | General Information, Utilities | 2021-03-10_OL_EW3_CS_Early Works Report_Draft, Table 6-10     | <b>Protection of Municipal Infrastructure</b><br>a)For all existing municipal infrastructure to be exposed and proposed to remain during construction of the project, appropriate protection of the infrastructure must be provided.<br>b)Adequate structural support systems must be designed by professional structural engineer licensed in the Province of Ontario.<br>c)It is the responsibility of Metrolinx to ensure that all exposed existing municipal infrastructure is adequately protected during construction, and repair any damage that may occur during construction on their own expense. | Noted; Metrolinx will follow all requirements as planning progresses, prior to construction.                                                                                                                                                                                                                                                                                                                               | 1        | Closed                                                                                                          | C                  |
| 4                                      | TEO-TS        | General Information, Utilities | 2021-03-10_OL_EW3_CS_Early Works Report_Draft, Table 6-10     | <b>Separation of Municipal Underground Utilities</b><br>a)It is the responsibility of Metrolinx to ensure that the separation for buried Toronto Water facilities conforms to the City's "Design Criteria for Sewers and Watermains", Appendix D.<br>b)Any substandard separation is required to be accepted by the City, prior to construction.                                                                                                                                                                                                                                                            | Noted; Metrolinx will verify utilities as project planning progresses prior to construction.                                                                                                                                                                                                                                                                                                                               | 1        | Closed                                                                                                          | C                  |
| 5                                      | TEO-TS        | Utilities                      | 2021-03-10_OL_EW3_CS_Early Works Report_Draft, Table 6-10     | For the City's internal coordination purposes, please advise on the anticipated timeframe that the in-depth utility-related investigations such as subsurface utility engineering investigation, master servicing, Stormwater Management Report, and hydrogeological studies will be completed for the City's consultation and review.                                                                                                                                                                                                                                                                      | No in-depth utility-related investigations are anticipated for this early works project. Therefore, there are no deep excavation or utilities work are planned for this project.<br><br>A detailed assessment for the construction of the future Corktown Station will be completed as part of the Ontario Line Environmental Impact Assessment Report and in-depth utility investigations will be conducted, as required. | 1        | Closed                                                                                                          | C                  |
| 6                                      | TW WIM-TR     | Utilities                      | General Comments                                              | Since the proposed station is located in TRCA floodplain area, TRCA shall review the design report as well.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Metrolinx is continuing to consult with TRCA for the Ontario Line and Early Works. It should be noted that the Early Works do not include the construction of Corktown Station or related tunneling. A detailed assessment for the construction of the future Corktown Station will be completed as part of the Ontario Line Environmental Impact Assessment Report.                                                       | 1        | Waiting for MX' further consultation with TRCA                                                                  | P                  |
| 7                                      | TW WIM-TR     | Utilities                      | Page XV                                                       | 1. Permanent groundwater discharge to municipal sewer shall be avoided and water-proof structure shall be designed.<br>2. In this area, the high groundwater table shall be confirmed<br>3. The lake water backup to storm sewer system shall be considered in the area.                                                                                                                                                                                                                                                                                                                                    | Refer to response to Comment #5                                                                                                                                                                                                                                                                                                                                                                                            | 1        | In this area, the high groundwater table shall be confirmed no matter how deep the excavation would be carried. | O                  |

|    |           |           |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                     |   |                                                                                                                                                                                                                                                    |   |
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| 8  | TW WIM-TR | Utilities | General Comments   | The Low Level Interceptor is located at Front Street in the area. Please protect this critical trunk sewer and local sewer and watermain in the construction area during and after construction.                                                                                                                                                                                                                                                                                                              | Noted. There are no anticipated impacts to this critical trunk sewer, lower sewer or watermain.                                                                                                                                                                     | 1 | Closed                                                                                                                                                                                                                                             | C |
| 9  | TW WIM-TR | Utilities | Page XXV           | Any TW's utilities modification and relocation shall be approved by TW and ensure no impact to local services too.                                                                                                                                                                                                                                                                                                                                                                                            | Noted, Toronto Water will be consulted where any impacts to Toronto Water utilities are anticipated.                                                                                                                                                                | 1 | Closed                                                                                                                                                                                                                                             | C |
| 10 | TW WIM-TR | Utilities | General Comments   | Please ensure TW's capital works to be considered in the design stage by checking T.O. INview website.<br>1. Watermain Replacement at Parliament St From: 1.8m N of the rail overpass (13.5m S of WV1262011) To: Front St E in 2023<br>2. Watermain Replacement at Berkeley St, From: Front St E To: Adelaide St E in 2026<br>3. Sewer Rehabilitation at KING ST E, From: CLOSE AVE To: BERKELEY ST in 2023<br>4. Watermain Replacement at Berkeley St, From: The Esplanade (WV1827) To: Scadding Ave in 2023 | Noted, Metrolinx will ensure Toronto Water's capital works are considered ahead of construction.                                                                                                                                                                    | 1 | Closed                                                                                                                                                                                                                                             | C |
| 11 | TW WIM-TR | Utilities | Page 153           | If groundwater would be discharged to municipal sewer system, the water quality test results and downstream sewer capacity analysis and hydraulic grade line analysis will be included in the permit application and submitted to TW-EMP.                                                                                                                                                                                                                                                                     | Noted, a measure to conduct regular groundwater quality testing of discharge water if dewatering is required has been added to Table 6-2 of the Early Works Report.                                                                                                 | 1 | Closed                                                                                                                                                                                                                                             | C |
| 12 | TW WIM-TR | Utilities | Page 155, Table6-3 | For Stormwater management, water balance, water quality and quantity targets according to the City's WWFM Guidelines shall be met during site design.                                                                                                                                                                                                                                                                                                                                                         | Comment noted. As Corktown Station early works will be mainly limited to disconnection of the feeding utilities and demolition of existing structures, impacts to the stormwater management, water balance, water quality and quantity targets are not anticipated. | 1 | Stormwater management report shall be prepared to address the targets required by WWFMG. And drainage plan and hydraulic analysis for water or sewer system shall be prepared for the earlier works for both pre- and post-development conditions. | O |
| 13 | TW WIM-TR | Utilities | Page 180           | Design Criteria for Sewer and Watermain and WWFMG are two major documents to be used for TW asset design and construction.                                                                                                                                                                                                                                                                                                                                                                                    | Comment noted. No deep excavation or utilities work are anticipated for this project and as a result, it is not anticipated that the Design Criteria for Sewer and Watermain and the WWFMG will apply to this project.                                              | 1 | Based on the response to item #12, drainage plan or a site plan shall be prepared, even for disconnection or demolition of the existing utilities. Hydraulic analysis might be required to ensure no impact on the existing services.              | O |

**Review Comments Spreadsheet**

**Transportation Services**

**\* Actions:**  
 1 = Will comply  
 2 = Discuss, clarification required  
 3 = Not applicable because .....

**\*\* Status:**  
 O = Open, not resolved  
 P = Pending incorporation in design  
 C = Closed, implementation complete

| Project Name: |                                                         |                                                |                                              | Revised By:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                    |
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| Project No:   |                                                         |                                                |                                              | Date In:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                    |
|               |                                                         |                                                |                                              | Date Out:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                    |
| Item No.      | Reviewer Name                                           | Description                                    | Part, Chapter, Sec, Subsec, page, DWG#       | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Actions* | City Follow-up Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Status O / P / C** |
| 1             | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Section 2.1.1 Data Collection, Page 27       | <p>"Available Turning Movement Count data at intersections within the Corktown Station Study Area were provided by the City of Toronto."</p> <p><b>Edit to:</b> "Most recent available Turning Movement Count data at intersections within the Corktown Station Study Area were provided by the City of Toronto. "</p> <p>Please note that as per TS-20 data request, most recent available data was provided.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | These revisions will be included in updated versions of the report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1        | For purpose of review, no further comments.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | C                  |
| 2             | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Pages 9 & 28.                                | <p>"The Ontario Line Final Environmental Conditions Report (AECOM, 2020) notes that turning movement counts and signal timing plans were not available at some intersections within the Ontario Line Study Area, and were not collected through new traffic surveys considering the uncharacteristic traffic conditions as a result of the COVID-19 pandemic. As a result of the noted data limitations, a quantitative traffic assessment of some intersections within the Corktown Station Study Area could not be undertaken."</p> <p>- All signalized intersections should be assessed and analysis should be included in this report.<br/>                     - TMC data can be retrieved from Traffic Impact Assessment Reports of Active Development Applications.<br/>                     - Traffic Impact Study of 333 King Street East and 250 Front Street East includes TMCs of the following signalized intersections.<br/>                     - King/Parliament.<br/>                     - King St &amp; Sherbourne St<br/>                     - Front/Sherbourne<br/>                     - Front &amp; Princess.<br/>                     - Front &amp; Berkeley.<br/>                     These are the intersections within Corktown station study area.</p> <p>- Active Development Applications are mentioned in section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)".</p> | <p>Intersections with historical Turning Moving Count (TMC) data were assessed using a conservative annual growth rate of 1%. The intersections that were not assessed are those where no traffic data was provided.</p> <p>A quantitative traffic impact assessment will be completed, as required, as project planning progresses to consider vehicular traffic impacts as a result of the Corktown Station Early Works, and develop and implement a Transit and Traffic Management Plan(s), which could include temporary changes to intersection lane configurations, traffic signal timing optimization, modifications to existing signal timing plans, etc. The Transit and Traffic Management Plan(s) will also address specific emergency services requirements in consultation with the City of Toronto.</p> | 1        | <p>Traffic Impact Study of 333 King Street East and 250 Front Street East includes TMCs of the following signalized intersections.<br/>                     - King/Parliament.<br/>                     - King St &amp; Sherbourne St<br/>                     - Front/Sherbourne<br/>                     - Front &amp; Princess.<br/>                     - Front &amp; Berkeley.</p> <p>Active Development Applications are mentioned in section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)".</p> <p>These are the intersections within Corktown station study area. TS is recommending that Mx retrieve TMCs of the above mentioned intersection and include the analysis in the report.</p> <p>Comment will be closed once TS comment will be addressed.</p> | P                  |
| 3             | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 2.1.2.1 Automobile Level of Service, Page 28 | <p>Please specify why the Intersection capacity analysis wasn't done using the most recent version of the Highway Capacity Manual (HCM 6th) as per instructions in the City of Toronto "Guidelines for the Preparation of Transportation Impact Studies" for utilizing the most recent version of HCM.</p> <p>The results from a more recent HCM version is considered to be more reliable.</p> <p>Only those intersections where the configurations are not supported by HCM 6th/2010, the HCM 2000 based results should be used following the instructions from City of Toronto's "Guidelines for Using Synchro 9 (Including SimTraffic 9)". The Guideline mentions using HCM 2000 for the intersections where there are specific limitations to HCM2010 (HCM 6th has the same limitation).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | The majority of the intersections have a configuration that is not supported by HCM 2010. In addition, HCM 2010 does not support speed limits less than or equal to 40 km/h which is the case along the majority of the roads within the Corktown Station Study Area. Hence, for consistency purposes, HCM 2000 was selected as the version of choice.                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3        | Noted.<br>Comment can be closed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | C                  |
| 4             | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 2.1.2.2 Pedestrian Level of Service, Page 30 | <p>"As shown in Exhibit 22 in the City of Ottawa's Multi- Modal Level of Service Guidelines, the Pedestrian Level of Service target for all these different types of areas is generally Level of Service 'C'."</p> <p>- Please include Exhibit 22 of City of Ottawa's MMLOS Guidelines in Appendix C - Level of Service Criteria.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Noted, Exhibit 22 of City of Ottawa's Multi-Modal Level of Service Guidelines will be added to Appendix C of the Traffic Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 1        | Noted.<br>For purpose of review, no further comments.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | C                  |

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| 5 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Table 2-1: Key Determining Factors for Pedestrian Level of Service, Page 30       | <p><i>"Right- and left-turn conflicts .....and exclusive pedestrian phases"</i></p> <p>- Edit to: "Right- and left-turn conflicts .....and exclusive pedestrian phases (leading pedestrian interval)"</p> <p>- TS recommends to model all LPI intersections within Corktown site.</p> <p>- Please also ensure that LPI element should be considered for those intersections in finding Pedestrian LOS.</p> <p>For example leading pedestrian interval is installed at the Intersection of King St &amp; Sherbourne St (TCS254)</p>                                               | <p>Noted, the edit will be made in the revised report.</p> <p>Among the intersections where traffic data was provided, only the intersection of Parliament Street and Mill Street has LPI and it was modeled accordingly. The LPI element is considered when assessing PLOS at the intersection of Parliament Street and Mill Street. Traffic data at the intersection of King Street and Sherbourne Street was missing.</p> <p>A quantitative traffic impact assessment will be completed, as required, as project planning progresses to consider vehicular traffic impacts as a result of the Corktown Station Early Works, and develop and implement a Transit and Traffic Management Plan(s), which could include temporary changes to intersection lane configurations, traffic signal timing optimization, modifications to existing signal timing plans, etc. The Transit and Traffic Management Plan(s) will also address specific emergency services requirements in consultation with the City of Toronto.</p> | 1 | <p>Traffic Impact Study of 333 King Street East and 250 Front Street East includes TMCs of King St &amp; Sherbourne St.</p> <p>Active Development Applications are mentioned in section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)".</p> <p>TS is recommending that Mx retrieve TMCs of the above mentioned intersection and include the analysis in the report.</p> <p>Comment will be closed once TS comment will be addressed.</p>                                                                                                                                                                                                                                                                                              | P |
| 6 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Table 2-3: Key Determining Factors for Transit Level of Service, Page 33          | <p><i>"Ratio of average transit speed to posted speed"</i></p> <p>- Specify what is the source of getting average transit speed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>The average transit speed was assumed equal to or greater than 80% of the respective road's posted speed. This quantitative measure was linked to the qualitative measure of having limited parking/driveway friction, as per Exhibit 15 of the City of Ottawa's Multi-Modal Level of Service Guidelines.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 1 | <p>Noted.</p> <p>For purpose of review, no further comments.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | C |
| 7 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 3.1.1.1 Road Network, Page 35                                                     | <p>- Eastern Avenue is a minor east-west arterial road.</p> <p>- As Part of Vision Zero Speed Management Strategy, Front St btwn Parliament and Cherry is 30km/h. (January 8, 2020)</p> <p>Please confirm what speed limit was considered in Level of service assessment?</p> <p>- Posted speed is 40 km/h on the section of Parliament btwn Queen and Gerrard.</p> <p>Please specify the speed limit of the section of Parliament St as shown in Figure 3-1.</p> <p>Please confirm what speed limit was considered for the LOS analysis?</p>                                    | <p>Noted, the classification of Eastern Avenue will be updated in the revised report.</p> <p>Noted, the posted speed of Front Street will be updated in the revised report. As shown in Appendix F, the range between 30 and 50 km/h was selected as the operating speed in the level of service assessment for Front Street.</p> <p>As shown in Appendix F, the range between 30 and 50 km/h was selected as the operating speed in the level of service assessment for Parliament Street.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1 | <p>For purpose of review, no further comments.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | C |
| 8 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Figure 3-1: Existing Road Network Within the Corktown Station Study Area, Page 37 | <p>Please clarify why the following signalized intersection are not labelled in this figure.</p> <p>- King/Parliament-TCS 245.</p> <p>- King/Sherbourne-TCS254.</p> <p>- Front/Sherbourne TCS253.</p> <p>- Front/Berkeley-TCS1968.</p> <p>- Front/Princess-TCS 1967.</p> <p>Timing cards of these intersections have already been provided.</p>                                                                                                                                                                                                                                  | <p>All intersections will be labelled in the revised figure. Timing cards have been provided but turning movement counts at the noted intersections were missing and hence they were not assessed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 1 | <p>Traffic Impact Study of 333 King Street East and 250 Front Street East includes TMCs of the following signalized intersections.</p> <ul style="list-style-type: none"> <li>- King/Parliament.</li> <li>- King St &amp; Sherbourne St</li> <li>- Front/Sherbourne</li> <li>- Front &amp; Princess.</li> <li>- Front &amp; Berkeley.</li> </ul> <p>Active Development Applications are mentioned in section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)".</p> <p>These are the intersections within Corktown station study area.</p> <p>TS is recommending that Mx. retrieve TMCs of the above mentioned intersection and include the analysis in the report.</p> <p>Comment will be closed once TS comment will be addressed.</p> | P |
| 9 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 3.1.1.2 Intersection Operations, Page 38                                          | <p>- Please clarify why unsignalized intersections were not analyzed?</p> <p>- Turning movement counts of Adelaide/Ontario was provided. TMCs of King/Princess is available in Traffic Impact Study of 333 King Street East and 250 Front Street East developments.</p> <p>- MX. to review TIA reports of the developments mentioned in section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)" for retrieving TMC data.</p> <p>- Please include Level of service of unsignalized intersections. Criteria is mentioned in Appendix C, page 92.</p> | <p>Intersection of Adelaide/Ontario will be assessed and LOS criteria for unsignalized intersections will be added to Appendix C.</p> <p>A quantitative traffic impact assessment will be completed, as required, as project planning progresses to consider vehicular traffic impacts as a result of the Corktown Station Early Works, and develop and implement a Transit and Traffic Management Plan(s), which could include temporary changes to intersection lane configurations, traffic signal timing optimization, modifications to existing signal timing plans, etc. The Transit and Traffic Management Plan(s) will also address specific emergency services requirements in consultation with the City of Toronto.</p>                                                                                                                                                                                                                                                                                        | 1 | <p>TS comment has not been addressed.</p> <p>MX. to review TIA reports of the developments mentioned in section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)" for retrieving TMC data.</p> <p>Comment will be closed once TS will review Level of service of unsignalized intersections.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                         | P |

|    |                                                         |                                                |                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                          |      |                                                                                                                                                                                                                                                                                                                                                                                                                                                      |   |
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| 10 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Table 3-1: Traffic Operations at the Corktown Station Study Area Intersections under Existing Conditions (2020) during the AM and PM Peak Hours, Page 39 | - All intersections should be number-coded following the coding system applied in synchro models (Appendices E). For example intersection ID of Adelaide St & Sherbourne St is 90 on page 102.<br>- Synchro output in Appendix did not show 95th percentile queue length. Please include updated synchro model in Appendix E for confirming all measure of effectiveness mentioned in this table.                                 | Noted, intersection IDs will be added to Table 3-1 and queue reports from Synchro will be added to Appendix E.                                                                                                                                                                                                                           | 1    | Noted.<br>For purpose of review, no further comments.                                                                                                                                                                                                                                                                                                                                                                                                | C |
| 11 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 3.1.2.1 Pedestrian Network, Pge 41                                                                                                                       | Please mention Martin Goodman Trail, south of LakeShore and Lower Don Trail, north of Lake Shore are the pedestrian and cyclist connections.                                                                                                                                                                                                                                                                                      | Noted, the Martin Goodman Trail will be mentioned in the revised report.                                                                                                                                                                                                                                                                 | 1    | Noted.<br>For purpose of review, no further comments.                                                                                                                                                                                                                                                                                                                                                                                                | C |
| 12 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | figure 3-2, Page 42                                                                                                                                      | Please provide different color code for labelling sidewalks on the north side only and/or partially other side and for laneways with sidewalk on north side, as these resemble to color code given to the sidewalks on both sides.                                                                                                                                                                                                | Noted, the figure will be updated.                                                                                                                                                                                                                                                                                                       | 1    | Noted.<br>For purpose of review, no further comments.                                                                                                                                                                                                                                                                                                                                                                                                | C |
| 13 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix C, Multi-Modal Level of Service Criteria, Pg.96                                                                                                 | Please include Exhibit 5- PETS I Point Tables from City of Ottawa's MMLOS Guidelines in this section, as this exhibit is used in finding Pedestrian Level of Service.                                                                                                                                                                                                                                                             | Noted, Exhibit 5 of City of Ottawa's MMLOS Guidelines will be added to Appendix C.                                                                                                                                                                                                                                                       | 1    | Noted.<br>For purpose of review, no further comments.                                                                                                                                                                                                                                                                                                                                                                                                | C |
| 14 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix E, Berkeley St & Front St, Page 107                                                                                                             | - Please clarify from where TMC data was retrieved for this intersection?<br>- Please also clarify why the TMCs of AM and PM (page 119) are the same?<br>- The cycle length of TCS1968 is not 70 secs, it is 90 secs for both AM/PM period. TS has provided the timing card of this intersection.<br>- WBLT is prohibited during AM peak (7am-9am, Mon-Fri, TTC vehicles excepted), please model this intersection appropriately. | The intersection was not assessed as TMC data was not available at the intersection. The intersection Synchro report presented in Appendix E is not reflective of any observed TMC or the signal timing plan currently in place at the intersection. The Synchro report pertaining to this intersection will be removed from Appendix E. | 1    | Traffic Impact Study of 333 King Street East and 250 Front Street East includes TMC of Front & Berkeley.<br><br>Active Development Applications are mentioned in section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)".<br><br>TS is recommending that Mx. retrieve TMC of the above mentioned intersection and include the analysis in the report.<br><br>Comment will be closed once TS comment will be addressed. | P |
| 15 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix E, Parliament St & Mill St, Pages 111 & 123                                                                                                     | Please ensure to model this intersection as per timing card (TCS1894), LPI features is installed here.                                                                                                                                                                                                                                                                                                                            | The intersection was modeled with a 5-second LPI as per the TCS1894 timing card.                                                                                                                                                                                                                                                         | 1    | Noted.<br>For purpose of review, no further comments.                                                                                                                                                                                                                                                                                                                                                                                                | C |
| 16 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F                                                                                                                                               | Pages 130 & 128, and pages 131 & 129 have the same informations.                                                                                                                                                                                                                                                                                                                                                                  | Pages 128 and 129 present the MMLOS results at the studied intersections in the AM peak hour and pages 130 and 131 present the results in the PM peak hour. The sheet titles will be revised to make the distinction clear.                                                                                                              | 1    | Noted.<br>For purpose of review, no further comments.                                                                                                                                                                                                                                                                                                                                                                                                | C |
| 17 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Front & Parliament, Page 129                                                                                                                 | Leading pedestrian interval (LPI) is not installed at Front/Parliament (TCS244), please revise the point calculation and LOS                                                                                                                                                                                                                                                                                                      | Noted, Appendix F will be revised accordingly. It should be noted that PLOS will remain the same.                                                                                                                                                                                                                                        | 1    | Comment remain pending until the recommendation has been confirmed to be included on the report.                                                                                                                                                                                                                                                                                                                                                     | P |
| 18 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Mill & Parliament, Page 129                                                                                                                  | Leading pedestrian interval (LPI) is installed at Mill/Parliament (TCS1894). Please ensure that LPI element is considered for the intersection in finding Pedestrian LOS.                                                                                                                                                                                                                                                         | Noted, Appendix F and PLOS results will be revised accordingly.                                                                                                                                                                                                                                                                          | 1    | Comment remain pending until the recommendation has been confirmed to be included on the report.                                                                                                                                                                                                                                                                                                                                                     | P |
| 19 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Pages 128 & 129                                                                                                                              | Please include a row for refuge island element in Multi-Modal Level of Service - Intersections Forms, as points are assigned to that element of intersection (see Exhibit 5- PETS I point tables from City of Ottawa's MMLOS Guidelines). However, the points for refuge island was considered in calculating PLOS score for intersections.                                                                                       | As per the addendum to the City of Ottawa's MMLOS Guidelines, points assigned for "Island Refuge" were deleted and combined with the Table 5.3b "Right Turn Channel". Exhibit 5 will be added to Appendix C.                                                                                                                             | 1, 3 | Noted. Comment closed.                                                                                                                                                                                                                                                                                                                                                                                                                               | C |

|    |                                                         |                                                |                                                                      |                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |   |                                                                                                                                                                                                                                                                                                                                                                                                                       |   |
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| 20 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Page 128, King/Berkeley                                  | As per Google image, eastbound and westbound left turning cyclists need to cross one lane. Please confirm and revise the appendix page.                                                                                                                                                                                                                                                     | A distinction was made between "changing lanes" and "crossing lanes". Cyclists travelling on the curb lanes of King Street would have to change lanes to get to the median lane and complete a left-turn movement at the intersection of King Street and Berkeley Street. At intersection with an auxiliary left-turn lane, cyclists were considered to "cross" the median through lane to get to the left-turn lane.                                                                                                                                                                                                                                                                                           | 3 | Please clarify why this assumption was not considered for the following intersections:<br>- Adelaide Street / Parliament Street, for north leg on page#128.<br>- Mill Street / Parliament Street, for north leg on page#129.<br><br>"One lane crossed" was considered for the cyclist at above intersections, however there is no auxiliary left-turn lane for the left turn movement.<br><br>Comment remain pending. | P |
| 21 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Cherry & Front, Page 129                                 | The south leg of Cherry has pocket bike lane. As per MMLOS Ottawa Guidelines (exhibit 12), pocket bike lanes are defined as bike lanes that develop near intersections between vehicular right turn lanes on the right side and vehicular through or left lane on the left side. Please confirm and advise the BLOS of south leg?                                                           | Noted, "pocket bike lane" will be used instead of "curb bike lane". BLOS would remain unchanged.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1 | Noted.<br>For purpose of review, no further comments.                                                                                                                                                                                                                                                                                                                                                                 | C |
| 22 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, The Esplanade/Lower Sherbourne, Page 129                 | As per Google image, northbound and southbound left turning cyclists need to cross two lanes. Please confirm and revise the appendix page.                                                                                                                                                                                                                                                  | Cyclists were assumed to use the crossrides across the east and west legs and then cross using the crosswalks to complete the left turn movement. That's the reason no lanes would be crossed at the approach to the intersection.                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3 | Noted.<br>Comment closed.                                                                                                                                                                                                                                                                                                                                                                                             | C |
| 23 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Lower Sherbourne/Lake Shore, Page 129                    | As per Exhibit 12 of MMLOS Ottawa Guidelines, for the speed limit $\geq 60$ km/h with no lane crossed, BLOS of east/west legs are "D" in mixed traffic. Please confirm and revise the appendix page.                                                                                                                                                                                        | Noted. No change was required to overall BLOS as the intersection of Lake Shore Boulevard and Lower Sherbourne Street as overall BLOS is D. Appendix F will be revised to update the BLOS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 1 | Noted.<br>For purpose of review, no further comments.                                                                                                                                                                                                                                                                                                                                                                 | C |
| 24 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Multi-Modal Level of Service                             | As per TS comments provided for BLOS, please revise the Tables 3-4, 3-5 and Figure 3-5 on pages 48, 49 & 50 respectively.                                                                                                                                                                                                                                                                   | Noted. No changes are required to Table 3-4, 3-5 and Figure 3-5 will be updated accordingly.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 1 | Comment is in pending as comment#20 provided for BLOS is in pending.<br>It will be closed once comment#20 will be addressed and Table 3-4, 3-5 and figure 3-5 will be updated.                                                                                                                                                                                                                                        | P |
| 25 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F                                                           | All signalized intersections within the site should be assessed for PLOS, BLOS & TLOS. Analysis should be included in this appendix.                                                                                                                                                                                                                                                        | All signalized intersections where traffic data was received from the City were assessed for PLOS, BLOS, and TLOS.<br><br>A quantitative traffic impact assessment will be completed, as required, as project planning progresses to consider vehicular traffic impacts as a result of the Corktown Station Early Works, and develop and implement a Transit and Traffic Management Plan(s), which could include temporary changes to intersection lane configurations, traffic signal timing optimization, modifications to existing signal timing plans, etc. The Transit and Traffic Management Plan(s) will also address specific emergency services requirements in consultation with the City of Toronto. | 1 | Please see comment#2.                                                                                                                                                                                                                                                                                                                                                                                                 | P |
| 26 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Pages 132-141                                            | Specify what is crowding Pedestrian LOS, how it was calculated and what is the source of this criteria. Crowding PLOS is shown in this Appendix for segment analysis. Please also clarify how the number of pedestrians were obtained for this analysis. This description should be included in section 2.1.2.2 - Pedestrian Level of Service and criteria should be included in Appendix C | Crowding PLOS was disregarded in the assessment of pedestrian level of service due to the absence of accurate pedestrian volumes along the midblock segments.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3 | Please clarify how the pedestrian volume (250 ped/hr or 1000 ped/hr) was obtained for the segments on these pages?<br>How the <b>Crowding PLoS</b> (B or C) was obtained for the same segments?<br>Comment remain Open.                                                                                                                                                                                               | O |
| 27 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Segment Form, BLOS, Cherry St, btwn LakeShore and Adelaide, Page 141 | Please indicate what (bike lane+parking lane) width was considered for finding BLOS. Clarify how the bike lane+parking lane width $\geq 1.8$ m is justifying BLOS "A" for this segment, however bike lane is adjacent to parking lane (see Appendix C Exhibit 11)                                                                                                                           | The type of facility considered in the assessment was "curbside bike lane" as it is a better representation of the bike lanes along Cherry Street than "bike lanes adjacent to curbside parking lane". The width used is basically the estimated width of the bike lane.                                                                                                                                                                                                                                                                                                                                                                                                                                        | 1 | Noted.<br>No further comment.                                                                                                                                                                                                                                                                                                                                                                                         | C |
| 28 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | General                                                              | Why MX did not consider assessing Truck level of service along truck routes, arterial roads and key delivery access routes within Corktown Site, as per City of Ottawa's Multi- Modal Level of Service Guidelines ?                                                                                                                                                                         | The assessment of trucks level of service was not included as it is not a typical requirement in such studies where the focus is on impacts to general traffic, active transportation users, and transit. Given that truck percentages were input into the Synchro models, then the findings of the traffic operations assessment can be considered a good representation of the actual operations experienced by the existing vehicle mix (including trucks) within the Corktown Station Study Area.                                                                                                                                                                                                           | 3 | Noted.<br>For purpose of review, no further comments.                                                                                                                                                                                                                                                                                                                                                                 | C |

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| 29 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Executive Summary- Page 9 of 141                                                                                 | <p>"The Ontario Line Final Environmental Conditions Report (AECOM, 2020) notes that turning movement counts and signal timing plans were not available at some intersections within the Ontario Line Study Area, and were not collected through new traffic surveys considering the uncharacteristic traffic conditions as a result of the COVID-19 pandemic. As a result of the noted data limitations, a quantitative traffic assessment of some intersections within the Corktown Station Study Area could not be undertaken."</p> <p>If the most current data are not available, the traffic study can be undertaken using older traffic data( turning movement counts and signal timing plans) and do the related adjustments as per COVID19 condition.</p>                                                                               | <p>Intersections with historical TMC data were assessed using a conservative annual growth rate of 1%. The intersections that were not assessed are those where no traffic data was available.</p> <p>A quantitative traffic impact assessment will be completed, as required, as project planning progresses to consider vehicular traffic impacts as a result of the Corktown Station Early Works, and develop and implement a Transit and Traffic Management Plan(s), which could include temporary changes to intersection lane configurations, traffic signal timing optimization, modifications to existing signal timing plans, etc. The Transit and Traffic Management Plan(s) will also address specific emergency services requirements in consultation with the City of Toronto.</p> | 1 | <p>TMC data can be retrieved from Traffic Impact Assessment Reports of Active Development Applications. Active Development Applications are mentioned in section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)".</p> <p>Traffic Impact Study of 333 King Street East and 250 Front Street East includes TMCs of the following signalized intersections.</p> <ul style="list-style-type: none"> <li>- King/Parliament.</li> <li>- King St &amp; Sherbourne St</li> <li>- Front/Sherbourne</li> <li>- Front &amp; Princess.</li> <li>- Front &amp; Berkeley.</li> </ul> <p>TS is recommending that Mx. retrieve TMCs of the above mentioned intersection and include the analysis in the report.</p> <p>Comment will be closed once TS comment will be addressed.</p> | P |
| 30 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Table 1-2: Anticipated Construction Activities for the Ontario Line Corktown Station Early Works- Page 26 of 141 | <p>"All road closures will follow standard traffic control management guidelines"</p> <p>Please confirm the duration of the road closures (if any) in the construction period. Which roads will be closed in this regard? Will be any full closure in the adjacent road network?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>This level of detail is not yet known; full closures are not anticipated based on the nature of the Early Works scope.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1 | <p>Closed.</p> <p>City needs to know more details regarding the road closures in this area. The traffic impacts need to be evaluated considering the partial closures of the roads in the network.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | C |
| 31 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 2.1.2 Multi-Modal Level of Service Assessment-Page 30 of 141                                                     | <p>"For any given approach to the intersection, the pedestrian green time / effective walk time was calculated as per the formula included in the Addendum to the City of Ottawa's Multi-Modal Level of Service Guidelines (2015) by conservatively assuming that no pedestrian is initiating their crossing during the Flashing Don't Walk time; "</p> <p>To confirm if the assumptions are in alignment with the City of Toronto "Traffic Signals Operations Policies and Strategies". The pdf version can be found at the following address:</p> <p>"<a href="https://www.toronto.ca/wp-content/uploads/2017/11/91d6-0_2015-11-13_Traffic-Signal-Operations-Policies-and-Strategies_Final-a.pdf">https://www.toronto.ca/wp-content/uploads/2017/11/91d6-0_2015-11-13_Traffic-Signal-Operations-Policies-and-Strategies_Final-a.pdf</a>"</p> | <p>Although the City of Toronto "Traffic Signal Operations Policies and Strategies" does not provide an explicit definition of the pedestrian effective walk time, but the assumptions considered in the assessment are in line with the document in terms of the definition of the pedestrian phase intervals (e.g., walk time and flash don't walk time).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                 | 1 | <p>Closed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | C |
| 32 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 2.1.2 Multi-Modal Level of Service Assessment-Page 32 of 141                                                     | <p>"This indicates that the impact of transit signal priority measures is not factored into the assessment of Transit Level of Service at the intersection level."</p> <p>Considering the multimodal character of transportation in the Corktown area, it doesn't seem that using Synchro and Ottawa Multi-Modal Guideline would be the preferred option to cover all different aspects of the traffic impacts of the construction in this area. The preferred method here is using microsimulation software to include all impacts correctly and modeling the network as per the real condition.</p>                                                                                                                                                                                                                                          | <p>The adopted methodology is a typical best practice for Environmental Assessment Studies. As design progresses and in the event that partial/full road closures would be required during Early Works, then the assessment will be expanded to include results from a microsimulation tool.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3 | <p>Closed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | C |
| 33 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Figure 3-5: Cyclist Level of Service Within the Corktown Station Study Area- Page 50 of 141                      | <p>The use of a 8-10 meters of the parking lot just north of Parliament Square Park is required to facilitate a bi-directional bikeway connection between Esplanade and Mill (between Berkeley and Parliament). More information regarding this comment has been provided in the previous packages related to Cork town station.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>The planned facilities will be added to Section 5.6.2.2 of the Early Works Report, Planned Services and Facilities. Metrolinx will continue consultation and coordination with the City in regards to the bikeway connection implementation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 1 | <p>Open for further discussion.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | O |

| Review Comments Spreadsheet          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                  |                                        | * Actions:                                                    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                                                                                                                 | Response & Details (Authors -)                                                                                                                                                                                                                                                                                                                                                                                                                                  | Actions*                            | City Follow-up Comment                                                                                                                                                                                                                                                    | Status O / P / C** |                                                                                                              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| 1                                    | ECS-BSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Gardiner Rehabilitation Timeline                                                                                                                                                                                                                                                                                                                 | Section 2.2.3.2, Page 17.              | <p>The information under Section 2.2.3.2 appears to be outdated. The schedule has been revised and currently Segment 6 is from Cherry to Don Roadway from 2026 to 2029. Waterfront Toronto is completing the work from Don roadway to Logan in 2021 and 2022. Please ensure that the Gardiner Expressway Strategic Rehabilitation Plan segments and the respective construction timeline information is up to date prior to the issuance of the Report.</p> <p>2.2.3.2 Gardiner Expressway Strategic Rehabilitation Plan</p> <p>The City of Toronto developed the Gardiner Expressway Strategic Rehabilitation Plan to establish the immediate and long-term rehabilitation needs of the Gardiner Expressway, improve transportation corridors within the area, and provide more efficient public transit connections (City of Toronto, n.d.c). The rehabilitation is being completed in seven sections, two of which are within the Corktown Station Study Area:</p> <ul style="list-style-type: none"> <li>Segment 1 between Jarvis Street and Cherry Street with a projected timeline of planned construction <b>between 2018 and 2021</b> (City of Toronto, n.d.c); and</li> <li>Segment 6 between Lower Jarvis Street and east of the Don Valley Parkway at Logan Avenue with a projected timeline of planned construction <b>between 2024 and 2027</b> (City of Toronto, n.d.c).</li> </ul> <p>The City of Toronto's website notes that the planned construction timelines are subject to change (City of Toronto, n.d.c).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>Thank you for providing the revised schedule information. The Early Works Report has been updated with the dates provided (2026-2029). Please note that the City of Toronto Gardiner Expressway Rehabilitation Strategy website currently states that the area east of Cherry Street, referred to as the Gardiner East EA, is scheduled from 2026 to 2030.</p>                                                                                               | 1                                   | Please follow closely with any schedule updates as published on the website to ensure that the information as presented is current.                                                                                                                                       | C                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                  |                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                          |   |                                                                                                                                                                                                                                                                           |   |
| 2                                    | ECS-BSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Gardiner Rehabilitation Timeline                                                                                                                                                                                                                                                                                                                 | Section 3.2, Page 20.                  | <p>The dash red line (footprint as defined under Section 3.2 above) and shown in Figure 3-2 includes a segment of the Gardiner Expressway. Please elaborate what impacts are anticipated on the Gardiner Expressway and how they are affecting the structure and its operations as a result of the Corktown Early Works?</p> <p><b>3.2 Early Works Project Footprint and Study Area</b></p> <p>The Corktown Station Early Works Project Footprint, shown in Figure 3-1, is defined as the area of direct disturbance associated with the early works activities. The site is bound by King Street East to the north, Parliament Street to the East, Berkeley Street to the West and Parliament Square Park to the south.</p> <p>The Corktown Station Study Area, shown in Figure 3-2, includes the Corktown Station Early Works Project Footprint and a 500 metre buffer which was identified for assessment of potential impacts of the Corktown Station early works. As shown in Table 4-1, select discipline-specific study areas were identified for assessment of the discipline-specific potential impacts of the Corktown Station early works.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>Although the Gardiner Expressway is within the 500m buffer of the study area, as stated in Section 5.9 of the Early Works Report, the Gardiner Expressway between Cherry Street and Sherborne Street was not considered part of the road network as it is not anticipated to be directly impacted by the Corktown Station Early Works within the Corktown Station Early Works Project Footprint or be part of the route for heavy construction vehicles.</p> | 1                                   | As the Gardiner Expressway is within the footprint of the Corktown Station construction area, please ensure that forth coming tunneling or any construction activities do not impact the operations and the on-going rehabilitation contracts of the Gardiner Expressway. | P                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                  |                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                          |   |                                                                                                                                                                                                                                                                           |   |
| 3                                    | ECS-BSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Gardiner Rehabilitation Timeline                                                                                                                                                                                                                                                                                                                 | Table 3-1, Page 23                     | <p>Are there any excavations happening within the red dash line (shown in Figure 3-2) adjacent to the Gardiner bridge foundation/footing as part of the work highlighted above?</p> <table border="1"> <thead> <tr> <th>Anticipated Construction Activity</th> <th>Description</th> <th>Associated Equipment</th> </tr> </thead> <tbody> <tr> <td>Site Preparation</td> <td> <ul style="list-style-type: none"> <li>Mobilization of equipment and temporary facilities to the site.</li> <li>Clearing and grubbing of vegetation, tree removal and protection.</li> <li>Erection of temporary fences.</li> <li>Installation of environmental management features (e.g., erosion and sediment controls).</li> <li>Dewatering works.</li> <li>Demolition.</li> <li>Temporary signs.</li> <li>Locates and surveys.</li> <li>Notices.</li> <li>Site specific documents (safety, approvals, permit, etc.).</li> </ul> </td> <td> <ul style="list-style-type: none"> <li>Site compaction equipment and grading equipment.</li> <li>Vegetation removal equipment.</li> <li>Excavation equipment.</li> <li>Haulage/dump trucks.</li> <li>Dewatering equipment (pumps etc.).</li> <li>Hand tools.</li> <li>Surveying equipment.</li> <li>Flatbed truck.</li> <li>Forklift.</li> </ul> </td> </tr> <tr> <td>Site Servicing/ Removals/ Demolition</td> <td> <ul style="list-style-type: none"> <li>Decommissioning, relocation and/or extension of services and utilities on the site, which may include both underground and aerial services and utilities (e.g., sewers, water, electrical, communications, gas). This may also involve installation of utilities within the site.</li> <li>Removal of paved driveways, parking areas, and sub-surface foundations and footings.</li> <li>Demolition and removal of buildings.</li> <li>Removal/retreatment of contaminated soil.</li> </ul> </td> <td> <ul style="list-style-type: none"> <li>Excavation/demolition equipment including backhoe, dump trucks, spoils removal equipment, jackhammers.</li> <li>Hand tools.</li> <li>Mobile crane.</li> <li>Flatbed trucks.</li> <li>Boom truck.</li> </ul> </td> </tr> </tbody> </table> <p>Figure 3-2: Corktown Station Early Works Project Footprint and Study Area</p> | Anticipated Construction Activity                                                                                                                                                                                                                                                                                                                                                                                                                               | Description                         | Associated Equipment                                                                                                                                                                                                                                                      | Site Preparation   | <ul style="list-style-type: none"> <li>Mobilization of equipment and temporary facilities to the site.</li> <li>Clearing and grubbing of vegetation, tree removal and protection.</li> <li>Erection of temporary fences.</li> <li>Installation of environmental management features (e.g., erosion and sediment controls).</li> <li>Dewatering works.</li> <li>Demolition.</li> <li>Temporary signs.</li> <li>Locates and surveys.</li> <li>Notices.</li> <li>Site specific documents (safety, approvals, permit, etc.).</li> </ul> | <ul style="list-style-type: none"> <li>Site compaction equipment and grading equipment.</li> <li>Vegetation removal equipment.</li> <li>Excavation equipment.</li> <li>Haulage/dump trucks.</li> <li>Dewatering equipment (pumps etc.).</li> <li>Hand tools.</li> <li>Surveying equipment.</li> <li>Flatbed truck.</li> <li>Forklift.</li> </ul> | Site Servicing/ Removals/ Demolition | <ul style="list-style-type: none"> <li>Decommissioning, relocation and/or extension of services and utilities on the site, which may include both underground and aerial services and utilities (e.g., sewers, water, electrical, communications, gas). This may also involve installation of utilities within the site.</li> <li>Removal of paved driveways, parking areas, and sub-surface foundations and footings.</li> <li>Demolition and removal of buildings.</li> <li>Removal/retreatment of contaminated soil.</li> </ul> | <ul style="list-style-type: none"> <li>Excavation/demolition equipment including backhoe, dump trucks, spoils removal equipment, jackhammers.</li> <li>Hand tools.</li> <li>Mobile crane.</li> <li>Flatbed trucks.</li> <li>Boom truck.</li> </ul> | <p>The red dashed line is the study area that was considered for various assessments as part of the Early Works; however, ground disturbing activities (i.e. excavations) are only anticipated within the Project Footprint (the orange line). Future tunnelling impacts associated with the Ontario Line will be covered in the forthcoming Environmental Impact Assessment Report.</p> | 1 | As the Gardiner Expressway is within the footprint of the Corktown Station construction area, please ensure that forth coming tunneling or any construction activities do not impact the operations and the on-going rehabilitation contracts of the Gardiner Expressway. | P |
| Anticipated Construction Activity    | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Associated Equipment                                                                                                                                                                                                                                                                                                                             |                                        |                                                               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                                                                                                                                                                                                    |   |
| Site Preparation                     | <ul style="list-style-type: none"> <li>Mobilization of equipment and temporary facilities to the site.</li> <li>Clearing and grubbing of vegetation, tree removal and protection.</li> <li>Erection of temporary fences.</li> <li>Installation of environmental management features (e.g., erosion and sediment controls).</li> <li>Dewatering works.</li> <li>Demolition.</li> <li>Temporary signs.</li> <li>Locates and surveys.</li> <li>Notices.</li> <li>Site specific documents (safety, approvals, permit, etc.).</li> </ul> | <ul style="list-style-type: none"> <li>Site compaction equipment and grading equipment.</li> <li>Vegetation removal equipment.</li> <li>Excavation equipment.</li> <li>Haulage/dump trucks.</li> <li>Dewatering equipment (pumps etc.).</li> <li>Hand tools.</li> <li>Surveying equipment.</li> <li>Flatbed truck.</li> <li>Forklift.</li> </ul> |                                        |                                                               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| Site Servicing/ Removals/ Demolition | <ul style="list-style-type: none"> <li>Decommissioning, relocation and/or extension of services and utilities on the site, which may include both underground and aerial services and utilities (e.g., sewers, water, electrical, communications, gas). This may also involve installation of utilities within the site.</li> <li>Removal of paved driveways, parking areas, and sub-surface foundations and footings.</li> <li>Demolition and removal of buildings.</li> <li>Removal/retreatment of contaminated soil.</li> </ul>  | <ul style="list-style-type: none"> <li>Excavation/demolition equipment including backhoe, dump trucks, spoils removal equipment, jackhammers.</li> <li>Hand tools.</li> <li>Mobile crane.</li> <li>Flatbed trucks.</li> <li>Boom truck.</li> </ul>                                                                                               |                                        |                                                                                                                                                                                                                                                                                                                                                                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|---|---------|----------------------------------|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| 4 | ECS-BSE | Gardiner Rehabilitation Timeline | Executive Summary, page ix | <p>Will any of the proposed road closures within the Corktown Early Works site have any direct/indirect and short/long-term impacts on the planned Gardiner construction staging?</p> <p><u>Traffic and Transportation</u></p> <p>Existing elements of the transportation and transit networks within the Corktown Station Traffic and Transportation Study Area include:</p> <ul style="list-style-type: none"> <li>▪ Seven arterial roads (i.e., Lake Shore Boulevard East, King Street East, Eastern Avenue, Adelaide Street, Front Street, Parliament Street, and Sherbourne Street), two collector roads (i.e., Cherry Street and The Esplanade), and three local roads (i.e., Berkeley Street, Trinity Street, and Mill Street);</li> <li>▪ It should be noted that the section of Gardiner Expressway between Cherry Street and Sherbourne Street was not considered part of the road network as it is not anticipated to be directly impacted by the early works within the Corktown Station Early Works Project Footprint or be part of the route for heavy construction vehicles.</li> </ul> | Impacts to the Gardiner Expressway are not anticipated. | 1 | As the Gardiner Expressway is within the footprint of the Corktown Station construction area, please ensure that forth coming tunneling or any construction activities do not impact the operations and the on-going rehabilitation contracts of the Gardiner Expressway. | P |
|---|---------|----------------------------------|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|

# Review Comments Spreadsheet

## Park, Forestry & Recreation

**\* Actions:**

- 1 = Will comply
- 2 = Discuss, clarification required
- 3 = Not applicable because .....

**\*\* Status:**

- O = Open, not resolved
- P = Pending incorporation in design
- C = Closed, implementation complete

Project Name:

Revised By:

Project No:

Date In:

Date Out:

| Item No. | Reviewer Name  | Description                                       | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                       | Response & Details (Authors - )                                                                                                                                                                                                              | Actions* | City Follow-up Comment                                                                                                                                                                                                                                                                   | Status O / P / C** |
|----------|----------------|---------------------------------------------------|----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 1        | Urban Forestry | Natural Environment early works report @ Corktown | general                                | As clearing and grubbing will be an anticipated construction activity for site preparation, when can UF expect an arborist report and tree inventory to be submitted for review? Please confirm if this scope of work will be included in a site specific report or systemwide report.                               | An Arborist report will be completed and submitted to the City of Toronto ahead of any tree removals. This will be a site-specific report.                                                                                                   | 1        | Comment closed for the purposed of this review.                                                                                                                                                                                                                                          | C                  |
| 2        | Urban Forestry | Natural Environment early works report            | 7.3                                    | Bylaws 813, article II & III should be specifically included in this section as a municipal permit since tree removal/injury may be required. Tree permits for bylaw protected trees must be obtained from UF beforehand.                                                                                            | Metrolinx will continue to engage with the City of Toronto as project planning and design progress, including with regard to tree injury/removal permits as required.                                                                        | 3        | Response does not address comment. Please include language in report                                                                                                                                                                                                                     | O                  |
| 3        | Urban Forestry | Draft early works report                          | ES. 6 - Permits and approvals          | Bylaws 813, article II & III should be specifically included in this section as a municipal permit since tree removal/injury may be required. Tree permits for bylaw protected trees must be obtained from UF beforehand.                                                                                            | See response to Comment #2 above.                                                                                                                                                                                                            | 3        | Response does not address comment. Please include language in report                                                                                                                                                                                                                     | O                  |
| 4        | PFR - PDCP LAU | Corktown Station Early Works Project Footprint    | General                                | PFR supports Transportation Services' ask for the Esplanade-Mill bikeway through the existing parking lot just north of Parliament Square Park within the Corktown Station EWP footprint to provide a separate space for people walking and cycling. The footprint should reflect the bikeway area provided by CREM. | Information on the Esplanade-Mill bikeway will be added to Section 5.6.2.2 of the Early Works Report, Planned Services and Facilities. Metrolinx will continue to consult with the City of Toronto on the Esplanade and Mill Street bikeway. | 1        | 5.6.2.2. is incorrect as the cycle track is proposed within the Corktown Station EWP footprint, directly North of Parliament Square Park. It is our understanding that a request has been made to exclude these lands from the Corktown Station EWP footprint. Mx to revise and confirm. | O                  |
| 5        | PFR - PDCP LAU | Natural Environment                               | General                                | Any existing and lands proposed for future open space shall be returned to conditions set out under the Environmental Protection Act, Ontario Regulation 153/04                                                                                                                                                      | Conveyance of lands will be in accordance with the land conveyance requirements, currently under discussion between Metrolinx and City of Toronto.                                                                                           | 1        | This comment will remain open until the City is provided with the land conveyance requirements for review and comment.                                                                                                                                                                   | O                  |

|   |                |                                             |                              |                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |   |                                             |   |
|---|----------------|---------------------------------------------|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---------------------------------------------|---|
| 6 | PFR - PDCP LAU | Air Quality                                 | General                      | PFR requests that the adjacent parks are considered locations for sensitive receptors                                                                                                                                                           | <p>The definition of sensitive and critical receptors is based on the Ministry of Transportation guide for Air Quality Assessments in Transportation projects and is follows:</p> <p>a) A sensitive receptor is any location where people may be living (i.e. detached or semi-detached housing, apartment rentals, condos, etc.)</p> <p>b) A critical receptor is any location where vulnerable populations may be spending 8 hours or more of their day (e.g. hospitals, schools, child care centres, long-term care homes, etc.)</p> <p>(<a href="https://prod-environmental-registry.s3.amazonaws.com/2020-07/AQGHG%20Guide%20%28May%202020%29.pdf">https://prod-environmental-registry.s3.amazonaws.com/2020-07/AQGHG%20Guide%20%28May%202020%29.pdf</a>)</p> <p>Adjacent parks do not meet these definitions and therefore have not been considered sensitive receptors as part of the assessment.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                    | 3 | Noted.                                      | C |
| 7 | PFR - PDCP LAU | Noise and Vibration                         | General                      | When the noise and vibration report becomes available, PFR expects that the adjacent parks are considered locations for sensitive receptors                                                                                                     | <p>The definition of a noise sensitive area (NSA) for transportation projects is based on the MTO Environmental Guide for Noise and excludes parks and picnic areas which are not inherently part of a noise sensitive land use.</p> <p>NSA means the following land uses with an outdoor living area (OLA) associated with them;</p> <ul style="list-style-type: none"> <li>•Private homes such as single family residences</li> <li>•Townhomes</li> <li>•Multiple unit buildings such as apartments with OLA for use for all occupants</li> <li>•Hospitals, nursing homes for the aged, where there are OLA for the patients.</li> </ul> <p>Land uses below by themselves do not qualify as NSAs</p> <ul style="list-style-type: none"> <li>•Apartment balconies above ground floor</li> <li>•Churches</li> <li>•Cemeteries</li> <li>•Parks and picnic areas which are not inherently part of a NSA</li> <li>•All commercial</li> <li>•All industrial</li> </ul> <p>(<a href="https://www.library.mto.gov.on.ca/SydneyPLUS/TechPubs/Download.aspx?template=TechPub01&amp;field=Attachment&amp;record=f36a9e62-695a-4bf6-9b45-18931afc0ca2&amp;lang=en-US">https://www.library.mto.gov.on.ca/SydneyPLUS/TechPubs/Download.aspx?template=TechPub01&amp;field=Attachment&amp;record=f36a9e62-695a-4bf6-9b45-18931afc0ca2&amp;lang=en-US</a>)</p> | 3 | Noted.                                      | C |
| 8 | PFR - PDCP LAU | Socio-Economic and Land Use Characteristics | First Parliament Master Plan | PFR requests that this report references CreateTO's First Parliament master plan. A portion of these lands identify future public open space. Impact assessment should take this sensitive use into consideration.                              | Details on the First Parliament Project have been added to Section 2.2.3 of the Early Works Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 1 | Comment has been addressed 2.2.3.1 (p16-17) | C |
| 9 | PFR - PDCP LAU | Socio-Economic and Land Use Characteristics | Parkland Strategy            | PFR requests that this report references the Parkland Strategy. This area is currently deficient in parkland and the report should highlight the importance of protecting existing parkland and protecting lands identified as future parkland. | Details on the City of Toronto's Parkland Strategy have been added to Section 2.2.3 of the Early Works Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 1 | Comment has been addressed 2.2.3.7 (p19)    | C |

|                     |                |                            |                                                |                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                 |   |                                                                                                                                                                                                                                                                                          |   |
|---------------------|----------------|----------------------------|------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| 10                  | PFR - PDCP LAU | Archaeological Resources   | General                                        | Are there any anticipated utility conflicts or relocation required as a result of tunneling work in Parliament Square Park? If so, PFR recommends archaeological assessments be undertaken as they would for First Parliament.                                                                                                                                  | Early works are not anticipated to impact Parliament Square Park. Future tunnelling impacts will be covered in the forthcoming Ontario Line Environmental Impact Assessment Report.                                                                                                             | 3 | Comment will be closed. EIAR will address tunneling impacts at Parliament Square Park.                                                                                                                                                                                                   | C |
| 11                  | PFR - PDCP LAU | Archaeological Resources   | General                                        | Any objectives outlined in the First Parliament Working Group specifically related to archaeology must be reflected in this section.                                                                                                                                                                                                                            | This report documents early works activities, and covers archaeological requirements for the Corktown Station early works site. Metrolinx will continue to engage the City and has committed to have the City review workplans and scope for upcoming archaeological programs at this location. | 1 | Where has this been outlined as a commitment in the EWR?                                                                                                                                                                                                                                 | O |
| 12                  | PFR - PDCP LAU | Traffic and Transportation | Transportation Services bikeway                | Current TPA lands are planned for TS bikeway. PFR supports Transportation Services' ask for a bikeway through the existing parking lot just north of Parliament Square Park within the Corktown Station EWP footprint to provide a separate space for people walking and cycling. The footprint should reflect the bikeway area provided by CREM.               | Information on the Esplanade-Mill bikeway will be added to Section 5.6.2.2 of the Early Works Report, Planned Services and Facilities. Metrolinx will continue to consult with the City of Toronto on the Esplanade and Mill Street bikeway.                                                    | 1 | 5.6.2.2. is incorrect as the cycle track is proposed within the Corktown Station EWP footprint, directly North of Parliament Square Park. It is our understanding that a request has been made to exclude these lands from the Corktown Station EWP footprint. Mx to revise and confirm. | O |
| 13                  | PFR - PDCP LAU | Traffic and Transportation | Transportation Network - Active Transportation | Revise to read: Coordinate with the City of Toronto to minimize the interference with pedestrians and cyclists. This may include fencing, hoarding (min 2m high, solid and secured), shared-lane markings, signals, wayfinding signs, and lighting as required to provide pedestrians and cyclists with safe, accessible, and continuous routes.                | Noted, suggested revision will be reflected in the revised report.                                                                                                                                                                                                                              | 1 | Comment has been addressed Table 4-1: Transportation Network - Active Transportation (p43)                                                                                                                                                                                               | C |
| 14                  | PFR - PDCP LAU | Utilities                  | General                                        | Are there any anticipated utility conflicts or relocation required as a result of tunneling work in Parliament Square Park? If so, PFR recommends archaeological assessments be undertaken as they would for First Parliament.                                                                                                                                  | Please refer to response to Comment #10 above.                                                                                                                                                                                                                                                  | 3 | Comment will be closed. EIAR will address tunneling impacts at Parliament Square Park.                                                                                                                                                                                                   | C |
| 15                  | PFR - PDCP LAU | Permits and Approvals      | Municipality                                   | Mx to acknowledge that any requests related to land transactions must go through CREM for proper circulation.                                                                                                                                                                                                                                                   | Metrolinx has engaged with the CREM team with regards to land transactions and will continue to engage with this team as the project progresses.                                                                                                                                                | 1 | All City land transactions for this project should be acknowledged in this section as a Municipal requirement under the City's Real Estate Protocol managed by CREM.                                                                                                                     | O |
| <b>NEW COMMENTS</b> |                |                            |                                                |                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                 |   |                                                                                                                                                                                                                                                                                          |   |
| 16                  | Urban Forestry | Heritage Report            | general                                        | All bylaw protected trees, including all heritage trees shall be identified in the tree inventory. All options shall be explored to mitigate any impacts to the trees and vegetation located within a property with a heritage designation. Any requests for injuries or removals may require approval from other divisions/provincial agencies as well as PF&R |                                                                                                                                                                                                                                                                                                 |   |                                                                                                                                                                                                                                                                                          |   |

|    |                |                                             |                                                  |                                                                                                                                                                                                                                                                                                                              |  |  |  |  |
|----|----------------|---------------------------------------------|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|
| 17 | Urban Forestry | work submittals - arb report                | general                                          | When can PF&R expect an arborist report and full tree inventory for this site? All trees within 6m of project footprint shall be included in reports (12m if in a ravine regulated area).                                                                                                                                    |  |  |  |  |
| 18 | Urban Forestry | Natural environment early works report -    | 7.3 - municipal permits                          | Please include the following municipal tree permits that may be required: Bylaw 813, Article II (street trees), Bylaw 813, Article III (private trees), Bylaw 658 RNFP & Bylaw 608 Parks                                                                                                                                     |  |  |  |  |
| 19 | PFR - PDCP LAU | Socio-Economic and Land Use Characteristics | 2.2.3.8 David Crombie Park Revitalization Design | Edit last sentence to read: The final report is available on the project website <a href="https://www.toronto.ca/wp-content/uploads/2021/05/9852-david-crombie-park-revitalization-final-report-2021.pdf">https://www.toronto.ca/wp-content/uploads/2021/05/9852-david-crombie-park-revitalization-final-report-2021.pdf</a> |  |  |  |  |

| Review Comments Spreadsheet    |                                                           | * Actions:                            |                                        |                                                                                                                                                                                                                                                                                                                                                  | ** Status:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |          |                                         |                    |
|--------------------------------|-----------------------------------------------------------|---------------------------------------|----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-----------------------------------------|--------------------|
| Air Quality, Noise & Vibration |                                                           | 1 = Will comply                       |                                        |                                                                                                                                                                                                                                                                                                                                                  | O = Open, not resolved                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |          |                                         |                    |
|                                |                                                           | 2 = Discuss, clarification required   |                                        |                                                                                                                                                                                                                                                                                                                                                  | P = Pending incorporation in design                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |          |                                         |                    |
|                                |                                                           | 3 = Not applicable because .....      |                                        |                                                                                                                                                                                                                                                                                                                                                  | C = Closed, implementation complete                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |          |                                         |                    |
| Project Name:                  |                                                           |                                       |                                        |                                                                                                                                                                                                                                                                                                                                                  | Revised By:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |          |                                         |                    |
| Project No:                    |                                                           |                                       |                                        |                                                                                                                                                                                                                                                                                                                                                  | Date In:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |          |                                         |                    |
|                                |                                                           |                                       |                                        |                                                                                                                                                                                                                                                                                                                                                  | Date Out:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |          |                                         |                    |
| Item No.                       | Reviewer Name                                             | Description                           | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                   | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Actions* | City Follow-up Comment                  | Status O / P / C** |
| 1                              | Transit Expansion Office in consultation with LeighFisher | General - Noise and Vibration summary | General                                | It is noted the summary of the Noise and Vibration report is missing within this main report. CoT to review summary in updated report, once available.                                                                                                                                                                                           | The Noise and Vibration summary will be added to the Early Works Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1        | Confirmed N&V report has been included. | C                  |
| 2                              | Transit Expansion Office in consultation with LeighFisher | Air Quality Monitoring                | Table ES-1 and Table 4-1               | The approach to air quality monitoring must be detailed within the Air Quality Management Plan. This should be explicitly stated within the Mitigation Measures column of Table ES-1 and Table 4-1.                                                                                                                                              | The mitigation table (ES-1 & 4-1) will be revised to clarify that an Air Quality Management Plan will be a requirement of construction activities, and will include details on the approach to Air Quality monitoring.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 1        | Confirmed revisions.                    | C                  |
| 3                              | Transit Expansion Office in consultation with LeighFisher | Background Concentrations             | Section 2.1 and Section 3.1            | Please confirm the background concentrations of the contaminants stated in Section 3.1 considers the effects of traffic. It is noted the report includes a separate volume of traffic summary, however, the purpose of this information is unclear if the effects of traffic within the study area are already accounted for.                    | The background concentrations presented within the report do consider general effects of traffic. The locations of the monitoring stations (National Air Pollution Surveillance data) were specifically selected to be representative of downtown Toronto traffic conditions (e.g. College Street close to Spadina Road). The specific traffic volumes referenced within the reporting are included to demonstrate relative impacts from major sources of traffic within the Study Area, however these traffic volumes were not explicitly modelled using dispersion modelling software.<br><br>It was assumed that the representative measurements within the general downtown Toronto core would be sufficient to indicate background air quality of the early works. | 1        | Confirmed clarification.                | C                  |
| 4                              | Transit Expansion Office in consultation with LeighFisher | Disruption of Contaminated Soils      | Table ES-1 and Table 4-1               | A detailed approach to addressing and mitigating impacts associated with disrupting contaminated soils during construction must be detailed within the Air Quality Management Plan. This should be explicitly stated within the Mitigation Measures column of Table ES-1 and Table 4-1.                                                          | Measures will be added to the Air Quality Management Plan referenced in the Mitigation Tables (ES-1 & 4-1) to address air quality related impacts from potentially disturbed contaminated soils. In addition, the Air Quality Management Plan will indicate measures be followed according to any Soils Management Plan or similar document during construction activities related to contaminated soils.                                                                                                                                                                                                                                                                                                                                                               | 1        | Confirmed additions.                    | C                  |
| 5                              | Transit Expansion Office in consultation with LeighFisher | Noise and Vibration Management Plan   | Table ES-2 and Table 6-1               | The report should recommend the development of a Noise and Vibration Management plan, which outlines details of the implementation of the various mitigation measures and monitoring activities stated. Furthermore, it should be required that the Noise and Vibration Management plan establish and apply project-specific vibration criteria. | A commitment has been added to Table ES-2 to note that Metrolinx will develop a plan that addresses noise and vibration management as project planning progresses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 1        | Confirmed commitment.                   | C                  |

| Review Comments Spreadsheet |               | * Actions:                          |                                                   | ** Status:                                                                                                                                                                                                                                                                                                                                  |                                 |
|-----------------------------|---------------|-------------------------------------|---------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| CreateTO                    |               | 1 = Will comply                     |                                                   | O = Open, not resolved                                                                                                                                                                                                                                                                                                                      |                                 |
|                             |               | 2 = Discuss, clarification required |                                                   | P = Pending incorporation in design                                                                                                                                                                                                                                                                                                         |                                 |
|                             |               | 3 = Not applicable because .....    |                                                   | C = Closed, implementation complete                                                                                                                                                                                                                                                                                                         |                                 |
| Project Name:               |               | Corktown Station Early Works Report |                                                   | Revised By:                                                                                                                                                                                                                                                                                                                                 |                                 |
| Project No:                 |               |                                     |                                                   | Date In:                                                                                                                                                                                                                                                                                                                                    |                                 |
|                             |               |                                     |                                                   | Date Out:                                                                                                                                                                                                                                                                                                                                   |                                 |
| Item No.                    | Reviewer Name | Description                         | Part, Chapter, Sec, Subsec, page, DWG#            | Review Comment                                                                                                                                                                                                                                                                                                                              | Response & Details (Authors - ) |
| 1                           | CreateTO      |                                     | Section 2.2.2                                     | Under the Municipal Planning context, there should be a reference that the City of Toronto and CreateTO have developed a Heritage Interpretation Strategy and are completing a Master Plan for the First Parliament site.                                                                                                                   |                                 |
| 2                           | CreateTO      |                                     | Section 5.6.1.1.1. King Parliament Secondary Plan | Either in this section or a separate section, there should be a reference to the Master Plan for the First Parliament site. While the Secondary Plan had been amended to reflect the key principles in the Master Plan provides a more detailed planning framework for the development of the site that should be taken into consideration. |                                 |
| 3                           | CreateTO      |                                     | Figure 5-13                                       | The land use designation of the southern third of the Corktown Station Early Works Project Footprint (the existing TPA lot) should be Parks. It was redesignated from Regeneration Area to Parks by OPA 304.                                                                                                                                |                                 |
| 4                           | CreateTO      |                                     | Section 5.6.2.2 Planned Services & Facilities     | In 2013, Toronto City Council approved the relocation and expansion of St. Lawrence branch to the First Parliament Site.                                                                                                                                                                                                                    |                                 |

**From:** [Merlin Yuen](#)  
**To:** [Julia Murnaghan](#)  
**Cc:** [Maria Zintchenko](#); [Crystal Ho](#); [Ontario Line](#); [Richard Borbridge](#); [Junaid Farooq](#); [Saad Karnelia](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Wednesday, May 26, 2021 11:14:33 AM

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Good morning Julia,

The draft EWR submitted on March 11 was the initial draft circulated to the City for review. The draft report made public along with the Notice of EWR is a version of the report with all agency comments incorporated. The City's comments that were provided on April 14 have been incorporated into the version of the EWR made public along with the notice.

As for the responses to comments provided April 14, we had circulated those back to the City on May 10, with a revised version updated with the action column filled out as requested, passed along to the City last week.

Let me know if any additional questions.

Thanks,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

**From:** [Julia Murnaghan](#)  
**To:** [Merlin Yuen](#)  
**Cc:** [Maria Zintchenko](#); [Crystal Ho](#); [Ontario Line](#); [Richard Borbridge](#); [Junaid Farooq](#); [Saad Karnelia](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Tuesday, May 25, 2021 8:40:32 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.

Merlin,

Could you please confirm whether this Draft EWR is the same version that was reviewed by the City (submitted March 11), and when the City can expect Mx responses to our comments that were provided on April 14?

Regards,

**Julia Murnaghan**

Senior Project Manager, Transit Expansion Office

w. 416.338.5071, c. 416.688.4121

[julia.murnaghan@toronto.ca](mailto:julia.murnaghan@toronto.ca)

---

**From:** Ontario Line [mailto:ontarioline@metrolinx.com]  
**Sent:** May 12, 2021 12:50 PM  
**To:** Julia Murnaghan <Julia.Murnaghan@toronto.ca>  
**Cc:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

Good afternoon,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment

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

T: 416-202-7109 C: 437-225-6548

Metrolinx



**Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Julia Murnaghan,

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

**Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). Those who wish to provide comments on the Draft EWR must do so by **June 11, 2021**.

Please find attached the **Notice of Publication of Draft Corktown Station EWR** which provides further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

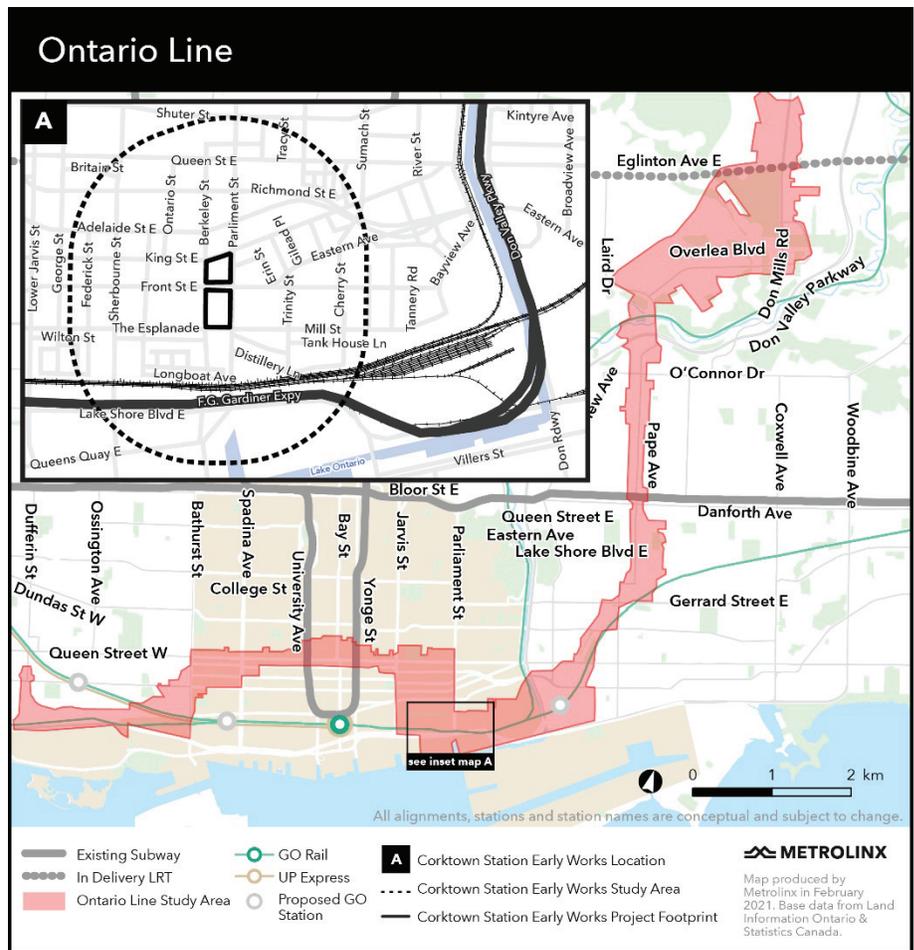
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Crystal Ho](#)  
**To:** [Julia Murnaghan](#); [Merlin Yuen](#)  
**Cc:** [Maria Zintchenko](#); [Richard Borbridge](#); [Ontario Line](#); [Junaid Farooq](#); [Saad Karnelia](#)  
**Subject:** RE: Corktown Station Early Works Report  
**Date:** Thursday, May 20, 2021 10:49:00 AM  
**Attachments:** 

---

Hi Julia,

Apologies for the late response. We have added in a column with MX action to the spreadsheet attached. Let me know if you need anything further.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

| Review Comments Spreadsheet    |                                                           | * Actions:                            |                                        |                                                                                                                                                                                                                                                                                                                                                  | ** Status:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |          |
|--------------------------------|-----------------------------------------------------------|---------------------------------------|----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| Air Quality, Noise & Vibration |                                                           | 1 = Will comply                       |                                        |                                                                                                                                                                                                                                                                                                                                                  | O = Open, not resolved                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |          |
|                                |                                                           | 2 = Discuss, clarification required   |                                        |                                                                                                                                                                                                                                                                                                                                                  | P = Pending incorporation in design                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |          |
|                                |                                                           | 3 = Not applicable because .....      |                                        |                                                                                                                                                                                                                                                                                                                                                  | C = Closed, implementation complete                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |          |
| Project Name:                  |                                                           |                                       |                                        | Revised By:                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          |
| Project No:                    |                                                           |                                       |                                        | Date In:                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          |
|                                |                                                           |                                       |                                        | Date Out:                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          |
| Item No.                       | Reviewer Name                                             | Description                           | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                   | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Actions* |
| 1                              | Transit Expansion Office in consultation with LeighFisher | General - Noise and Vibration summary | General                                | It is noted the summary of the Noise and Vibration report is missing within this main report. CoT to review summary in updated report, once available.                                                                                                                                                                                           | The Noise and Vibration summary will be added to the Early Works Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1        |
| 2                              | Transit Expansion Office in consultation with LeighFisher | Air Quality Monitoring                | Table ES-1 and Table 4-1               | The approach to air quality monitoring must be detailed within the Air Quality Management Plan. This should be explicitly stated within the Mitigation Measures column of Table ES-1 and Table 4-1.                                                                                                                                              | The mitigation table (ES-1 & 4-1) will be revised to clarify that an Air Quality Management Plan will be a requirement of construction activities, and will include details on the approach to Air Quality monitoring.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 1        |
| 3                              | Transit Expansion Office in consultation with LeighFisher | Background Concentrations             | Section 2.1 and Section 3.1            | Please confirm the background concentrations of the contaminants stated in Section 3.1 considers the effects of traffic. It is noted the report includes a separate volume of traffic summary, however, the purpose of this information is unclear if the effects of traffic within the study area are already accounted for.                    | The background concentrations presented within the report do consider general effects of traffic. The locations of the monitoring stations (National Air Pollution Surveillance data) were specifically selected to be representative of downtown Toronto traffic conditions (e.g. College Street close to Spadina Road). The specific traffic volumes referenced within the reporting are included to demonstrate relative impacts from major sources of traffic within the Study Area, however these traffic volumes were not explicitly modelled using dispersion modelling software.<br><br>It was assumed that the representative measurements within the general downtown Toronto core would be sufficient to indicate background air quality of the early works. | 1        |
| 4                              | Transit Expansion Office in consultation with LeighFisher | Disruption of Contaminated Soils      | Table ES-1 and Table 4-1               | A detailed approach to addressing and mitigating impacts associated with disrupting contaminated soils during construction must be detailed within the Air Quality Management Plan. This should be explicitly stated within the Mitigation Measures column of Table ES-1 and Table 4-1.                                                          | Measures will be added to the Air Quality Management Plan referenced in the Mitigation Tables (ES-1 & 4-1) to address air quality related impacts from potentially disturbed contaminated soils. In addition, the Air Quality Management Plan will indicate measures be followed according to any Soils Management Plan or similar document during construction activities related to contaminated soils.                                                                                                                                                                                                                                                                                                                                                               | 1        |
| 5                              | Transit Expansion Office in consultation with LeighFisher | Noise and Vibration Management Plan   | Table ES-2 and Table 6-1               | The report should recommend the development of a Noise and Vibration Management plan, which outlines details of the implementation of the various mitigation measures and monitoring activities stated. Furthermore, it should be required that the Noise and Vibration Management plan establish and apply project-specific vibration criteria. | A commitment has been added to Table ES-2 to note that Metrolinx will develop a plan that addresses noise and vibration management as project planning progresses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 1        |

# Review Comments Spreadsheet

## City Planning

**\* Actions:**

- 1 = Will comply
- 2 = Discuss, clarification required
- 3 = Not applicable because .....

**\*\* Status:**

- O = Open, not resolved
- P = Pending incorporation in design
- C = Closed, implementation complete

|                      |                    |
|----------------------|--------------------|
| <b>Project Name:</b> | <b>Revised By:</b> |
| <b>Project No:</b>   | <b>Date In:</b>    |
|                      | <b>Date Out:</b>   |

| Item No. | Reviewer Name                   | Description                       | Part, Chapter, Sec, Subsec, page, DWG#                                             | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Actions* |
|----------|---------------------------------|-----------------------------------|------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| 1        | Heritage Planning - Archaeology | Archaeological Resources          | Early Works Report (EWR) - p. ix: Archaeological Resources                         | This revised property boundary includes three archaeological sites: The Parliament Site (AjGu-41), the Toronto Lime Kiln Works Site (AjGu-61), and the Lime Kiln Works Site (AjGu-64). Each of these sites are identified as Archaeologically Sensitive Areas on the City of Toronto's Archaeological Management Plan and require mitigation or in-situ preservation prior to any soil disturbance. Additionally, the property at 250 Front Street East has further archaeological conditions which require Stage 2 archaeological assessment after demolition of the building. Revise to include this information. | Both AjGu-61 and AjGu-64 refer to the same property 64-70 Parliament Street, the site has two borden numbers. The EWR will be updated to include reference to both numbers. Additional archaeological investigations at the First Parliament site are being planned, and all required archaeological assessments will be undertaken as part of the early works in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists (Ontario Government, 2011) and in accordance with the recommendations of previously completed archaeological assessment reports and in advance of any ground disturbance. | 1        |
| 2        | Heritage Planning - Archaeology | Terminology                       | EWR - Full Report<br>HDDR - Full Report                                            | Update all references to "City of Toronto Heritage Preservation Services" to City of Toronto Heritage Planning                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Comment noted, this has been revised in updated revisions of the report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 1        |
| 3        | Heritage Planning - Archaeology | Vibrational impacts - Archaeology | EWR/HDDR - Table ES-2;<br>EWR - Table 6-7, Section 5.8; Section 6.8                | This report does not address any vibrational impacts to known or potential archaeological resources as part of Early Works. In particular, the First Parliament Site (AjGu-41) is known to contain extremely fragile archaeological resources, such as the burnt floorboards and soil from the First Parliament buildings. These may be adversely impacted as part of this work. Include discussion of this issue with the statement that archaeological resources may be impacted by vibration within 11.1 metres of the Early Works area, unless fully mitigated.                                                 | Required archaeological investigations and completion of early works activities such as building foundation removal or activities that have the potential for vibration effects will be coordinated and completed such that buried archaeological resources are appropriately considered.                                                                                                                                                                                                                                                                                                                                                             | 1        |
| 4        | Heritage Planning - Archaeology | Archaeological Impacts            | EWR/HDDR - Table ES-2; Archaeological Resources;<br>EWR - Section 5.8; Section 6.8 | This description of Archaeological Resources shall also include a description of the Toronto Lime Kilns Works Site (AjGu-61/AjGu-64) as well as outstanding archaeological conditions for the property at 250-260 Front Street East, 39 Berkeley Street and 383 King Street East.                                                                                                                                                                                                                                                                                                                                   | See response to comment #1 above regarding the Borden numbers. The Early Works Report will be revised to include both Borden numbers for the Lime Kiln Works Site. Regarding the inclusion of addresses, the Early Works Report was intentionally high level to avoid pinpointing specific locations of archaeological sites, as per standard practice to minimize potential for looting.                                                                                                                                                                                                                                                             | 1, 3     |

|   |                                 |                        |                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |   |
|---|---------------------------------|------------------------|------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| 5 | Heritage Planning - Archaeology | Archaeological Impacts | EWR/HDDR - Table ES-2; Archaeological Resources;<br>EWR - Section 5.8; Section 6.8 | <p>Include language that any future archaeological assessments must be conducted in accordance to the City of Toronto's Official Plan and the Terms of Reference for Archaeological Assessments.</p> <p>Also include language that any archaeological assessments, including the formulation of Stage 3 and Stage 4 mitigation programs and Construction Monitoring programs shall be subject to review and approval by the City of Toronto Heritage Planning.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>The Stage 1 archaeological assessment report is written to meet the requirements set out in the Standards and Guidelines for Consultant Archaeologists (Ontario Government, 2011).</p> <p>Metrolinx has committed to working with the City to review workplans for any additional archaeological assessments for the First Parliament site and will continue to work with the City to address comments that may arise from review of these workplans.</p>                                                                                                       | 1 |
| 6 | Heritage Planning - Archaeology | Archaeological Impacts | EWR/HDDR Table ES-2 (EWR p. xxi-xxii)                                              | <p>Under the description of "Direct Impacts to Built Heritage Resources and Cultural Heritage Landscapes" the table notes that there is the "Potential to remove or demolish deeply buried archaeological remains as a result of removal/Demolition of a building or structure on the property and/or any ground disturbance is anticipated at OLS-034 (First Parliament Site - 265 and 271 Front Street East and 25 Berkeley Street)."</p> <p>1. Revise to include the properties north of Front Street (250-260 Front Street East, 383 King Street East, 68-70 Parliament Street).</p> <p>2. Include in Mitigation Measures that the work shall be subject to review and approval from City of Toronto Heritage Planning as well as ongoing consultation with the City of Toronto and other stakeholders and Indigenous Communities.</p> <p>3. Revise to include that archaeological assessment must also be conducted within any appropriate structures prior to demolition. The properties at 265-271 Front Street East are built on grade and previous archaeological assessments have recommended further work <u>inside</u> these structures.</p> | <p>1. See #4 above.</p> <p>2. MHSTCI Minister's Consent has been obtained, which includes commitments for consultation with the City of Toronto and Indigenous communities for the preparation of the Interpretation and Commemoration Plan.</p> <p>3. Metrolinx has committed to working with the City to develop workplans for the next stages of archaeological work on this site and as such, specific comments as to where the archaeological assessments will be occurring (i.e. at 265-271 Front Street East) will be carried forth to these workplans.</p> | 1 |
| 7 | Heritage Planning - Archaeology | Municipal Permits      | EWR p. xxvii<br>HDDR - Section ES.5                                                | Under the Municipal Permits section, include that these works may be subject to Heritage Easement agreements, as required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | As documented in the Ontario Line CHR, there are no heritage easements within the Project Footprint.                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3 |
| 8 | Heritage Planning - Archaeology | Municipal Permits      | EWR p. xxvii<br>HDDR - Section ES.5                                                | Under the Municipal Permits section, revise to include the properties at 54 Parliament Street, 68-70 Parliament Street and 250-260 Front Street East, 39 Berkeley Street and 383 King Street East.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | A commitment will be added to Section 7.4 of the Early Works Report for consultation between Metrolinx and the City of Toronto Heritage Planning regarding the Lime Kiln Works Site.                                                                                                                                                                                                                                                                                                                                                                               | 1 |

|    |                                 |                          |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |   |
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| 9  | Heritage Planning - Archaeology | Archaeological reports   | EWR - Section 4.8.1, p. 40 | <p>This report references the Stage 1 Archaeological Assessment of the Ontario Line South, dated July 24, 2020. The City have only received an earlier version of this report (May 29, 2020). We request that this report be provided to Heritage Planning as well as the concurrence letter from the MHSTCI stating that this report is compliant with the Standards and Guidelines for Consultant Archaeologists and has been entered into the Public Register.</p>                                                          | <p>Metrolinx had circulated the Ontario Line South Stage 1 Archaeology Report on June 4, 2020 to the City based on the May 29, 2020 draft submitted to the Ministry (which is why the City only has the May 29, 2020 draft on file). This version was the same version submitted to the MHSTCI. We had received an approval letter (attached with this comment response) from the Ministry that this report was entered into the register on July 24, 2020, hence the July 24, 2020 reference in our Corktown Station Early Works Report.</p> <p>The July 2020 Stage 1 AA report can be found on our Mx Engage website for the City's reference.</p>                                                                                                                                                                                                                                                                                                                            | 1 |
| 10 | Heritage Planning - Archaeology | Archaeological reports   | EWR - Section. 5.8, p. 123 | <p>The City of Toronto notes that the Stage 1 Archaeological Assessment Report (AECOM 2020) is missing reference to the Stage 1 Archaeological Assessment of 250-260 Front Street East and 383 King Street East. (Archeoworks 2017 - P029-0961-2017). Include this report in this section and acknowledge outstanding archaeological concerns.</p>                                                                                                                                                                             | <p>The Ontario Line Stage 1 Archaeological Assessment was conducted using reports available in the MHSTCI database. however, it should be noted that the MHSTCI does not maintain a database of all properties that have had past archaeological investigations and searches of the MHSTCI public register do not always result in a complete listing of all archaeological work conducted in a given area. A request to the City of Toronto to provide any reports within the study area was made in the early stages of the project, and no additional reports were sent at the time of the Stage 1 report preparation.</p> <p>As planning progresses, further research will be done on a property specific basis. The Stage 1 Archaeological Assessment of 250-260 Front Street East and 383 King Street East. (Archeoworks 2017 - P029-0961-2017) will be reviewed as part of the archaeological assessment in the Ontario Line Environmental Impact Assessment Report.</p> | 3 |
| 11 | Heritage Planning - Archaeology | Archaeological Resources | EWR - Table 6-7, p. 165    | <p>In Table 2-1 of the Ontario Line Corktown Station Early Works – Heritage Detailed Design Report, several other activities are identified as part of the Early Works which could impact the archaeological resources at OLS-034 beyond building demolition. This includes site preparation, staging, re-grading, tree removal, removal of contaminated soil, utilities decommissioning, and erection of fences. These issues need to be addressed as it relates to the impacts to archaeological resources on this site.</p> | <p>The activities listed in Table 2-1 of the Heritage Detail Design Report and the Early Works report are the same. The archaeology sections of the Early Works Report address all equipment/activities listed in Table 3-1 of the Early Works Report, not just demolition</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 1 |

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| 12 | Heritage Planning - Archaeology | Archaeological Resources | EWR - Table 6-7, p. 165 | Under Potential Impact, it is noted that Options 2A and 2B from the Ontario Line Cultural Heritage Report (AECOM 2020) were reviewed and eliminated. Heritage Planning requests further information about why options 2A and 2B were eliminated during project design. These options gave preference to avoidance and protection of heritage attributes, which is also the preference of Heritage Planning.                                     | Based on the design and use of the First Parliament Site for the Ontario Line project, Options 2A (Encroachment) and 2B (Introduction of New Elements) were eliminated as neither are feasible based on the scope of work planned for the First Parliament Site. Demolition and removal of all structures on the properties as well as asphalt and soil removal where required, was determined to be the only option. Alternative sites were considered but ultimately ruled out for the launch of the tunnel boring machines, as described in Section 1.3.3 of the Early Works Report. | 1 |
| 13 | Heritage Planning - Archaeology | Archaeological Resources | EWR - Table 6-7, p. 165 | Under Mitigation Measures, revise to include consultation with Heritage Planning and other stakeholders as to the appropriate approach to archaeological assessment in advance of Early Works                                                                                                                                                                                                                                                   | Consultation with the City of Toronto's Heritage Planning is included in Table 6-7 under the Heritage section of the Early Works report for the First Parliament Site and is also a commitment of the Minister's Consent. A commitment will be added to Table 6-8 to include consultation with the City of Toronto Heritage Planning regarding archaeological assessments specific to the First Parliament Site and the Lime Kiln Works Site.                                                                                                                                           | 1 |
| 14 | Heritage Planning - Archaeology | Archaeological Resources | Section 6.8; Table 6-8  | Revise this section and table to include preservation in-situ of significant archaeological resources as a potential mitigation measure. This is the preference of Heritage Planning and the Ministry of Heritage, Sport, Tourism and Culture Industries, as outlined in the City of Toronto's Official Plan and the Standards and Guidelines for Consultant Archaeologists.                                                                    | As agreed upon in discussions between the City and Metrolinx, Metrolinx will endeavour to preserve in-situ arch resources associated with First Parliament and Home District Gaol where feasible. Metrolinx has also worked with the Ministry of Heritage, Sport, Tourism, and Cultural Industries to obtain Minister's Consent which provides conditions which Metrolinx is committed to following. Metrolinx will continue to consult and engage with the City to ensure the City's comments are addressed with regards to ongoing archaeological work at the First Parliament site.  | 1 |
| 15 | Heritage Planning - Archaeology | Archaeological Resources | Section 6.8; Table 6-8  | This section shall also include a description of the Toronto Lime Kilns Works Site (AjGu-61/AjGu-64) and ongoing archaeological conditions on the properties north of Front Street East (see earlier comment).                                                                                                                                                                                                                                  | Please see response #1 above. All archaeological mitigation will take place prior to ground disturbing activities in accordance with the Ontario Heritage Act.                                                                                                                                                                                                                                                                                                                                                                                                                          | 1 |
| 16 | Heritage Planning - Archaeology | Archaeological Resources | EWR - Table 6-8, p. 173 | Include references to the City of Toronto's Official Plan and the Terms of Reference for Archaeological Assessments as relevant policy in addition to the Standards and Guidelines.<br><br>Include a statement that any archaeological assessments, including the formulation of Stage 3 and Stage 4 mitigation programs and Construction Monitoring programs shall be subject to review and approval by the City of Toronto Heritage Planning. | Please refer to response #5.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 1 |

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| 17 | Heritage Planning | HDDR Report                        | HDDR Report, general                                      | Provide additional detail on cultural heritage resources impacted as per the standard scope and methodology of CHER/HIA reports completed during EA processes. If we understand correctly, the Heritage Detailed Design Report (HDDR) document is intended to replace the individual Cultural Heritage Evaluation Reports (CHER) and Heritage Impact Assessments (HIAs) that would typically be completed for each cultural heritage resource that may be impacted: as such the level of detail provided in the document is insufficient to determine the cultural heritage value of these identified resources, and to understand the potential impacts. | Refer to the Ontario Line Cultural Heritage Report (CHR) completed under O. Reg. 341/20. Methodology for CHR was developed through consultation with MHSTCI. The CHR provides sufficient information about and provides a description of a property's Cultural Heritage Value or Interest (See Section 2 for methodology). Given the sufficient level of information in the CHR, it was not necessary to recommend individual CHERs. Furthermore, in consultation with MHSTCI, the preliminary impact assessment provides sufficient discussion of potential impacts to inform project planning and to avoid, to the greatest extent possible, the undertaking of HIAs. Therefore, the purpose of the Heritage Detail Design Report, as described in Section 1.1.1, is to identify any changes in impacts from the CHR, refine the impacts proposed in the CHR, and identify any new project-specific impacts that were not described in the CHR. | 3 |
| 18 | Heritage Planning | HDDR Report and Early Works Report | HDDR Report, Table ES-2 and Early Works Report, Table 6-7 | The HDDR and Early Works Reports both identify the property at "2 Berkeley Street, 248, 250, 252, 25, 258, 260, 262, 264 The Esplanade" as a built heritage resource that is Designated under Part IV and V of the Ontario Heritage Act and covered by a Heritage Easement Agreement (HEA) within the study area. This resource is missing from the Impact and Description Tables in both the HDDR Report (Table ES-2) and Early Works Report (Table 6-7) and must be included to evaluate potential impacts and mitigation measures.                                                                                                                     | This resource, referred to as OLS-36, will be added to the impact table in both the Heritage Detail Design Report and the Early Works Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1 |
| 19 | Heritage Planning | HDDR Report and Early Works Report | HDDR Report, Table 3-1 and Early Works Report, Table 5-13 | The bullet-point information provided in the tables with Description of Known or Potential Cultural Heritage Value or Interest and Heritage Attributes provided in both the HDDR (Table 3-1) and Early Works Report (Table 5-13) do not provide an adequate evaluation of the properties under Ontario Regulations 9/06 or 10/6 as required of a CHER (for which, along with an HIA, the HDDR is said to serve in their place), nor does it cite sources for any of the research in these descriptions.                                                                                                                                                   | Please see response in Item #17                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3 |
| 20 | Heritage Planning | HDDR Report and Early Works Report | HDDR Report, Table 3-1 and Early Works Report, Table 5-14 | Three built heritage resources were determined to potentially meet Ontario Regulation 10/06 criteria: however, their evaluation using the 10/06 criteria is not documented for any of the resources within these Reports.                                                                                                                                                                                                                                                                                                                                                                                                                                 | See response in Item #17. In addition, Section 2 of the Ontario Line Cultural Heritage Report states that the CHR provides sufficient information to demonstrate and identify the built heritage resources and cultural heritage landscapes that meet or have potential to meet O. Reg. 10/06. Methodology for the CHR was developed in consultation with MHSTCI.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3 |
| 21 | City Planning     | Early Works Report                 | EWR, Section 5.6.2.2                                      | Clarify how it was determined that "there are no planned community services or facilities" in the Corktown Station area. We note that the First Parliament site, for example, includes plans for a new district library and heritage interpretation centre (contact: SoMei Quan, CreateTO). We further note that improvements to parks and recreation facilities include the reconstruction of David Crombie Park along The Esplanade (contact: Nancy Chater, Parks Forestry & Recreation). The data sources used to populate this section of the EWR appear to be insufficient to capture planned community services and facilities.                     | Section 5.6.2.2 will be updated to include these planned community services. Applicable Environmental Assessments and Planning studies are included in Section 2.2.3, which include the First Parliament Project and the David Crombie Park Revitalization. Metrolinx will continue to work with the City of Toronto as we advance plans for Corktown Station and the First Parliament Site.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 1 |

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| 22 | City Planning | Early Works Report | EWR, Table 5-19  | Update service headways for transit routes to reflect the planned service provision. The 504 King streetcar, for example, operates at 2-3 minute headways during peak hours. The source for this data should be the TTC service summaries before Covid-19, which can be requested from the TTC.                                                                                                                                                                                                                                                                                                                                                                          | The headways were revised to reflect the service headways from between May and June 2019.                                                                                                                                                                                                                           | 1 |
| 23 | City Planning | Early Works Report | EWR, Figure 5-20 | Include planned cycling facilities that will be in place when construction on the Ontario Line is anticipated to begin. For example, a cycle track is planned for the Esplanade and Mill Street, which will be constructed in 2021 and 2022. Transportation Services (Adam Popper) and Engineering & Construction Services (Owen McGaughey) should be consulted to provide additional information on the implementation of this facility.                                                                                                                                                                                                                                | This section is meant to address the existing transportation network. The planned facilities will be added to Section 5.6.2.2 of the Early Works Report, Planned Services and Facilities. Metrolinx will continue to consult with the City of Toronto on the Esplanade and Mill Street bikeway.                     | 1 |
| 24 | City Planning | Early Works Report | EWR, Table 6-6   | Regarding land uses and adjacent lands, confirm whether there are potential impacts to adjacent land development projects, or impacts to the early works from development on adjacent lands. We note, for example, that a data centre with zoning approval may be constructed at 43 Parliament Street, which may involve work zone lane closures. Other development applications that may be under construction during the Corktown early works is documented in Section 5.6.4. Coordination is required with Transportation Services to understand the full extent of planned and approved lane closures.                                                               | Noted. A commitment is made in the Traffic and Transportation section of the Early Works Report to coordinate with the City of Toronto regarding other ongoing construction projects when scheduling the early works activities to maintain the mobility of all road users.                                         | 1 |
| 25 | City Planning | Early Works Report | EWR, Table 6-6   | Regarding visual effects from construction activities, provide additional detail about screened enclosures (such as hoarding) that Metrolinx is committed to using at construction sites. Improvements to screening should be included compared to the fencing that was provided on the ECLRT, which did little to mitigate the visual impacts of construction. With regard to private development projects (e.g. condominium or office tower construction), the City has achieved higher standards for the quality of hoarding provided at these sites. Lessons learned from projects like ECLRT should be applied to the Ontario Line to improve temporary conditions. | As Corktown Station early works planning is still in progress, details about screened enclosures such as hoarding and fencing are not yet available. These details will be included in early works activities project specifications and the lessons learned from the ECLRT project will be applied as appropriate. | 1 |
| 26 | City Planning | Early Works Report | EWR, Table 6-9   | For active transportation impacts, a Vision Zero perspective should be applied to protect vulnerable road users from injuries and fatalities during construction. Table 5-5 identified several pedestrian and cycling facilities that already provide low levels of service in the existing condition (without considering pedestrian and cyclist volumes, which the Ottawa MMLOS does not account for). Poor levels of service may be exacerbated with construction occurring immediately adjacent to the facility. Identify mitigation measures - e.g. provision of minimum sidewalk widths, minimum pedestrian levels of service.                                     | Table 6-9 will be revised to indicate that the necessary mitigation measures will be considered (e.g., maintaining a minimum sidewalk width) in order to maintain pre-construction pedestrian levels of service.                                                                                                    | 1 |
| 27 | City Planning | Early Works Report | EWR, Section 8.8 | Commitments to future consultation should include the City on matters (among other things) related to impacts on development and transportation within the area of the project's influence, and the detailed design of restoration of impacted areas to the current City standard. We note that government review agencies and technical stakeholders are included in the list of stakeholders consulted in Section 8.1.                                                                                                                                                                                                                                                 | The City of Toronto is listed under Engagement with Technical Stakeholders in Section 8.4. Commitments to engage the City on specific technical aspects of the Early Works are included in the discipline specific sections of the report.                                                                          | 1 |

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| 28 | City Planning | Early Works Report, Traffic and Transportation Appendix | Traffic and Transportation EWR, Section 2.1.2.2 | <p>We note that the City of Ottawa's Multi-Modal Level of Service tool used in this analysis does not include pedestrian volumes in determining a pedestrian level of service, relying instead on qualitative characteristics of a pedestrian facility and its adjacency to other facilities. This may provide a misleading indicator of the quality of a pedestrian facility where pedestrian volumes are high, which is the case at times around the Corktown Station area especially during special events at the Distillery District.</p> | <p>To identify the impact of the early works on pedestrians, the assessment of the multi-modal level of service under existing conditions will serve as a baseline for comparison with the multi-modal levels of service under the early works (note that the multi-modal level of service assessment under early works will be assessed once the detailed construction staging schemes become available). When comparing both scenarios, the pedestrian volumes will be assumed to be the same but pedestrian facilities could be different due to adjustments (i.e., realignments, closures, etc.) to pedestrian facilities that might be required under early works. Accordingly, and given the comparative nature of the analysis, we believe the omission of the pedestrian volumes is not critical to this assessment. The EWR and Traffic Report include a commitment to monitor the effectiveness of the Transit and Traffic Management Plan(s) throughout the construction period and to make adjustments on actual field observations if required.</p> <p>Metrolinx is aware that there may be special events held in proximity to the Corktown Station Early Works, including the Distillery District, and does not want to compromise the pedestrian level of service during those events. Metrolinx will add a commitment to the Early Works Report and the Traffic Report to consult with the City of Toronto to minimize potential impacts during those events should closures or long-term impacts be required.</p> | 3 |
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| Review Comments Spreadsheet           |               |                                |                                                               | * Actions:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | ** Status:                                                                                                                                                                                                                                                                                                                                                                                                                 |          |
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| Toronto Water & TEO-Techical Services |               |                                |                                                               | 1 = Will comply                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | O = Open, not resolved                                                                                                                                                                                                                                                                                                                                                                                                     |          |
|                                       |               |                                |                                                               | 2 = Discuss, clarification required                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | P = Pending incorporation in design                                                                                                                                                                                                                                                                                                                                                                                        |          |
|                                       |               |                                |                                                               | 3 = Not applicable because .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | C = Closed, implementation complete                                                                                                                                                                                                                                                                                                                                                                                        |          |
| Project Name:                         |               |                                |                                                               | Revised By:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                            |          |
| Project No:                           |               |                                |                                                               | Date In:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                            |          |
|                                       |               |                                |                                                               | Date Out:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                            |          |
| Item No.                              | Reviewer Name | Description                    | Part, Chapter, Sec, Subsec, page, DWG#                        | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                            | Actions* |
| 1                                     | TEO-TS        | General Information, Utilities | 2021-03-10_OL_EW3_CS_Early Works Report_Draft, 5.10 Utilities | <b>External Utilities</b><br>Metrolinx is required to circulate the application to external Utilities for sign-off, in order to avoid any conflicts with existing Utilities facilities, and planned works.                                                                                                                                                                                                                                                                                                                                                                                                  | Noted; Metrolinx will consult with all utilities as part of project planning.                                                                                                                                                                                                                                                                                                                                              | 1        |
| 2                                     | TEO-TS        | General Information, Utilities | 2021-03-10_OL_EW3_CS_Early Works Report_Draft, 5.10 Utilities | <b>Verifying Existing Facilities</b><br>The City's as-built data is for information only. Metrolinx, and their contractor(s) are responsible for verifying the existing City's and Third Parties' facilities, prior to the design and construction of this project.                                                                                                                                                                                                                                                                                                                                         | Noted; Metrolinx will verify utilities as project planning progresses prior to construction.                                                                                                                                                                                                                                                                                                                               | 1        |
| 3                                     | TEO-TS        | General Information, Utilities | 2021-03-10_OL_EW3_CS_Early Works Report_Draft, Table 6-10     | <b>Protection of Municipal Infrastructure</b><br>a)For all existing municipal infrastructure to be exposed and proposed to remain during construction of the project, appropriate protection of the infrastructure must be provided.<br>b)Adequate structural support systems must be designed by professional structural engineer licensed in the Province of Ontario.<br>c)It is the responsibility of Metrolinx to ensure that all exposed existing municipal infrastructure is adequately protected during construction, and repair any damage that may occur during construction on their own expense. | Noted; Metrolinx will follow all requirements as planning progresses, prior to construction.                                                                                                                                                                                                                                                                                                                               | 1        |
| 4                                     | TEO-TS        | General Information, Utilities | 2021-03-10_OL_EW3_CS_Early Works Report_Draft, Table 6-10     | <b>Separation of Municipal Underground Utilities</b><br>a)It is the responsibility of Metrolinx to ensure that the separation for buried Toronto Water facilities conforms to the City's "Design Criteria for Sewers and Watermains", Appendix D.<br>b)Any substandard separation is required to be accepted by the City, prior to construction.                                                                                                                                                                                                                                                            | Noted; Metrolinx will verify utilities as project planning progresses prior to construction.                                                                                                                                                                                                                                                                                                                               | 1        |
| 5                                     | TEO-TS        | Utilities                      | 2021-03-10_OL_EW3_CS_Early Works Report_Draft, Table 6-10     | For the City's internal coordination purposes, please advise on the anticipated timeframe that the in-depth utility-related investigations such as subsurface utility engineering investigation, master servicing, Stormwater Management Report, and hydrogeological studies will be completed for the City's consultation and review.                                                                                                                                                                                                                                                                      | No in-depth utility-related investigations are anticipated for this early works project. Therefore, there are no deep excavation or utilities work are planned for this project.<br><br>A detailed assessment for the construction of the future Corktown Station will be completed as part of the Ontario Line Environmental Impact Assessment Report and in-depth utility investigations will be conducted, as required. | 1        |
| 6                                     | TW WIM-TR     | Utilities                      | General Comments                                              | Since the proposed station is located in TRCA floodplain area, TRCA shall review the design report as well.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Metrolinx is continuing to consult with TRCA for the Ontario Line and Early Works. It should be noted that the Early Works do not include the construction of Corktown Station or related tunneling. A detailed assessment for the construction of the future Corktown Station will be completed as part of the Ontario Line Environmental Impact Assessment Report.                                                       | 1        |

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| 7  | TW WIM-TR | Utilities | Page XV             | <p>1. Permanent groundwater discharge to municipal sewer shall be avoided and water-proof structure shall be designed.</p> <p>2. In this area, the high groundwater table shall be confirmed</p> <p>3. The lake water backup to storm sewer system shall be considered in the area.</p>                                                                                                                                                                                                                                              | Refer to response to Comment #5                                                                                                                                                                                                                                     | 1 |
| 8  | TW WIM-TR | Utilities | General Comments    | The Low Level Interceptor is located at Front Street in the area. Please protect this critical trunk sewer and local sewer and watermain in the construction area during and after construction.                                                                                                                                                                                                                                                                                                                                     | Noted. There are no anticipated impacts to this critical trunk sewer, lower sewer or watermain.                                                                                                                                                                     | 1 |
| 9  | TW WIM-TR | Utilities | Page XXV            | Any TW's utilities modification and relocation shall be approved by TW and ensure no impact to local services too.                                                                                                                                                                                                                                                                                                                                                                                                                   | Noted, Toronto Water will be consulted where any impacts to Toronto Water utilities are anticipated.                                                                                                                                                                | 1 |
| 10 | TW WIM-TR | Utilities | General Comments    | <p>Please ensure TW's capital works to be considered in the design stage by checking T.O. INview website.</p> <p>1. Watermain Replacement at Parliament St From: 1.8m N of the rail overpass (13.5m S of WV1262011) To: Front St E in 2023</p> <p>2. Watermain Replacement at Berkeley St, From: Front St E To: Adelaide St E in 2026</p> <p>3. Sewer Rehabilitation at KING ST E, From: CLOSE AVE To: BERKELEY ST in 2023</p> <p>4. Watermain Replacement at Berkeley St, From: The Esplanade (WV1827) To: Scadding Ave in 2023</p> | Noted, Metrolinx will ensure Toronto Water's capital works are considered ahead of construction.                                                                                                                                                                    | 1 |
| 11 | TW WIM-TR | Utilities | Page 153            | If groundwater would be discharged to municipal sewer system, the water quality test results and downstream sewer capacity analysis and hydraulic grade line analysis will be included in the permit application and submitted to TW-EMP.                                                                                                                                                                                                                                                                                            | Noted, a measure to conduct regular groundwater quality testing of discharge water if dewatering is required has been added to Table 6-2 of the Early Works Report.                                                                                                 | 1 |
| 12 | TW WIM-TR | Utilities | Page 155, Table 6-3 | For Stormwater management, water balance, water quality and quantity targets according to the City's WWFM Guidelines shall be met during site design.                                                                                                                                                                                                                                                                                                                                                                                | Comment noted. As Corktown Station early works will be mainly limited to disconnection of the feeding utilities and demolition of existing structures, impacts to the stormwater management, water balance, water quality and quantity targets are not anticipated. | 1 |
| 13 | TW WIM-TR | Utilities | Page 180            | Design Criteria for Sewer and Watermain and WWFMG are two major documents to be used for TW asset design and construction.                                                                                                                                                                                                                                                                                                                                                                                                           | Comment noted. No deep excavation or utilities work are anticipated for this project and as a result, it is not anticipated that the Design Criteria for Sewer and Watermain and the WWFMG will apply to this project.                                              | 1 |

| Review Comments Spreadsheet |                                                         | * Actions:                                     |                                              | ** Status:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |          |
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| Transportation Services     |                                                         | 1 = Will comply                                |                                              | O = Open, not resolved                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |          |
|                             |                                                         | 2 = Discuss, clarification required            |                                              | P = Pending incorporation in design                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |          |
|                             |                                                         | 3 = Not applicable because .....               |                                              | C = Closed, implementation complete                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |          |
| Project Name:               |                                                         |                                                | Revised By:                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |          |
| Project No:                 |                                                         |                                                | Date In:                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |          |
|                             |                                                         |                                                | Date Out:                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |          |
| Item No.                    | Reviewer Name                                           | Description                                    | Part, Chapter, Sec, Subsec, page, DWG#       | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Actions* |
| 1                           | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Section 2.1.1 Data Collection, Page 27       | <p>"Available Turning Movement Count data at intersections within the Corktown Station Study Area were provided by the City of Toronto."</p> <p><b>Edit to:</b> "Most recent available Turning Movement Count data at intersections within the Corktown Station Study Area were provided by the City of Toronto. "</p> <p>Please note that as per TS-20 data request, most recent available data was provided.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | These revisions will be included in updated versions of the report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1        |
| 2                           | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Pages 9 & 28.                                | <p>"The Ontario Line Final Environmental Conditions Report (AECOM, 2020) notes that turning movement counts and signal timing plans were not available at some intersections within the Ontario Line Study Area, and were not collected through new traffic surveys considering the uncharacteristic traffic conditions as a result of the COVID-19 pandemic. As a result of the noted data limitations, a quantitative traffic assessment of some intersections within the Corktown Station Study Area could not be undertaken."</p> <p>- All signalized intersections should be assessed and analysis should be included in this report.</p> <p>- TMC data can be retrieved from Traffic Impact Assessment Reports of Active Development Applications.</p> <p>- Traffic Impact Study of 333 King Street East and 250 Front Street East includes TMCs of the following signalized intersections.</p> <p>- King/Parliament.</p> <p>- King St &amp; Sherbourne St</p> <p>- Front/Sherbourne</p> <p>- Front &amp; Princess.</p> <p>- Front &amp; Berkeley.</p> <p>These are the intersections within Corktown station study area.</p> <p>- Active Development Applications are mentioned in section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)".</p> | <p>Intersections with historical Turning Moving Count (TMC) data were assessed using a conservative annual growth rate of 1%. The intersections that were not assessed are those where no traffic data was provided.</p> <p>A quantitative traffic impact assessment will be completed, as required, as project planning progresses to consider vehicular traffic impacts as a result of the Corktown Station Early Works, and develop and implement a Transit and Traffic Management Plan(s), which could include temporary changes to intersection lane configurations, traffic signal timing optimization, modifications to existing signal timing plans, etc. The Transit and Traffic Management Plan(s) will also address specific emergency services requirements in consultation with the City of Toronto.</p> | 1        |
| 3                           | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 2.1.2.1 Automobile Level of Service, Page 28 | <p>Please specify why the Intersection capacity analysis wasn't done using the most recent version of the Highway Capacity Manual (HCM 6th) as per instructions in the City of Toronto "Guidelines for the Preparation of Transportation Impact Studies" for utilizing the most recent version of HCM.</p> <p>The results from a more recent HCM version is considered to be more reliable.</p> <p>Only those intersections where the configurations are not supported by HCM 6th/2010, the HCM 2000 based results should be used following the instructions from City of Toronto's "Guidelines for Using Synchro 9 (Including SimTraffic 9)". The Guideline mentions using HCM 2000 for the intersections where there are specific limitations to HCM2010 (HCM 6th has the same limitation).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | The majority of the intersections have a configuration that is not supported by HCM 2010. In addition, HCM 2010 does not support speed limits less than or equal to 40 km/h which is the case along the majority of the roads within the Corktown Station Study Area. Hence, for consistency purposes, HCM 2000 was selected as the version of choice.                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3        |

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| 4 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 2.1.2.2 Pedestrian Level of Service, Page 30                                      | <p>"As shown in Exhibit 22 in the City of Ottawa's Multi- Modal Level of Service Guidelines, the Pedestrian Level of Service target for all these different types of areas is generally Level of Service 'C:'"</p> <p>- Please include Exhibit 22 of City of Ottawa's MMLOS Guidelines in Appendix C - Level of Service Criteria.</p>                                                                                                                                                                                                  | Noted, Exhibit 22 of City of Ottawa's Multi-Modal Level of Service Guidelines will be added to Appendix C of the Traffic Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 1 |
| 5 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Table 2-1: Key Determining Factors for Pedestrian Level of Service, Page 30       | <p>"Right- and left-turn conflicts .....and exclusive pedestrian phases"</p> <p>- Edit to: "Right- and left-turn conflicts .....and exclusive pedestrian phases (leading pedestrian interval)"</p> <p>- TS recommends to model all LPI intersections within Corktown site.</p> <p>- Please also ensure that LPI element should be considered for those intersections in finding Pedestrian LOS.</p> <p>For example leading pedestrian interval is installed at the Intersection of King St &amp; Sherbourne St (TCS254)</p>            | <p>Noted, the edit will be made in the revised report.</p> <p>Among the intersections where traffic data was provided, only the intersection of Parliament Street and Mill Street has LPI and it was modeled accordingly. The LPI element is considered when assessing PLOS at the intersection of Parliament Street and Mill Street. Traffic data at the intersection of King Street and Sherbourne Street was missing.</p> <p>A quantitative traffic impact assessment will be completed, as required, as project planning progresses to consider vehicular traffic impacts as a result of the Corktown Station Early Works, and develop and implement a Transit and Traffic Management Plan(s), which could include temporary changes to intersection lane configurations, traffic signal timing optimization, modifications to existing signal timing plans, etc. The Transit and Traffic Management Plan(s) will also address specific emergency services requirements in consultation with the City of Toronto.</p> | 1 |
| 6 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Table 2-3: Key Determining Factors for Transit Level of Service, Page 33          | <p>"Ratio of average transit speed to posted speed"</p> <p>- Specify what is the source of getting average transit speed.</p>                                                                                                                                                                                                                                                                                                                                                                                                          | The average transit speed was assumed equal to or greater than 80% of the respective road's posted speed. This quantitative measure was linked to the qualitative measure of having limited parking/driveway friction, as per Exhibit 15 of the City of Ottawa's Multi-Modal Level of Service Guidelines.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 1 |
| 7 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 3.1.1.1 Road Network, Page 35                                                     | <p>- Eastern Avenue is a minor east-west arterial road.</p> <p>- As Part of Vision Zero Speed Management Strategy, Front St btwn Parliament and Cherry is 30km/h. (January 8, 2020)</p> <p>Please confirm what speed limit was considered in Level of service assessment?</p> <p>- Posted speed is 40 km/h on the section of Parliament btwn Queen and Gerrard.</p> <p>Please specify the speed limit of the section of Parliament St as shown in Figure 3-1, Please confirm what speed limit was considered for the LOS analysis?</p> | <p>Noted, the classification of Eastern Avenue will be updated in the revised report.</p> <p>Noted, the posted speed of Front Street will be updated in the revised report. As shown in Appendix F, the range between 30 and 50 km/h was selected as the operating speed in the level of service assessment for Front Street.</p> <p>As shown in Appendix F, the range between 30 and 50 km/h was selected as the operating speed in the level of service assessment for Parliament Street.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1 |
| 8 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Figure 3-1: Existing Road Network Within the Corktown Station Study Area, Page 37 | <p>Please clarify why the following signalized intersection are not labelled in this figure.</p> <p>- King/Parliament-TCS 245.</p> <p>- King/Sherbourne-TCS254.</p> <p>- Front/Sherbourne TCS253.</p> <p>- Front/Berkeley-TCS1968.</p> <p>- Front/Princess-TCS 1967.</p> <p>Timing cards of these intersections have already been provided.</p>                                                                                                                                                                                        | All intersections will be labelled in the revised figure. Timing cards have been provided but turning movement counts at the noted intersections were missing and hence they were not assessed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1 |

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| 9  | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 3.1.1.2 Intersection Operations, Page 38                                                                                                                    | <ul style="list-style-type: none"> <li>- Please clarify why unsignalized intersections were not analyzed?</li> <li>- Turning movement counts of Adelaide/Ontario was provided. TMCs of King/Princess is available in Traffic Impact Study of 333 King Street East and 250 Front Street East developments.</li> <li>- MX. to review TIA reports of the developments mentioned in section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)" for retrieving TMC data.</li> <li>- Please include Level of service of unsignalized intersections. Criteria is mentioned in Appendix C, page 92.</li> </ul> | <p>Intersection of Adelaide/Ontario will be assessed and LOS criteria for unsignalized intersections will be added to Appendix C.</p> <p>A quantitative traffic impact assessment will be completed, as required, as project planning progresses to consider vehicular traffic impacts as a result of the Corktown Station Early Works, and develop and implement a Transit and Traffic Management Plan(s), which could include temporary changes to intersection lane configurations, traffic signal timing optimization, modifications to existing signal timing plans, etc. The Transit and Traffic Management Plan(s) will also address specific emergency services requirements in consultation with the City of Toronto.</p> | 1 |
| 10 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Table 3-1: Traffic Operations at the Corktown Station Study Area<br>Intersections under Existing Conditions (2020) during the AM and PM Peak Hours, Page 39 | <ul style="list-style-type: none"> <li>- All intersections should be number-coded following the coding system applied in synchro models (Appendices E). For example intersection ID of Adelaide St &amp; Sherbourne St is 90 on page 102..</li> <li>- Synchro output in Appendix did not show 95th percentile queue length. Please include updated synchro model in Appendix E for confirming all measure of effectiveness mentioned in this table.</li> </ul>                                                                                                                                                                    | Noted, intersection IDs will be added to Table 3-1 and queue reports from Synchro will be added to Appendix E.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1 |
| 11 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 3.1.2.1 Pedestrian Network, Page 41                                                                                                                         | Please mention Martin Goodman Trail, south of LakeShore and Lower Don Trail, north of Lake Shore are the pedestrian and cyclist connections.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Noted, the Martin Goodman Trail will be mentioned in the revised report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1 |
| 12 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | figure 3-2, Page 42                                                                                                                                         | Please provide different color code for labelling sidewalks on the north side only and/or partially other side and for laneways with sidewalk on north side, as these resemble to color code given to the sidewalks on both sides.                                                                                                                                                                                                                                                                                                                                                                                                | Noted, the figure will be updated.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 1 |
| 13 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix C, Multi-Modal Level of Service Criteria, Pg.96                                                                                                    | Please include Exhibit 5- PETS Point Tables from City of Ottawa's MMLOS Guidelines in this section, as this exhibit is used in finding Pedestrian Level of Service.                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Noted, Exhibit 5 of City of Ottawa's MMLOS Guidelines will be added to Appendix C.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 1 |
| 14 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix E, Berkeley St & Front St, Page 107                                                                                                                | <ul style="list-style-type: none"> <li>- Please clarify from where TMC data was retrieved for this intersection?</li> <li>- Please also clarify why the TMCs of AM and PM (page 119) are the same?</li> <li>- The cycle length of TCS1968 is not 70 secs, it is 90 secs for both AM/PM period. TS has provided the timing card of this intersection.</li> <li>- WBLT is prohibited during AM peak (7am-9am, Mon-Fri, TTC vehicles excepted), please model this intersection appropriately.</li> </ul>                                                                                                                             | The intersection was not assessed as TMC data was not available at the intersection. The intersection Synchro report presented in Appendix E is not reflective of any observed TMC or the signal timing plan currently in place at the intersection. The Synchro report pertaining to this intersection will be removed from Appendix E.                                                                                                                                                                                                                                                                                                                                                                                           | 1 |
| 15 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix E, Parliament St & Mill St, Pages 111 & 123                                                                                                        | Please ensure to model this intersection as per timing card (TCS1894), LPI features is installed here.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | The intersection was modeled with a 5-second LPI as per the TCS1894 timing card.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1 |

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| 16 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F                                           | Pages 130 & 128, and pages 131 & 129 have the same informations.                                                                                                                                                                                                                                                                            | Pages 128 and 129 present the MMLOS results at the studied intersections in the AM peak hour and pages 130 and 131 present the results in the PM peak hour. The sheet titles will be revised to make the distinction clear.                                                                                                                                                                                           | 1    |
| 17 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Front & Parliament, Page 129             | Leading pedestrian interval (LPI) is not installed at Front/Parliament (TCS244), please revise the point calculation and LOS                                                                                                                                                                                                                | Noted, Appendix F will be revised accordingly. It should be noted that PLOS will remain the same.                                                                                                                                                                                                                                                                                                                     | 1    |
| 18 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Mill & Parliament, Page 129              | Leading pedestrian interval (LPI) is installed at Mill/Parliament (TCS1894). Please ensure that LPI element is considered for the intersection in finding Pedestrian LOS.                                                                                                                                                                   | Noted, Appendix F and PLOS results will be revised accordingly.                                                                                                                                                                                                                                                                                                                                                       | 1    |
| 19 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Pages 128 & 129                          | Please include a row for refuge island element in Multi-Modal Level of Service - Intersections Forms, as points are assigned to that element of intersection (see Exhibit 5- PETS I point tables from City of Ottawa's MMLOS Guidelines). However, the points for refuge island was considered in calculating PLOS score for intersections. | As per the addendum to the City of Ottawa's MMLOS Guidelines, points assigned for "Island Refuge" were deleted and combined with the Table 5.3b "Right Turn Channel". Exhibit 5 will be added to Appendix C.                                                                                                                                                                                                          | 1, 3 |
| 20 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Page 128, King/Berkeley                  | As per Google image, eastbound and westbound left turning cyclists need to cross one lane. Please confirm and revise the appendix page.                                                                                                                                                                                                     | A distinction was made between "changing lanes" and "crossing lanes". Cyclists travelling on the curb lanes of King Street would have to change lanes to get to the median lane and complete a left-turn movement at the intersection of King Street and Berkeley Street. At intersection with an auxiliary left-turn lane, cyclists were considered to "cross" the median through lane to get to the left-turn lane. | 3    |
| 21 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Cherry & Front, Page 129                 | The south leg of Cherry has pocket bike lane. As per MMLOS Ottawa Guidelines (exhibit 12), pocket bike lanes are defined as bike lanes that develop near intersections between vehicular right turn lanes on the right side and vehicular through or left lane on the left side. Please confirm and advise the BLOS of south leg?           | Noted, "pocket bike lane" will be used instead of "curb bike lane". BLOS would remain unchanged.                                                                                                                                                                                                                                                                                                                      | 1    |
| 22 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, The Esplanade/Lower Sherbourne, Page 129 | As per Google image, northbound and southbound left turning cyclists need to cross two lanes. Please confirm and revise the appendix page.                                                                                                                                                                                                  | Cyclists were assumed to use the crossrides across the east and west legs and then cross using the crosswalks to complete the left turn movement. That's the reason no lanes would be crossed at the approach to the intersection.                                                                                                                                                                                    | 3    |
| 23 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Lower Sherbourne/Lake Shore, Page 129    | As per Exhibit 12 of MMLOS Ottawa Guidelines, for the speed limit $\geq 60$ km/h with no lane crossed, BLOS of east/west legs are "D" in mixed traffic. Please confirm and revise the appendix page.                                                                                                                                        | Noted. No change was required to overall BLOS as the intersection of Lake Shore Boulevard and Lower Sherbourne Street as overall BLOS is D. Appendix F will be revised to update the BLOS.                                                                                                                                                                                                                            | 1    |
| 24 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Multi-Modal Level of Service             | As per TS comments provided for BLOS, please revise the Tables 3-4, 3-5 and Figure 3-5 on pages 48, 49 & 50 respectively.                                                                                                                                                                                                                   | Noted. No changes are required to Table 3-4, 3-5 and Figure 3-5 will be updated accordingly.                                                                                                                                                                                                                                                                                                                          | 1    |

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| 25 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F                                                           | All signalized intersections within the site should be assessed for PLOS, BLOS & TLOS. Analysis should be included in this appendix.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | All signalized intersections where traffic data was received from the City were assessed for PLOS, BLOS, and TLOS.<br><br>A quantitative traffic impact assessment will be completed, as required, as project planning progresses to consider vehicular traffic impacts as a result of the Corktown Station Early Works, and develop and implement a Transit and Traffic Management Plan(s), which could include temporary changes to intersection lane configurations, traffic signal timing optimization, modifications to existing signal timing plans, etc. The Transit and Traffic Management Plan(s) will also address specific emergency services requirements in consultation with the City of Toronto.                                                                          | 1 |
| 26 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Pages 132-141                                            | Specify what is crowding Pedestrian LOS, how it was calculated and what is the source of this criteria. Crowding PLOS is shown in this Appendix for segment analysis. Please also clarify how the number of pedestrians were obtained for this analysis. This description should be included in section 2.1.2.2 - Pedestrian Level of Service and criteria should be included in Appendix C                                                                                                                                                                                                                                                                                                                                                               | Crowding PLOS was disregarded in the assessment of pedestrian level of service due to the absence of accurate pedestrian volumes along the midblock segments.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3 |
| 27 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Segment Form, BLOS, Cherry St, btwn LakeShore and Adelaide, Page 141 | Please indicate what (bike lane+parking lane) width was considered for finding BLOS. Clarify how the bike lane+parking lane width >= 1.8m is justifying BLOS "A" for this segment, however bike lane is adjacent to parking lane (see Appendix C Exhibit 11)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | The type of facility considered in the assessment was "curbside bike lane" as it is a better representation of the bike lanes along Cherry Street than "bike lanes adjacent to curbside parking lane". The width used is basically the estimated width of the bike lane.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 1 |
| 28 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | General                                                              | Why MX did not consider assessing Truck level of service along truck routes, arterial roads and key delivery access routes within Corktown Site, as per City of Ottawa's Multi- Modal Level of Service Guidelines ?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | The assessment of trucks level of service was not included as it is not a typical requirement in such studies where the focus is on impacts to general traffic, active transportation users, and transit. Given that truck percentages were input into the Synchro models, then the findings of the traffic operations assessment can be considered a good representation of the actual operations experienced by the existing vehicle mix (including trucks) within the Corktown Station Study Area.                                                                                                                                                                                                                                                                                    | 3 |
| 29 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Executive Summary- Page 9 of 141                                     | "The Ontario Line Final Environmental Conditions Report (AECOM, 2020) notes that turning movement counts and signal timing plans were not available at some intersections within the Ontario Line Study Area, and were not collected through new traffic surveys considering the uncharacteristic traffic conditions as a result of the COVID-19 pandemic. As a result of the noted data limitations, a quantitative traffic assessment of some intersections within the Corktown Station Study Area could not be undertaken."<br><br>If the most current data are not available, the traffic study can be undertaken using older traffic data( turning movement counts and signal timing plans) and do the related adjustments as per COVID19 condition. | Intersections with historical TMC data were assessed using a conservative annual growth rate of 1%. The intersections that were not assessed are those where no traffic data was available.<br><br>A quantitative traffic impact assessment will be completed, as required, as project planning progresses to consider vehicular traffic impacts as a result of the Corktown Station Early Works, and develop and implement a Transit and Traffic Management Plan(s), which could include temporary changes to intersection lane configurations, traffic signal timing optimization, modifications to existing signal timing plans, etc. The Transit and Traffic Management Plan(s) will also address specific emergency services requirements in consultation with the City of Toronto. | 1 |

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| 30 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Table 1-2: Anticipated Construction Activities for the Ontario Line Corktown Station Early Works- Page 26 of 141 | <p>"All road closures will follow standard traffic control management guidelines"</p> <p>Please confirm the duration of the road closures (if any) in the construction period. Which roads will be closed in this regard? Will be any full closure in the adjacent road network?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | This level of detail is not yet known; full closures are not anticipated based on the nature of the Early Works scope.                                                                                                                                                                                                                                   | 1 |
| 31 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 2.1.2 Multi-Modal Level of Service Assessment-Page 30 of 141                                                     | <p>"For any given approach to the intersection, the pedestrian green time / effective walk time was calculated as per the formula included in the Addendum to the City of Ottawa's Multi-Modal Level of Service Guidelines (2015) by conservatively assuming that no pedestrian is initiating their crossing during the Flashing Don't Walk time;"</p> <p>To confirm if the assumptions are in alignment with the City of Toronto "Traffic Signals Operations Policies and Strategies". The pdf version can be found at the following address:</p> <p>"<a href="https://www.toronto.ca/wp-content/uploads/2017/11/91d6-0_2015-11-13_Traffic-Signal-Operations-Policies-and-Strategies_Final-a.pdf">https://www.toronto.ca/wp-content/uploads/2017/11/91d6-0_2015-11-13_Traffic-Signal-Operations-Policies-and-Strategies_Final-a.pdf</a>"</p> | Although the City of Toronto "Traffic Signal Operations Policies and Strategies" does not provide an explicit definition of the pedestrian effective walk time, but the assumptions considered in the assessment are in line with the document in terms of the definition of the pedestrian phase intervals (e.g., walk time and flash don't walk time). | 1 |
| 32 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 2.1.2 Multi-Modal Level of Service Assessment-Page 32 of 141                                                     | <p>"This indicates that the impact of transit signal priority measures is not factored into the assessment of Transit Level of Service at the intersection level."</p> <p>Considering the multimodal character of transportation in the Corktown area, it doesn't seem that using Synchro and Ottawa Multi-Modal Guideline would be the preferred option to cover all different aspects of the traffic impacts of the construction in this area. The preferred method here is using microsimulation software to include all impacts correctly and modeling the network as per the real condition.</p>                                                                                                                                                                                                                                         | The adopted methodology is a typical best practice for Environmental Assessment Studies. As design progresses and in the event that partial/full road closures would be required during Early Works, then the assessment will be expanded to include results from a microsimulation tool.                                                                | 3 |
| 33 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Figure 3-5: Cyclist Level of Service Within the Corktown Station Study Area- Page 50 of 141                      | The use of a 8-10 meters of the parking lot just north of Parliament Square Park is required to facilitate a bi-directional bikeway connection between Esplanade and Mill (between Berkeley and Parliament). More information regarding this comment has been provided in the previous packages related to Cork town station.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | The planned facilities will be added to Section 5.6.2.2 of the Early Works Report, Planned Services and Facilities. Metrolinx will continue consultation and coordination with the City in regards to the bikeway connection implementation.                                                                                                             | 1 |

| Review Comments Spreadsheet                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                    |                                        | * Actions:     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| 1                                           | ECS-BSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Gardiner Rehabilitation Timeline                                                                                                                                                                                                                                                                                                                                   | Section 2.2.3.2, Page 17.              | <p>The information under Section 2.2.3.2 appears to be outdated. The schedule has been revised and currently Segment 6 is from Cherry to Don Roadway from 2026 to 2029. Waterfront Toronto is completing the work from Don roadway to Logan in 2021 and 2022. Please ensure that the Gardiner Expressway Strategic Rehabilitation Plan segments and the respective construction timeline information is up to date prior to the issuance of the Report.</p> <p>2.2.3.2 Gardiner Expressway Strategic Rehabilitation Plan</p> <p>The City of Toronto developed the Gardiner Expressway Strategic Rehabilitation Plan to establish the immediate and long-term rehabilitation needs of the Gardiner Expressway, improve transportation corridors within the area, and provide more efficient public transit connections (City of Toronto, n.d.c). The rehabilitation is being completed in seven sections, two of which are within the Corktown Station Study Area.</p> <ul style="list-style-type: none"> <li>Segment 1 between Jarvis Street and Cherry Street with a projected timeline of planned construction <b>between 2018 and 2021</b> (City of Toronto, n.d.c); and</li> <li>Segment 6 between Lower Jarvis Street and east of the Don Valley Parkway at Logan Avenue with a projected timeline of planned construction <b>between 2024 and 2027</b> (City of Toronto, n.d.c).</li> </ul> <p>The City of Toronto's website notes that the planned construction timelines are subject to change (City of Toronto, n.d.c).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Thank you for providing the revised schedule information. The Early Works Report has been updated with the dates provided (2026-2029). Please note that the City of Toronto Gardiner Expressway Rehabilitation Strategy website currently states that the area east of Cherry Street, referred to as the Gardiner East EA, is scheduled from 2026 to 2030.                                                                                               | 1           |                      |                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                    |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                   |   |
| 2                                           | ECS-BSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Gardiner Rehabilitation Timeline                                                                                                                                                                                                                                                                                                                                   | Section 3.2, Page 20.                  | <p>The dash red line (footprint as defined under Section 3.2 above) and shown in Figure 3-2 includes a segment of the Gardiner Expressway. Please elaborate what impacts are anticipated on the Gardiner Expressway and how they are affecting the structure and its operations as a result of the Corktown Early Works?</p> <p><b>3.2 Early Works Project Footprint and Study Area</b></p> <p>The Corktown Station Early Works Project Footprint, shown in Figure 3-1, is defined as the area of direct disturbance associated with the early works activities. The site is bound by King Street East to the north, Parliament Street to the East, Berkeley Street to the West and Parliament Square Park to the south.</p> <p>The Corktown Station Study Area, shown in Figure 3-2, includes the Corktown Station Early Works Project Footprint and a 500 metre buffer which was identified for assessment of potential impacts of the Corktown Station early works. As shown in Table 4-1, select discipline-specific study areas were identified for assessment of the discipline-specific potential impacts of the Corktown Station early works.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Although the Gardiner Expressway is within the 500m buffer of the study area, as stated in Section 5.9 of the Early Works Report, the Gardiner Expressway between Cherry Street and Sherborne Street was not considered part of the road network as it is not anticipated to be directly impacted by the Corktown Station Early Works within the Corktown Station Early Works Project Footprint or be part of the route for heavy construction vehicles. | 1           |                      |                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                    |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                   |   |
| 3                                           | ECS-BSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Gardiner Rehabilitation Timeline                                                                                                                                                                                                                                                                                                                                   | Table 3-1, Page 23                     | <p>Are there any excavations happening within the red dash line (shown in Figure 3-2) adjacent to the Gardiner bridge foundation/footing as part of the work highlighted above?</p> <p><b>Table 3-1: Anticipated Construction Activities for the Ontario Line Corktown Station Early Works</b></p> <table border="1"> <thead> <tr> <th>Anticipated Construction Activity</th> <th>Description</th> <th>Associated Equipment</th> </tr> </thead> <tbody> <tr> <td><b>Site Preparation</b></td> <td> <ul style="list-style-type: none"> <li>• Mobilization of equipment and temporary facilities to the site.</li> <li>• Clearing and grubbing of vegetation, tree removal and protection.</li> <li>• Erection of temporary fences.</li> <li>• Installation of environmental management features (e.g., erosion and sediment controls).</li> <li>• Dewatering works.</li> <li>• Demobilization.</li> <li>• Temporary signs.</li> <li>• Locates and surveys.</li> <li>• Notices.</li> <li>• Site specific documents (safety, approvals, permit etc.)</li> </ul> </td> <td> <ul style="list-style-type: none"> <li>• Site compaction equipment and grading equipment.</li> <li>• Vegetation removal equipment.</li> <li>• Excavation equipment.</li> <li>• Haulage/dump trucks.</li> <li>• Dewatering equipment (pumps etc.).</li> <li>• Hand tools.</li> <li>• Surveying equipment.</li> <li>• Flatbed truck.</li> <li>• Forklift.</li> </ul> </td> </tr> <tr> <td><b>Site Servicing/ Removals/ Demolition</b></td> <td> <ul style="list-style-type: none"> <li>• Decommissioning, relocation and/or extension of services and utilities on the site, which may include both underground and aerial services and utilities (e.g., sewers, water, electrical, communications, gas). This may also involve installation of utilities within the site.</li> <li>• Removal of paved driveways, parking areas, and subsurface foundations and footings.</li> <li>• Demolition and removal of buildings.</li> <li>• Removal/remediation of contaminated soil.</li> </ul> </td> <td> <ul style="list-style-type: none"> <li>• Excavation/demolition equipment including backhoe, dump trucks, spools removal equipment, and cranes.</li> <li>• Hand tools.</li> <li>• Mobile crane.</li> <li>• Flatbed trucks.</li> <li>• Boom truck.</li> </ul> </td> </tr> </tbody> </table> <p>page 3-2: Corktown Station Early Works Project Footprint and Study Area</p>  | Anticipated Construction Activity                                                                                                                                                                                                                                                                                                                                                                                                                        | Description | Associated Equipment | <b>Site Preparation</b> | <ul style="list-style-type: none"> <li>• Mobilization of equipment and temporary facilities to the site.</li> <li>• Clearing and grubbing of vegetation, tree removal and protection.</li> <li>• Erection of temporary fences.</li> <li>• Installation of environmental management features (e.g., erosion and sediment controls).</li> <li>• Dewatering works.</li> <li>• Demobilization.</li> <li>• Temporary signs.</li> <li>• Locates and surveys.</li> <li>• Notices.</li> <li>• Site specific documents (safety, approvals, permit etc.)</li> </ul> | <ul style="list-style-type: none"> <li>• Site compaction equipment and grading equipment.</li> <li>• Vegetation removal equipment.</li> <li>• Excavation equipment.</li> <li>• Haulage/dump trucks.</li> <li>• Dewatering equipment (pumps etc.).</li> <li>• Hand tools.</li> <li>• Surveying equipment.</li> <li>• Flatbed truck.</li> <li>• Forklift.</li> </ul> | <b>Site Servicing/ Removals/ Demolition</b> | <ul style="list-style-type: none"> <li>• Decommissioning, relocation and/or extension of services and utilities on the site, which may include both underground and aerial services and utilities (e.g., sewers, water, electrical, communications, gas). This may also involve installation of utilities within the site.</li> <li>• Removal of paved driveways, parking areas, and subsurface foundations and footings.</li> <li>• Demolition and removal of buildings.</li> <li>• Removal/remediation of contaminated soil.</li> </ul> | <ul style="list-style-type: none"> <li>• Excavation/demolition equipment including backhoe, dump trucks, spools removal equipment, and cranes.</li> <li>• Hand tools.</li> <li>• Mobile crane.</li> <li>• Flatbed trucks.</li> <li>• Boom truck.</li> </ul> | The red dashed line is the study area that was considered for various assessments as part of the Early Works; however, ground disturbing activities (i.e. excavations) are only anticipated within the Project Footprint (the orange line). Future tunnelling impacts associated with the Ontario Line will be covered in the forthcoming Environmental Impact Assessment Report. | 1 |
| Anticipated Construction Activity           | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Associated Equipment                                                                                                                                                                                                                                                                                                                                               |                                        |                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| <b>Site Preparation</b>                     | <ul style="list-style-type: none"> <li>• Mobilization of equipment and temporary facilities to the site.</li> <li>• Clearing and grubbing of vegetation, tree removal and protection.</li> <li>• Erection of temporary fences.</li> <li>• Installation of environmental management features (e.g., erosion and sediment controls).</li> <li>• Dewatering works.</li> <li>• Demobilization.</li> <li>• Temporary signs.</li> <li>• Locates and surveys.</li> <li>• Notices.</li> <li>• Site specific documents (safety, approvals, permit etc.)</li> </ul> | <ul style="list-style-type: none"> <li>• Site compaction equipment and grading equipment.</li> <li>• Vegetation removal equipment.</li> <li>• Excavation equipment.</li> <li>• Haulage/dump trucks.</li> <li>• Dewatering equipment (pumps etc.).</li> <li>• Hand tools.</li> <li>• Surveying equipment.</li> <li>• Flatbed truck.</li> <li>• Forklift.</li> </ul> |                                        |                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| <b>Site Servicing/ Removals/ Demolition</b> | <ul style="list-style-type: none"> <li>• Decommissioning, relocation and/or extension of services and utilities on the site, which may include both underground and aerial services and utilities (e.g., sewers, water, electrical, communications, gas). This may also involve installation of utilities within the site.</li> <li>• Removal of paved driveways, parking areas, and subsurface foundations and footings.</li> <li>• Demolition and removal of buildings.</li> <li>• Removal/remediation of contaminated soil.</li> </ul>                 | <ul style="list-style-type: none"> <li>• Excavation/demolition equipment including backhoe, dump trucks, spools removal equipment, and cranes.</li> <li>• Hand tools.</li> <li>• Mobile crane.</li> <li>• Flatbed trucks.</li> <li>• Boom truck.</li> </ul>                                                                                                        |                                        |                                                                                                                                                                                                                                                                                                                          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| 4 | ECS-BSE | Gardiner Rehabilitation Timeline | Executive Summary, page ix | <p>Will any of the proposed road closures within the Corktown Early Works site have any direct/indirect and short/long-term impacts on the planned Gardiner construction staging?</p> <p><u>Traffic and Transportation</u></p> <p>Existing elements of the transportation and transit networks within the Corktown Station Traffic and Transportation Study Area include:</p> <ul style="list-style-type: none"> <li>▪ Seven arterial roads (i.e., Lake Shore Boulevard East, King Street East, Eastern Avenue, Adelaide Street, Front Street, Parliament Street, and Sherbourne Street), two collector roads (i.e., Cherry Street and The Esplanade), and three local roads (i.e., Berkeley Street, Trinity Street, and Mill Street);</li> <li>▪ It should be noted that the section of Gardiner Expressway between Cherry Street and Sherbourne Street was not considered part of the road network as it is not anticipated to be directly impacted by the early works within the Corktown Station Early Works Project Footprint or be part of the route for heavy construction vehicles.</li> </ul> | Impacts to the Gardiner Expressway are not anticipated. | 1 |
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| Review Comments Spreadsheet |                |                                                   |                                        | * Actions:                                                                                                                                                                                                                                                                                                           | ** Status:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |          |
|-----------------------------|----------------|---------------------------------------------------|----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| Park, Forestry & Recreation |                |                                                   |                                        | 1 = Will comply                                                                                                                                                                                                                                                                                                      | O = Open, not resolved                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |          |
|                             |                |                                                   |                                        | 2 = Discuss, clarification required                                                                                                                                                                                                                                                                                  | P = Pending incorporation in design                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |          |
|                             |                |                                                   |                                        | 3 = Not applicable because .....                                                                                                                                                                                                                                                                                     | C = Closed, implementation complete                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |          |
| Project Name:               |                |                                                   |                                        | Revised By:                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |          |
| Project No:                 |                |                                                   |                                        | Date In:                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |          |
|                             |                |                                                   |                                        | Date Out:                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |          |
| Item No.                    | Reviewer Name  | Description                                       | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                       | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Actions* |
| 1                           | Urban Forestry | Natural Environment early works report @ Corktown | general                                | As clearing and grubbing will be an anticipated construction activity for site preparation, when can UF expect an arborist report and tree inventory to be submitted for review? Please confirm if this scope of work will be included in a site specific report or systemwide report.                               | An Arborist report will be completed and submitted to the City of Toronto ahead of any tree removals. This will be a site-specific report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1        |
| 2                           | Urban Forestry | Natural Environment early works report            | 7.3                                    | Bylaws 813, article II & III should be specifically included in this section as a municipal permit since tree removal/injury may be required. Tree permits for bylaw protected trees must be obtained from UF beforehand.                                                                                            | Metrolix will continue to engage with the City of Toronto as project planning and design progress, including with regard to tree injury/removal permits as required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3        |
| 3                           | Urban Forestry | Draft early works report                          | ES. 6 - Permits and approvals          | Bylaws 813, article II & III should be specifically included in this section as a municipal permit since tree removal/injury may be required. Tree permits for bylaw protected trees must be obtained from UF beforehand.                                                                                            | See response to Comment #2 above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3        |
| 4                           | PFR - PDCP LAU | Corktown Station Early Works Project Footprint    | General                                | PFR supports Transportation Services' ask for the Esplanade-Mill bikeway through the existing parking lot just north of Parliament Square Park within the Corktown Station EWP footprint to provide a separate space for people walking and cycling. The footprint should reflect the bikeway area provided by CREM. | Information on the Esplanade-Mill bikeway will be added to Section 5.6.2.2 of the Early Works Report, Planned Services and Facilities. Metrolix will continue to consult with the City of Toronto on the Esplanade and Mill Street bikeway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 1        |
| 5                           | PFR - PDCP LAU | Natural Environment                               | General                                | Any existing and lands proposed for future open space shall be returned to conditions set out under the Environmental Protection Act, Ontario Regulation 153/04                                                                                                                                                      | Conveyance of lands will be in accordance with the land conveyance requirements, currently under discussion between Metrolix and City of Toronto.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 1        |
| 6                           | PFR - PDCP LAU | Air Quality                                       | General                                | PFR requests that the adjacent parks are considered locations for sensitive receptors                                                                                                                                                                                                                                | <p>The definition of sensitive and critical receptors is based on the Ministry of Transportation guide for Air Quality Assessments in Transportation projects and is follows:</p> <p>a) A sensitive receptor is any location where people may be living (i.e. detached or semi-detached housing, apartment rentals, condos, etc.)</p> <p>b) A critical receptor is any location where vulnerable populations may be spending 8 hours or more of their day (e.g. hospitals, schools, child care centres, long-term care homes, etc.)</p> <p>(<a href="https://prod-environmental-registry.s3.amazonaws.com/2020-07/AQGHG%20Guide%20%28May%202020%29.pdf">https://prod-environmental-registry.s3.amazonaws.com/2020-07/AQGHG%20Guide%20%28May%202020%29.pdf</a>)</p> <p>Adjacent parks do not meet these definitions and therefore have not been considered sensitive receptors as part of the assessment.</p> | 3        |

|    |                |                                             |                                 |                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |   |
|----|----------------|---------------------------------------------|---------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| 7  | PFR - PDCP LAU | Noise and Vibration                         | General                         | When the noise and vibration report becomes available, PFR expects that the adjacent parks are considered locations for sensitive receptors                                                                                                                                                                                                       | <p>The definition of a noise sensitive area (NSA) for transportation projects is based on the MTO Environmental Guide for Noise and excludes parks and picnic areas which are not inherently part of a noise sensitive land use.</p> <p>NSA means the following land uses with an outdoor living area (OLA) associated with them;</p> <ul style="list-style-type: none"> <li>•Private homes such as single family residences</li> <li>•Townhomes</li> <li>•Multiple unit buildings such as apartments with OLA for use for all occupants</li> <li>•Hospitals, nursing homes for the aged, where there are OLA for the patients.</li> </ul> <p>Land uses below by themselves do not qualify as NSAs</p> <ul style="list-style-type: none"> <li>•Apartment balconies above ground floor</li> <li>•Churches</li> <li>•Cemeteries</li> <li>•Parks and picnic areas which are not inherently part of a NSA</li> <li>•All commercial</li> <li>•All industrial</li> </ul> <p>(<a href="https://www.library.mto.gov.on.ca/SydneyPLUS/TechPubs/Download.aspx?template=TechPub01&amp;field=Attachment&amp;record=f36a9e62-695a-4bf6-9b45-18931afc0ca2&amp;lang=en-US">https://www.library.mto.gov.on.ca/SydneyPLUS/TechPubs/Download.aspx?template=TechPub01&amp;field=Attachment&amp;record=f36a9e62-695a-4bf6-9b45-18931afc0ca2&amp;lang=en-US</a>)</p> | 3 |
| 8  | PFR - PDCP LAU | Socio-Economic and Land Use Characteristics | First Parliament Master Plan    | PFR requests that this report references CreateTO's First Parliament master plan. A portion of these lands identify future public open space. Impact assessment should take this sensitive use into consideration.                                                                                                                                | Details on the First Parliament Project have been added to Section 2.2.3 of the Early Works Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 1 |
| 9  | PFR - PDCP LAU | Socio-Economic and Land Use Characteristics | Parkland Strategy               | PFR requests that this report references the Parkland Strategy. This area is currently deficient in parkland and the report should highlight the importance of protecting existing parkland and protecting lands identified as future parkland.                                                                                                   | Details on the City of Toronto's Parkland Strategy have been added to Section 2.2.3 of the Early Works Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 1 |
| 10 | PFR - PDCP LAU | Archaeological Resources                    | General                         | Are there any anticipated utility conflicts or relocation required as a result of tunneling work in Parliament Square Park? If so, PFR recommends archaeological assessments be undertaken as they would for First Parliament.                                                                                                                    | Early works are not anticipated to impact Parliament Square Park. Future tunnelling impacts will be covered in the forthcoming Ontario Line Environmental Impact Assessment Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3 |
| 11 | PFR - PDCP LAU | Archaeological Resources                    | General                         | Any objectives outlined in the First Parliament Working Group specifically related to archaeology must be reflected in this section.                                                                                                                                                                                                              | This report documents early works activities, and covers archaeological requirements for the Corktown Station early works. Next steps for archaeological work for the Corktown Station early works site. Metrolinx will continue to engage the City and has committed to have the City review workplans and scope for upcoming archaeological programs at this location.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 1 |
| 12 | PFR - PDCP LAU | Traffic and Transportation                  | Transportation Services bikeway | Current TPA lands are planned for TS bikeway. PFR supports Transportation Services' ask for a bikeway through the existing parking lot just north of Parliament Square Park within the Corktown Station EWP footprint to provide a separate space for people walking and cycling. The footprint should reflect the bikeway area provided by CREM. | Information on the Esplanade-Mill bikeway will be added to Section 5.6.2.2 of the Early Works Report, Planned Services and Facilities. Metrolinx will continue to consult with the City of Toronto on the Esplanade and Mill Street bikeway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 1 |

|    |                |                            |                                                |                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                  |   |
|----|----------------|----------------------------|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|---|
| 13 | PFR - PDCP LAU | Traffic and Transportation | Transportation Network - Active Transportation | Revise to read: Coordinate with the City of Toronto to minimize the interference with pedestrians and cyclists. This may include fencing, hoarding (min 2m high, solid and secured), shared-lane markings, signals, wayfinding signs, and lighting as required to provide pedestrians and cyclists with safe, accessible, and continuous routes. | Noted, suggested revision will be reflected in the revised report.                                                                               | 1 |
| 14 | PFR - PDCP LAU | Utilities                  | General                                        | Are there any anticipated utility conflicts or relocation required as a result of tunneling work in Parliament Square Park? If so, PFR recommends archaeological assessments be undertaken as they would for First Parliament.                                                                                                                   | Please refer to response to Comment #10 above.                                                                                                   | 3 |
| 15 | PFR - PDCP LAU | Permits and Approvals      | Municipality                                   | Mx to acknowledge that any requests related to land transactions must go through CREM for proper circulation.                                                                                                                                                                                                                                    | Metrolinx has engaged with the CREM team with regards to land transactions and will continue to engage with this team as the project progresses. | 1 |

**From:** [Merlin Yuen](#)  
**To:** [Julia Murnaghan](#)  
**Cc:** [Maria Zintchenko](#); [Crystal Ho](#); [Richard Borbridge](#); [Ontario Line](#); [Junaid Farooq](#); [Saad Karnelia](#)  
**Subject:** RE: Corktown Station Early Works Report  
**Date:** Tuesday, May 11, 2021 5:12:04 PM  
**Attachments:** [REDACTED]

---

Yes not a problem Julia – we can circle back and revise the MX action column.

Thanks,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

---

**From:** Julia Murnaghan <Julia.Murnaghan@toronto.ca>  
**Sent:** May 10, 2021 5:41 PM  
**To:** Merlin Yuen <Merlin.Yuen@metrolinx.com>  
**Cc:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Richard Borbridge <Richard.Borbridge@toronto.ca>; Ontario Line <ontarioline@metrolinx.com>; Junaid Farooq <Junaid.Farooq@toronto.ca>; Saad Karnelia <Saad.Karnelia@toronto.ca>  
**Subject:** RE: Corktown Station Early Works Report

**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.

Merlin,

Could you please provide confirmation of the proposed Mx action (see 1 / 2 / 3 list below) for each item?

---

**\* Actions:**

1 = Will comply

2 = Discuss, clarification required

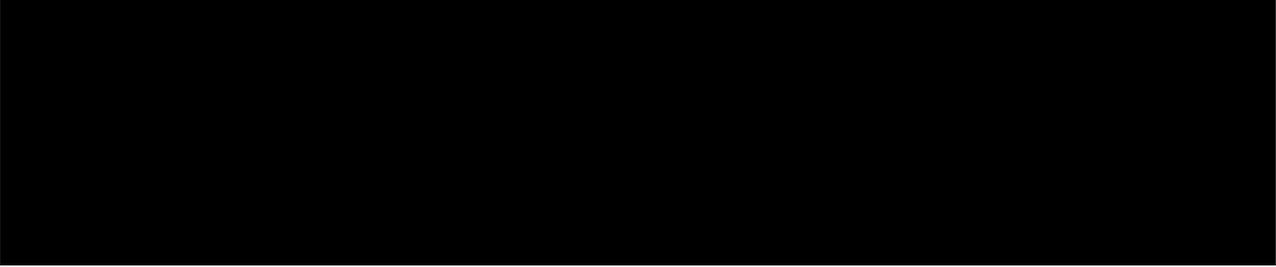
3 = Not applicable because .....

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This will greatly assist the City in verifying which of these items can be considered as closed, and which will require further discussion. Thank you!

Regards,

Julia Murnaghan



**From:** Merlin Yuen

**Sent:** May 10, 2021 10:37 AM

**To:** Julia Murnaghan <Julia.Murnaghan@toronto.ca>

**Cc:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Richard Borbridge <Richard.Borbridge@toronto.ca>; Ontario Line <ontarioline@metrolinx.com>; Junaid Farooq <Junaid.Farooq@toronto.ca>; Saad Karnelia <Saad.Karnelia@toronto.ca>

**Subject:** RE: Corktown Station Early Works Report

Good morning Julia – hope you had a great weekend.

Please see attached Metrolinx comment responses to the City's consolidated comments on the Corktown Station Early Works Report, dated April 14, 2021. Also to note, we've included the acceptance letter from the Ministry on the Ontario line South, as I believe one of the comment from City Planning inquired on whether the OLS Stage 1 was accepted into the Ministry's register.

Let us know if any additional questions, and we can address as necessary.

Thanks,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823

# Review Comments Spreadsheet

## City Planning

**\* Actions:**

- 1 = Will comply
- 2 = Discuss, clarification required
- 3 = Not applicable because .....

**\*\* Status:**

- O = Open, not resolved
- P = Pending incorporation in design
- C = Closed, implementation complete

**Project Name:**

**Revised By:**

**Project No:**

**Date In:**

**Date Out:**

| Item No. | Reviewer Name                   | Description                       | Part, Chapter, Sec, Subsec, page, DWG#                                             | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|----------|---------------------------------|-----------------------------------|------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1        | Heritage Planning - Archaeology | Archaeological Resources          | Early Works Report (EWR) - p. ix: Archaeological Resources                         | This revised property boundary includes three archaeological sites: The Parliament Site (AjGu-41), the Toronto Lime Kiln Works Site (AjGu-61), and the Lime Kiln Works Site (AjGu-64). Each of these sites are identified as Archaeologically Sensitive Areas on the City of Toronto's Archaeological Management Plan and require mitigation or in-situ preservation prior to any soil disturbance. Additionally, the property at 250 Front Street East has further archaeological conditions which require Stage 2 archaeological assessment after demolition of the building. Revise to include this information. | Both AjGu-61 and AjGu-64 refer to the same property 64-70 Parliament Street, the site has two borden numbers. The EWR will be updated to include reference to both numbers. Additional archaeological investigations at the First Parliament site are being planned, and all required archaeological assessments will be undertaken as part of the early works in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists (Ontario Government, 2011) and in accordance with the recommendations of previously completed archaeological assessment reports and in advance of any ground disturbance. |
| 2        | Heritage Planning - Archaeology | Terminology                       | EWR - Full Report<br>HDDR - Full Report                                            | Update all references to "City of Toronto Heritage Preservation Services" to City of Toronto Heritage Planning                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Comment noted, this has been revised in updated revisions of the report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 3        | Heritage Planning - Archaeology | Vibrational impacts - Archaeology | EWR/HDDR - Table ES-2;<br>EWR - Table 6-7, Section 5.8; Section 6.8                | This report does not address any vibrational impacts to known or potential archaeological resources as part of Early Works. In particular, the First Parliament Site (AjGu-41) is known to contain extremely fragile archaeological resources, such as the burnt floorboards and soil from the First Parliament buildings. These may be adversely impacted as part of this work. Include discussion of this issue with the statement that archaeological resources may be impacted by vibration within 11.1 metres of the Early Works area, unless fully mitigated.                                                 | Required archaeological investigations and completion of early works activities such as building foundation removal or activities that have the potential for vibration effects will be coordinated and completed such that buried archaeological resources are appropriately considered.                                                                                                                                                                                                                                                                                                                                                             |
| 4        | Heritage Planning - Archaeology | Archaeological Impacts            | EWR/HDDR - Table ES-2; Archaeological Resources;<br>EWR - Section 5.8; Section 6.8 | This description of Archaeological Resources shall also include a description of the Toronto Lime Kilns Works Site (AjGu-61/AjGu-64) as well as outstanding archaeological conditions for the property at 250-260 Front Street East, 39 Berkeley Street and 383 King Street East.                                                                                                                                                                                                                                                                                                                                   | See response to comment #1 above regarding the Borden numbers. The Early Works Report will be revised to include both Borden numbers for the Lime Kiln Works Site. Regarding the inclusion of addresses, the Early Works Report was intentionally high level to avoid pinpointing specific locations of archaeological sites, as per standard practice to minimize potential for looting.                                                                                                                                                                                                                                                             |

|   |                                 |                        |                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|---|---------------------------------|------------------------|------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5 | Heritage Planning - Archaeology | Archaeological Impacts | EWR/HDDR - Table ES-2; Archaeological Resources;<br>EWR - Section 5.8; Section 6.8 | <p>Include language that any future archaeological assessments must be conducted in accordance to the City of Toronto's Official Plan and the Terms of Reference for Archaeological Assessments.</p> <p>Also include language that any archaeological assessments, including the formulation of Stage 3 and Stage 4 mitigation programs and Construction Monitoring programs shall be subject to review and approval by the City of Toronto Heritage Planning.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>The Stage 1 archaeological assessment report is written to meet the requirements set out in the Standards and Guidelines for Consultant Archaeologists (Ontario Government, 2011).</p> <p>Metrolinx has committed to working with the City to review workplans for any additional archaeological assessments for the First Parliament site and will continue to work with the City to address comments that may arise from review of these workplans.</p>                                                                                                                                                                                         |
| 6 | Heritage Planning - Archaeology | Archaeological Impacts | EWR/HDDR Table ES-2 (EWR p. xxi-xxii)                                              | <p>Under the description of "Direct Impacts to Built Heritage Resources and Cultural Heritage Landscapes" the table notes that there is the "Potential to remove or demolish deeply buried archaeological remains as a result of removal/Demolition of a building or structure on the property and/or any ground disturbance is anticipated at OLS-034 (First Parliament Site - 265 and 271 Front Street East and 25 Berkeley Street)."</p> <ol style="list-style-type: none"> <li>1. Revise to include the properties north of Front Street (250-260 Front Street East, 383 King Street East, 68-70 Parliament Street).</li> <li>2. Include in Mitigation Measures that the work shall be subject to review and approval from City of Toronto Heritage Planning as well as ongoing consultation with the City of Toronto and other stakeholders and Indigenous Communities.</li> <li>3. Revise to include that archaeological assessment must also be conducted within any appropriate structures prior to demolition. The properties at 265-271 Front Street East are built on grade and previous archaeological assessments have recommended further work <u>inside</u> these structures.</li> </ol> | <ol style="list-style-type: none"> <li>1. See #4 above.</li> <li>2. MHSTCI Minister's Consent has been obtained, which includes commitments for consultation with the City of Toronto and Indigenous communities for the preparation of the Interpretation and Commemoration Plan.</li> <li>3. Metrolinx has committed to working with the City to develop workplans for the next stages of archaeological work on this site and as such, specific comments as to where the archaeological assessments will be occurring (i.e. at 265-271 Front Street East) will be carried forth to these workplans.</li> </ol>                                    |
| 7 | Heritage Planning - Archaeology | Municipal Permits      | EWR p. xxvii<br>HDDR - Section ES.5                                                | Under the Municipal Permits section, include that these works may be subject to Heritage Easement agreements, as required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | As documented in the Ontario Line CHR, there are no heritage easements within the Project Footprint.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 8 | Heritage Planning - Archaeology | Municipal Permits      | EWR p. xxvii<br>HDDR - Section ES.5                                                | Under the Municipal Permits section, revise to include the properties at 54 Parliament Street, 68-70 Parliament Street and 250-260 Front Street East, 39 Berkeley Street and 383 King Street East.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | A commitment will be added to Section 7.4 of the Early Works Report for consultation between Metrolinx and the City of Toronto Heritage Planning regarding the Lime Kiln Works Site.                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 9 | Heritage Planning - Archaeology | Archaeological reports | EWR - Section 4.8.1, p. 40                                                         | This report references the Stage 1 Archaeological Assessment of the Ontario Line South, dated July 24, 2020. The City have only received an earlier version of this report (May 29, 2020). We request that this report be provided to Heritage Planning as well as the concurrence letter from the MHSTCI stating that this report is compliant with the Standards and Guidelines for Consultant Archaeologists and has been entered into the Public Register.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>Metrolinx had circulated the Ontario Line South Stage 1 Archaeology Report on June 4, 2020 to the City based on the May 29, 2020 draft submitted to the Ministry (which is why the City only has the May 29, 2020 draft on file). This version was the same version submitted to the MHSTCI. We had received an approval letter (attached with this comment response) from the Ministry that this report was entered into the register on July 24, 2020, hence the July 24, 2020 reference in our Corktown Station Early Works Report.</p> <p>The July 2020 Stage 1 AA report can be found on our Mx Engage website for the City's reference.</p> |

|    |                                 |                          |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----|---------------------------------|--------------------------|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 10 | Heritage Planning - Archaeology | Archaeological reports   | EWR - Section. 5.8, p. 123 | The City of Toronto notes that the Stage 1 Archaeological Assessment Report (AECOM 2020) is missing reference to the Stage 1 Archaeological Assessment of 250-260 Front Street East and 383 King Street East. (Archeoworks 2017 - P029-0961-2017). Include this report in this section and acknowledge outstanding archaeological concerns.                                                                                                                                                                             | <p>The Ontario Line Stage 1 Archaeological Assessment was conducted using reports available in the MHSTCI database. however, it should be noted that the MHSTCI does not maintain a database of all properties that have had past archaeological investigations and searches of the MHSTCI public register do not always result in a complete listing of all archaeological work conducted in a given area. A request to the City of Toronto to provide any reports within the study area was made in the early stages of the project, and no additional reports were sent at the time of the Stage 1 report preparation.</p> <p>As planning progresses, further research will be done on a property specific basis. The Stage 1 Archaeological Assessment of 250-260 Front Street East and 383 King Street East. (Archeoworks 2017 - P029-0961-2017) will be reviewed as part of the archaeological assessment in the Ontario Line Environmental Impact Assessment Report.</p> |
| 11 | Heritage Planning - Archaeology | Archaeological Resources | EWR - Table 6-7, p. 165    | In Table 2-1 of the Ontario Line Corktown Station Early Works – Heritage Detailed Design Report, several other activities are identified as part of the Early Works which could impact the archaeological resources at OLS-034 beyond building demolition. This includes site preparation, staging, re-grading, tree removal, removal of contaminated soil, utilities decommissioning, and erection of fences. These issues need to be addressed as it relates to the impacts to archaeological resources on this site. | The activities listed in Table 2-1 of the Heritage Detail Design Report and the Early Works report are the same. The archaeology sections of the Early Works Report address all equipment/activities listed in Table 3-1 of the Early Works Report, not just demolition                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 12 | Heritage Planning - Archaeology | Archaeological Resources | EWR - Table 6-7, p. 165    | Under Potential Impact, it is noted that Options 2A and 2B from the Ontario Line Cultural Heritage Report (AECOM 2020) were reviewed and eliminated. Heritage Planning requests further information about why options 2A and 2B were eliminated during project design. These options gave preference to avoidance and protection of heritage attributes, which is also the preference of Heritage Planning.                                                                                                             | Based on the design and use of the First Parliament Site for the Ontario Line project, Options 2A (Encroachment) and 2B (Introduction of New Elements) were eliminated as neither are feasible based on the scope of work planned for the First Parliament Site. Demolition and removal of all structures on the properties as well as asphalt and soil removal where required, was determined to be the only option. Alternative sites were considered but ultimately ruled out for the launch of the tunnel boring machines, as described in Section 1.3.3 of the Early Works Report.                                                                                                                                                                                                                                                                                                                                                                                         |
| 13 | Heritage Planning - Archaeology | Archaeological Resources | EWR - Table 6-7, p. 165    | Under Mitigation Measures, revise to include consultation with Heritage Planning and other stakeholders as to the appropriate approach to archaeological assessment in advance of Early Works                                                                                                                                                                                                                                                                                                                           | Consultation with the City of Toronto's Heritage Planning is included in Table 6-7 under the Heritage section of the Early Works report for the First Parliament Site and is also a commitment of the Minister's Consent. A commitment will be added to Table 6-8 to include consultation with the City of Toronto Heritage Planning regarding archaeological assessments specific to the First Parliament Site and the Lime Kiln Works Site.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

|    |                                 |                                    |                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|----|---------------------------------|------------------------------------|-----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 14 | Heritage Planning - Archaeology | Archaeological Resources           | Section 6.8; Table 6-8                                    | Revise this section and table to include preservation in-situ of significant archaeological resources as a potential mitigation measure. This is the preference of Heritage Planning and the Ministry of Heritage, Sport, Tourism and Culture Industries, as outlined in the City of Toronto's Official Plan and the Standards and Guidelines for Consultant Archaeologists.                                                                                                                                                                                                                                                                              | As agreed upon in discussions between the City and Metrolinx, Metrolinx will endeavour to preserve in-situ arch resources associated with First Parliament and Home District Gaol where feasible. Metrolinx has also worked with the Ministry of Heritage, Sport, Tourism, and Cultural Industries to obtain Minister's Consent which provides conditions which Metrolinx is committed to following. Metrolinx will continue to consult and engage with the City to ensure the City's comments are addressed with regards to ongoing archaeological work at the First Parliament site.                                                                                                                                                                                                                                                                                                                                                            |
| 15 | Heritage Planning - Archaeology | Archaeological Resources           | Section 6.8; Table 6-8                                    | This section shall also include a description of the Toronto Lime Kilns Works Site (AjGu-61/AjGu-64) and ongoing archaeological conditions on the properties north of Front Street East (see earlier comment).                                                                                                                                                                                                                                                                                                                                                                                                                                            | Please see response #1 above. All archaeological mitigation will take place prior to ground disturbing activities in accordance with the Ontario Heritage Act.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 16 | Heritage Planning - Archaeology | Archaeological Resources           | EWR - Table 6-8, p. 173                                   | <p>Include references to the City of Toronto's Official Plan and the Terms of Reference for Archaeological Assessments as relevant policy in addition to the Standards and Guidelines.</p> <p>Include a statement that any archaeological assessments, including the formulation of Stage 3 and Stage 4 mitigation programs and Construction Monitoring programs shall be subject to review and approval by the City of Toronto Heritage Planning.</p>                                                                                                                                                                                                    | Please refer to response #5.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 17 | Heritage Planning               | HDDR Report                        | HDDR Report, general                                      | Provide additional detail on cultural heritage resources impacted as per the standard scope and methodology of CHER/HIA reports completed during EA processes. If we understand correctly, the Heritage Detailed Design Report (HDDR) document is intended to replace the individual Cultural Heritage Evaluation Reports (CHER) and Heritage Impact Assessments (HIAs) that would typically be completed for each cultural heritage resource that may be impacted: as such the level of detail provided in the document is insufficient to determine the cultural heritage value of these identified resources, and to understand the potential impacts. | Refer to the Ontario Line Cultural Heritage Report (CHR) completed under O. Reg. 341/20. Methodology for CHR was developed through consultation with MHSTCI. The CHR provides sufficient information about and provides a description of a property's Cultural Heritage Value or Interest (See Section 2 for methodology). Given the sufficient level of information in the CHR, it was not necessary to recommend individual CHERs. Furthermore, in consultation with MHSTCI, the preliminary impact assessment provides sufficient discussion of potential impacts to inform project planning and to avoid, to the greatest extent possible, the undertaking of HIAs. Therefore, the purpose of the Heritage Detail Design Report, as described in Section 1.1.1, is to identify any changes in impacts from the CHR, refine the impacts proposed in the CHR, and identify any new project-specific impacts that were not described in the CHR. |
| 18 | Heritage Planning               | HDDR Report and Early Works Report | HDDR Report, Table ES-2 and Early Works Report, Table 6-7 | The HDDR and Early Works Reports both identify the property at "2 Berkeley Street, 248, 250, 252, 25, 258, 260, 262, 264 The Esplanade" as a built heritage resource that is Designated under Part IV and V of the Ontario Heritage Act and covered by a Heritage Easement Agreement (HEA) within the study area. This resource is missing from the Impact and Description Tables in both the HDDR Report (Table ES-2) and Early Works Report (Table 6-7) and must be included to evaluate potential impacts and mitigation measures.                                                                                                                     | This resource, referred to as OLS-36, will be added to the impact table in both the Heritage Detail Design Report and the Early Works Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

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| 19 | Heritage Planning | HDDR Report and Early Works Report | HDDR Report, Table 3-1 and Early Works Report, Table 5-13 | The bullet-point information provided in the tables with Description of Known or Potential Cultural Heritage Value or Interest and Heritage Attributes provided in both the HDDR (Table 3-1) and Early Works Report (Table 5-13) do not provide an adequate evaluation of the properties under Ontario Regulations 9/06 or 10/06 as required of a CHER (for which, along with an HIA, the HDDR is said to serve in their place), nor does it cite sources for any of the research in these descriptions.                                                                                                                              | Please see response in Item #17                                                                                                                                                                                                                                                                                                                                                              |
| 20 | Heritage Planning | HDDR Report and Early Works Report | HDDR Report, Table 3-1 and Early Works Report, Table 5-14 | Three built heritage resources were determined to potentially meet Ontario Regulation 10/06 criteria: however, their evaluation using the 10/06 criteria is not documented for any of the resources within these Reports.                                                                                                                                                                                                                                                                                                                                                                                                             | See response in Item #17. In addition, Section 2 of the Ontario Line Cultural Heritage Report states that the CHR provides sufficient information to demonstrate and identify the built heritage resources and cultural heritage landscapes that meet or have potential to meet O. Reg. 10/06. Methodology for the CHR was developed in consultation with MHSTCI.                            |
| 21 | City Planning     | Early Works Report                 | EWR, Section 5.6.2.2                                      | Clarify how it was determined that "there are no planned community services or facilities" in the Corktown Station area. We note that the First Parliament site, for example, includes plans for a new district library and heritage interpretation centre (contact: SoMei Quan, CreateTO). We further note that improvements to parks and recreation facilities include the reconstruction of David Crombie Park along The Esplanade (contact: Nancy Chater, Parks Forestry & Recreation). The data sources used to populate this section of the EWR appear to be insufficient to capture planned community services and facilities. | Section 5.6.2.2 will be updated to include these planned community services. Applicable Environmental Assessments and Planning studies are included in Section 2.2.3, which include the First Parliament Project and the David Crombie Park Revitalization. Metrolinx will continue to work with the City of Toronto as we advance plans for Corktown Station and the First Parliament Site. |
| 22 | City Planning     | Early Works Report                 | EWR, Table 5-19                                           | Update service headways for transit routes to reflect the planned service provision. The 504 King streetcar, for example, operates at 2-3 minute headways during peak hours. The source for this data should be the TTC service summaries before Covid-19, which can be requested from the TTC.                                                                                                                                                                                                                                                                                                                                       | The headways were revised to reflect the service headways from between May and June 2019.                                                                                                                                                                                                                                                                                                    |
| 23 | City Planning     | Early Works Report                 | EWR, Figure 5-20                                          | Include planned cycling facilities that will be in place when construction on the Ontario Line is anticipated to begin. For example, a cycle track is planned for the Esplanade and Mill Street, which will be constructed in 2021 and 2022. Transportation Services (Adam Popper) and Engineering & Construction Services (Owen McGaughey) should be consulted to provide additional information on the implementation of this facility.                                                                                                                                                                                             | This section is meant to address the existing transportation network. The planned facilities will be added to Section 5.6.2.2 of the Early Works Report, Planned Services and Facilities. Metrolinx will continue to consult with the City of Toronto on the Esplanade and Mill Street bikeway.                                                                                              |
| 24 | City Planning     | Early Works Report                 | EWR, Table 6-6                                            | Regarding land uses and adjacent lands, confirm whether there are potential impacts to adjacent land development projects, or impacts to the early works from development on adjacent lands. We note, for example, that a data centre with zoning approval may be constructed at 43 Parliament Street, which may involve work zone lane closures. Other development applications that may be under construction during the Corktown early works is documented in Section 5.6.4. Coordination is required with Transportation Services to understand the full extent of planned and approved lane closures.                            | Noted. A commitment is made in the Traffic and Transportation section of the Early Works Report to coordinate with the City of Toronto regarding other ongoing construction projects when scheduling the early works activities to maintain the mobility of all road users.                                                                                                                  |

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| 25 | City Planning | Early Works Report | EWR, Table 6-6   | Regarding visual effects from construction activities, provide additional detail about screened enclosures (such as hoarding) that Metrolinx is committed to using at construction sites. Improvements to screening should be included compared to the fencing that was provided on the ECLRT, which did little to mitigate the visual impacts of construction. With regard to private development projects (e.g. condominium or office tower construction), the City has achieved higher standards for the quality of hoarding provided at these sites. Lessons learned from projects like ECLRT should be applied to the Ontario Line to improve temporary conditions. | As Corktown Station early works planning is still in progress, details about screened enclosures such as hoarding and fencing are not yet available. These details will be included in early works activities project specifications and the lessons learned from the ECLRT project will be applied as appropriate. |
| 26 | City Planning | Early Works Report | EWR, Table 6-9   | For active transportation impacts, a Vision Zero perspective should be applied to protect vulnerable road users from injuries and fatalities during construction. Table 5-5 identified several pedestrian and cycling facilities that already provide low levels of service in the existing condition (without considering pedestrian and cyclist volumes, which the Ottawa MMLOS does not account for). Poor levels of service may be exacerbated with construction occurring immediately adjacent to the facility. Identify mitigation measures - e.g. provision of minimum sidewalk widths, minimum pedestrian levels of service.                                     | Table 6-9 will be revised to indicate that the necessary mitigation measures will be considered (e.g., maintaining a minimum sidewalk width) in order to maintain pre-construction pedestrian levels of service.                                                                                                    |
| 27 | City Planning | Early Works Report | EWR, Section 8.8 | Commitments to future consultation should include the City on matters (among other things) related to impacts on development and transportation within the area of the project's influence, and the detailed design of restoration of impacted areas to the current City standard. We note that government review agencies and technical stakeholders are included in the list of stakeholders consulted in Section 8.1.                                                                                                                                                                                                                                                 | The City of Toronto is listed under Engagement with Technical Stakeholders in Section 8.4. Commitments to engage the City on specific technical aspects of the Early Works are included in the discipline specific sections of the report.                                                                          |

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| 28 | City Planning | Early Works Report, Traffic and Transportation Appendix | Traffic and Transportation EWR, Section 2.1.2.2 | <p>We note that the City of Ottawa's Multi-Modal Level of Service tool used in this analysis does not include pedestrian volumes in determining a pedestrian level of service, relying instead on qualitative characteristics of a pedestrian facility and its adjacency to other facilities. This may provide a misleading indicator of the quality of a pedestrian facility where pedestrian volumes are high, which is the case at times around the Corktown Station area especially during special events at the Distillery District.</p> | <p>To identify the impact of the early works on pedestrians, the assessment of the multi-modal level of service under existing conditions will serve as a baseline for comparison with the multi-modal levels of service under the early works (note that the multi-modal level of service assessment under early works will be assessed once the detailed construction staging schemes become available). When comparing both scenarios, the pedestrian volumes will be assumed to be the same but pedestrian facilities could be different due to adjustments (i.e., realignments, closures, etc.) to pedestrian facilities that might be required under early works. Accordingly, and given the comparative nature of the analysis, we believe the omission of the pedestrian volumes is not critical to this assessment. The EWR and Traffic Report include a commitment to monitor the effectiveness of the Transit and Traffic Management Plan(s) throughout the construction period and to make adjustments on actual field observations if required.</p> <p>Metrolinx is aware that there may be special events held in proximity to the Corktown Station Early Works, including the Distillery District, and does not want to compromise the pedestrian level of service during those events. Metrolinx will add a commitment to the Early Works Report and the Traffic Report to consult with the City of Toronto to minimize potential impacts during those events should closures or long-term impacts be required.</p> |
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| Review Comments Spreadsheet            |               |                                |                                                               | * Actions:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | ** Status:                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Toronto Water & TEO-Technical Services |               |                                |                                                               | 1 = Will comply                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | O = Open, not resolved                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                        |               |                                |                                                               | 2 = Discuss, clarification required                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | P = Pending incorporation in design                                                                                                                                                                                                                                                                                                                                                                                        |
|                                        |               |                                |                                                               | 3 = Not applicable because .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | C = Closed, implementation complete                                                                                                                                                                                                                                                                                                                                                                                        |
| Project Name:                          |               |                                |                                                               | Revised By:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Project No:                            |               |                                |                                                               | Date In:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| Item No.                               | Reviewer Name | Description                    | Part, Chapter, Sec, Subsec, page, DWG#                        | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                            |
| 1                                      | TEO-TS        | General Information, Utilities | 2021-03-10_OL_EW3_CS_Early Works Report_Draft, 5.10 Utilities | <b>External Utilities</b><br>Metrolinx is required to circulate the application to external Utilities for sign-off, in order to avoid any conflicts with existing Utilities facilities, and planned works.                                                                                                                                                                                                                                                                                                                                                                                                  | Noted; Metrolinx will consult with all utilities as part of project planning.                                                                                                                                                                                                                                                                                                                                              |
| 2                                      | TEO-TS        | General Information, Utilities | 2021-03-10_OL_EW3_CS_Early Works Report_Draft, 5.10 Utilities | <b>Verifying Existing Facilities</b><br>The City's as-built data is for information only. Metrolinx, and their contractor(s) are responsible for verifying the existing City's and Third Parties' facilities, prior to the design and construction of this project.                                                                                                                                                                                                                                                                                                                                         | Noted; Metrolinx will verify utilities as project planning progresses prior to construction.                                                                                                                                                                                                                                                                                                                               |
| 3                                      | TEO-TS        | General Information, Utilities | 2021-03-10_OL_EW3_CS_Early Works Report_Draft, Table 6-10     | <b>Protection of Municipal Infrastructure</b><br>a)For all existing municipal infrastructure to be exposed and proposed to remain during construction of the project, appropriate protection of the infrastructure must be provided.<br>b)Adequate structural support systems must be designed by professional structural engineer licensed in the Province of Ontario.<br>c)It is the responsibility of Metrolinx to ensure that all exposed existing municipal infrastructure is adequately protected during construction, and repair any damage that may occur during construction on their own expense. | Noted; Metrolinx will follow all requirements as planning progresses, prior to construction.                                                                                                                                                                                                                                                                                                                               |
| 4                                      | TEO-TS        | General Information, Utilities | 2021-03-10_OL_EW3_CS_Early Works Report_Draft, Table 6-10     | <b>Separation of Municipal Underground Utilities</b><br>a)It is the responsibility of Metrolinx to ensure that the separation for buried Toronto Water facilities conforms to the City's "Design Criteria for Sewers and Watermains", Appendix D.<br>b)Any substandard separation is required to be accepted by the City, prior to construction.                                                                                                                                                                                                                                                            | Noted; Metrolinx will verify utilities as project planning progresses prior to construction.                                                                                                                                                                                                                                                                                                                               |
| 5                                      | TEO-TS        | Utilities                      | 2021-03-10_OL_EW3_CS_Early Works Report_Draft, Table 6-10     | For the City's internal coordination purposes, please advise on the anticipated timeframe that the in-depth utility-related investigations such as subsurface utility engineering investigation, master servicing, Stormwater Management Report, and hydrogeological studies will be completed for the City's consultation and review.                                                                                                                                                                                                                                                                      | No in-depth utility-related investigations are anticipated for this early works project. Therefore, there are no deep excavation or utilities work are planned for this project.<br><br>A detailed assessment for the construction of the future Corktown Station will be completed as part of the Ontario Line Environmental Impact Assessment Report and in-depth utility investigations will be conducted, as required. |

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| 6  | TW WIM-TR | Utilities | General Comments   | Since the proposed station is located in TRCA floodplain area, TRCA shall review the design report as well.                                                                                                                                                                                                                                                                                                                                                                                                   | Metrolinx is continuing to consult with TRCA for the Ontario Line and Early Works. It should be noted that the Early Works do not include the construction of Corktown Station or related tunneling. A detailed assessment for the construction of the future Corktown Station will be completed as part of the Ontario Line Environmental Impact Assessment Report. |
| 7  | TW WIM-TR | Utilities | Page XV            | 1. Permanent groundwater discharge to municipal sewer shall be avoided and water-proof structure shall be designed.<br>2. In this area, the high groundwater table shall be confirmed<br>3. The lake water backup to storm sewer system shall be considered in the area.                                                                                                                                                                                                                                      | Refer to response to Comment #5                                                                                                                                                                                                                                                                                                                                      |
| 8  | TW WIM-TR | Utilities | General Comments   | The Low Level Interceptor is located at Front Street in the area. Please protect this critical trunk sewer and local sewer and watermain in the construction area during and after construction.                                                                                                                                                                                                                                                                                                              | Noted. There are no anticipated impacts to this critical trunk sewer, lower sewer or watermain.                                                                                                                                                                                                                                                                      |
| 9  | TW WIM-TR | Utilities | Page XXV           | Any TW's utilities modification and relocation shall be approved by TW and ensure no impact to local services too.                                                                                                                                                                                                                                                                                                                                                                                            | Noted, Toronto Water will be consulted where any impacts to Toronto Water utilities are anticipated.                                                                                                                                                                                                                                                                 |
| 10 | TW WIM-TR | Utilities | General Comments   | Please ensure TW's capital works to be considered in the design stage by checking T.O. INview website.<br>1. Watermain Replacement at Parliament St From: 1.8m N of the rail overpass (13.5m S of WV1262011) To: Front St E in 2023<br>2. Watermain Replacement at Berkeley St, From: Front St E To: Adelaide St E in 2026<br>3. Sewer Rehabilitation at KING ST E, From: CLOSE AVE To: BERKELEY ST in 2023<br>4. Watermain Replacement at Berkeley St, From: The Esplanade (WV1827) To: Scadding Ave in 2023 | Noted, Metrolinx will ensure Toronto Water's capital works are considered ahead of construction.                                                                                                                                                                                                                                                                     |
| 11 | TW WIM-TR | Utilities | Page 153           | If groundwater would be discharged to municipal sewer system, the water quality test results and downstream sewer capacity analysis and hydraulic grade line analysis will be included in the permit application and submitted to TW-EMP.                                                                                                                                                                                                                                                                     | Noted, a measure to conduct regular groundwater quality testing of discharge water if dewatering is required has been added to Table 6-2 of the Early Works Report.                                                                                                                                                                                                  |
| 12 | TW WIM-TR | Utilities | Page 155, Table6-3 | For Stormwater management, water balance, water quality and quantity targets according to the City's WWFM Guidelines shall be met during site design.                                                                                                                                                                                                                                                                                                                                                         | Comment noted. As Corktown Station early works will be mainly limited to disconnection of the feeding utilities and demolition of existing structures, impacts to the stormwater management, water balance, water quality and quantity targets are not anticipated.                                                                                                  |
| 13 | TW WIM-TR | Utilities | Page 180           | Design Criteria for Sewer and Watermain and WWFMG are two major documents to be used for TW asset design and construction.                                                                                                                                                                                                                                                                                                                                                                                    | Comment noted. No deep excavation or utilities work are anticipated for this project and as a result, it is not anticipated that the Design Criteria for Sewer and Watermain and the WWFMG will apply to this project.                                                                                                                                               |

| Review Comments Spreadsheet |                                                         |                                                |                                              | * Actions:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | ** Status:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| Transportation Services     |                                                         |                                                |                                              | 1 = Will comply                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | O = Open, not resolved                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                             |                                                         |                                                |                                              | 2 = Discuss, clarification required                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | P = Pending incorporation in design                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                             |                                                         |                                                |                                              | 3 = Not applicable because .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | C = Closed, implementation complete                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Project Name:               |                                                         |                                                |                                              | Revised By:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| Item No.                    | Reviewer Name                                           | Description                                    | Part, Chapter, Sec, Subsec, page, DWG#       | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 1                           | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Section 2.1.1 Data Collection, Page 27       | <p>"Available Turning Movement Count data at intersections within the Corktown Station Study Area were provided by the City of Toronto."</p> <p><b>Edit to:</b> "Most recent available Turning Movement Count data at intersections within the Corktown Station Study Area were provided by the City of Toronto. "</p> <p>Please note that as per TS-20 data request, most recent available data was provided.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | These revisions will be included in updated versions of the report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 2                           | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Pages 9 & 28.                                | <p>"The Ontario Line Final Environmental Conditions Report (AECOM, 2020) notes that turning movement counts and signal timing plans were not available at some intersections within the Ontario Line Study Area, and were not collected through new traffic surveys considering the uncharacteristic traffic conditions as a result of the COVID-19 pandemic. As a result of the noted data limitations, a quantitative traffic assessment of some intersections within the Corktown Station Study Area could not be undertaken."</p> <p>- All signalized intersections should be assessed and analysis should be included in this report.</p> <p>- TMC data can be retrieved from Traffic Impact Assessment Reports of Active Development Applications.</p> <p>- Traffic Impact Study of 333 King Street East and 250 Front Street East includes TMCs of the following signalized intersections.</p> <ul style="list-style-type: none"> <li>- King/Parliament.</li> <li>- King St &amp; Sherbourne St</li> <li>- Front/Sherbourne</li> <li>- Front &amp; Princess.</li> <li>- Front &amp; Berkeley.</li> </ul> <p>These are the intersections within Corktown station study area.</p> <p>- Active Development Applications are mentioned in section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)".</p> | <p>Intersections with historical Turning Moving Count (TMC) data were assessed using a conservative annual growth rate of 1%. The intersections that were not assessed are those where no traffic data was provided.</p> <p>A quantitative traffic impact assessment will be completed, as required, as project planning progresses to consider vehicular traffic impacts as a result of the Corktown Station Early Works, and develop and implement a Transit and Traffic Management Plan(s), which could include temporary changes to intersection lane configurations, traffic signal timing optimization, modifications to existing signal timing plans, etc. The Transit and Traffic Management Plan(s) will also address specific emergency services requirements in consultation with the City of Toronto.</p> |
| 3                           | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 2.1.2.1 Automobile Level of Service, Page 28 | <p>Please specify why the Intersection capacity analysis wasn't done using the most recent version of the Highway Capacity Manual (HCM 6th) as per instructions in the City of Toronto "Guidelines for the Preparation of Transportation Impact Studies" for utilizing the most recent version of HCM.</p> <p>The results from a more recent HCM version is considered to be more reliable.</p> <p>Only those intersections where the configurations are not supported by HCM 6th/2010, the HCM 2000 based results should be used following the instructions from City of Toronto's "Guidelines for Using Synchro 9 (Including SimTraffic 9)". The Guideline mentions using HCM 2000 for the intersections where there are specific limitations to HCM2010 (HCM 6th has the same limitation).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | The majority of the intersections have a configuration that is not supported by HCM 2010. In addition, HCM 2010 does not support speed limits less than or equal to 40 km/h which is the case along the majority of the roads within the Corktown Station Study Area. Hence, for consistency purposes, HCM 2000 was selected as the version of choice.                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

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| 4 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 2.1.2.2 Pedestrian Level of Service, Page 30                                      | <p>"As shown in Exhibit 22 in the City of Ottawa's Multi- Modal Level of Service Guidelines, the Pedestrian Level of Service target for all these different types of areas is generally Level of Service 'C:'."</p> <p>- Please include Exhibit 22 of City of Ottawa's MMLOS Guidelines in Appendix C - Level of Service Criteria.</p>                                                                                                                                                                                          | Noted, Exhibit 22 of City of Ottawa's Multi-Modal Level of Service Guidelines will be added to Appendix C of the Traffic Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 5 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Table 2-1: Key Determining Factors for Pedestrian Level of Service, Page 30       | <p>"Right- and left-turn conflicts .....and exclusive pedestrian phases"</p> <p>- Edit to: "Right- and left-turn conflicts .....and exclusive pedestrian phases (leading pedestrian interval)"</p> <p>- TS recommends to model all LPI intersections within Corktown site.</p> <p>- Please also ensure that LPI element should be considered for those intersections in finding Pedestrian LOS.</p> <p>For example leading pedestrian interval is installed at the Intersection of King St &amp; Sherbourne St (TCS254)</p>     | <p>Noted, the edit will be made in the revised report.</p> <p>Among the intersections where traffic data was provided, only the intersection of Parliament Street and Mill Street has LPI and it was modeled accordingly. The LPI element is considered when assessing PLOS at the intersection of Parliament Street and Mill Street. Traffic data at the intersection of King Street and Sherbourne Street was missing.</p> <p>A quantitative traffic impact assessment will be completed, as required, as project planning progresses to consider vehicular traffic impacts as a result of the Corktown Station Early Works, and develop and implement a Transit and Traffic Management Plan(s), which could include temporary changes to intersection lane configurations, traffic signal timing optimization, modifications to existing signal timing plans, etc. The Transit and Traffic Management Plan(s) will also address specific emergency services requirements in consultation with the City of Toronto.</p> |
| 6 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Table 2-3: Key Determining Factors for Transit Level of Service, Page 33          | <p>"Ratio of average transit speed to posted speed"</p> <p>- Specify what is the source of getting average transit speed.</p>                                                                                                                                                                                                                                                                                                                                                                                                   | The average transit speed was assumed equal to or greater than 80% of the respective road's posted speed. This quantitative measure was linked to the qualitative measure of having limited parking/driveway friction, as per Exhibit 15 of the City of Ottawa's Multi-Modal Level of Service Guidelines.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 7 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 3.1.1.1 Road Network, Page 35                                                     | <p>- Eastern Avenue is a minor east-west arterial road.</p> <p>- As Part of Vision Zero Speed Management Strategy, Front St btwn Parliament and Cherry is 30km/h. (January 8, 2020)</p> <p>Please confirm what speed limit was considered in Level of service assessment?</p> <p>- Posted speed is 40 km/h on the section of Parliament btwn Queen and Gerrard. Please specify the speed limit of the section of Parliament St as shown in Figure 3-1, Please confirm what speed limit was considered for the LOS analysis?</p> | <p>Noted, the classification of Eastern Avenue will be updated in the revised report.</p> <p>Noted, the posted speed of Front Street will be updated in the revised report. As shown in Appendix F, the range between 30 and 50 km/h was selected as the operating speed in the level of service assessment for Front Street.</p> <p>As shown in Appendix F, the range between 30 and 50 km/h was selected as the operating speed in the level of service assessment for Parliament Street.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 8 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Figure 3-1: Existing Road Network Within the Corktown Station Study Area, Page 37 | <p>Please clarify why the following signalized intersection are not labelled in this figure.</p> <ul style="list-style-type: none"> <li>- King/Parliament-TCS 245.</li> <li>- King/Sherbourne-TCS254.</li> <li>- Front/Sherbourne TCS253.</li> <li>- Front/Berkeley-TCS1968.</li> <li>- Front/Princess-TCS 1967.</li> </ul> <p>Timing cards of these intersections have already been provided.</p>                                                                                                                              | All intersections will be labelled in the revised figure. Timing cards have been provided but turning movement counts at the noted intersections were missing and hence they were not assessed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

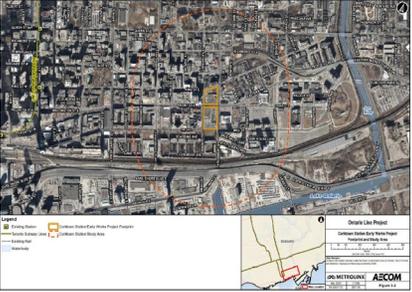
|    |                                                         |                                                |                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| 9  | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 3.1.1.2 Intersection Operations, Page 38                                                                                                                    | <ul style="list-style-type: none"> <li>- Please clarify why unsignalized intersections were not analyzed?</li> <li>- Turning movement counts of Adelaide/Ontario was provided. TMCs of King/Princess is available in Traffic Impact Study of 333 King Street East and 250 Front Street East developments.</li> <li>- MX. to review TIA reports of the developments mentioned in section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)" for retrieving TMC data.</li> <li>- Please include Level of service of unsignalized intersections. Criteria is mentioned in Appendix C, page 92.</li> </ul> | <p>Intersection of Adelaide/Ontario will be assessed and LOS criteria for unsignalized intersections will be added to Appendix C.</p> <p>A quantitative traffic impact assessment will be completed, as required, as project planning progresses to consider vehicular traffic impacts as a result of the Corktown Station Early Works, and develop and implement a Transit and Traffic Management Plan(s), which could include temporary changes to intersection lane configurations, traffic signal timing optimization, modifications to existing signal timing plans, etc. The Transit and Traffic Management Plan(s) will also address specific emergency services requirements in consultation with the City of Toronto.</p> |
| 10 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Table 3-1: Traffic Operations at the Corktown Station Study Area<br>Intersections under Existing Conditions (2020) during the AM and PM Peak Hours, Page 39 | <ul style="list-style-type: none"> <li>- All intersections should be number-coded following the coding system applied in synchro models (Appendices E). For example intersection ID of Adelaide St &amp; Sherbourne St is 90 on page 102.</li> <li>- Synchro output in Appendix did not show 95th percentile queue length. Please include updated synchro model in Appendix E for confirming all measure of effectiveness mentioned in this table.</li> </ul>                                                                                                                                                                     | Noted, intersection IDs will be added to Table 3-1 and queue reports from Synchro will be added to Appendix E.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 11 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 3.1.2.1 Pedestrian Network, Pge 41                                                                                                                          | Please mention Martin Goodman Trail, south of LakeShore and Lower Don Trail, north of Lake Shore are the pedestrian and cyclist connections.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Noted, the Martin Goodman Trail will be mentioned in the revised report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 12 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | figure 3-2, Page 42                                                                                                                                         | Please provide different color code for labelling sidewalks on the north side only and/or partially other side and for laneways with sidewalk on north side, as these resemble to color code given to the sidewalks on both sides.                                                                                                                                                                                                                                                                                                                                                                                                | Noted, the figure will be updated.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 13 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix C, Multi-Modal Level of Service Criteria, Pg.96                                                                                                    | Please include Exhibit 5- PETS! Point Tables from City of Ottawa's MMLOS Guidelines in this section, as this exhibit is used in finding Pedestrian Level of Service.                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Noted, Exhibit 5 of City of Ottawa's MMLOS Guidelines will be added to Appendix C.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 14 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix E, Berkeley St & Front St, Page 107                                                                                                                | <ul style="list-style-type: none"> <li>- Please clarify from where TMC data was retrieved for this intersection?</li> <li>- Please also clarify why the TMCs of AM and PM (page 119) are the same?</li> <li>- The cycle length of TCS1968 is not 70 secs, it is 90 secs for both AM/PM period. TS has provided the timing card of this intersection.</li> <li>- WBLT is prohibited during AM peak (7am-9am, Mon-Fri, TTC vehicles excepted), please model this intersection appropriately.</li> </ul>                                                                                                                             | The intersection was not assessed as TMC data was not available at the intersection. The intersection Synchro report presented in Appendix E is not reflective of any observed TMC or the signal timing plan currently in place at the intersection. The Synchro report pertaining to this intersection will be removed from Appendix E.                                                                                                                                                                                                                                                                                                                                                                                           |
| 15 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix E, Parliament St & Mill St, Pages 111 & 123                                                                                                        | Please ensure to model this intersection as per timing card (TCS1894), LPI features is installed here.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | The intersection was modeled with a 5-second LPI as per the TCS1894 timing card.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 16 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F                                                                                                                                                  | Pages 130 & 128, and pages 131 & 129 have the same informations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Pages 128 and 129 present the MMLOS results at the studied intersections in the AM peak hour and pages 130 and 131 present the results in the PM peak hour. The sheet titles will be revised to make the distinction clear.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

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| 17 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Front & Parliament, Page 129             | Leading pedestrian interval (LPI) is not installed at Front/Parliament (TCS244), please revise the point calculation and LOS                                                                                                                                                                                                              | Noted, Appendix F will be revised accordingly. It should be noted that PLOS will remain the same.                                                                                                                                                                                                                                                                                                                     |
| 18 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Mill & Parliament, Page 129              | Leading pedestrian interval (LPI) is installed at Mill/Parliament (TCS1894). Please ensure that LPI element is considered for the intersection in finding Pedestrian LOS.                                                                                                                                                                 | Noted, Appendix F and PLOS results will be revised accordingly.                                                                                                                                                                                                                                                                                                                                                       |
| 19 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Pages 128 & 129                          | Please include a row for refuge island element in Multi-Modal Level of Service - Intersections Forms, as points are assigned to that element of intersection (see Exhibit 5-PETSI point tables from City of Ottawa's MMLOS Guidelines). However, the points for refuge island was considered in calculating PLOS score for intersections. | As per the addendum to the City of Ottawa's MMLOS Guidelines, points assigned for "Island Refuge" were deleted and combined with the Table 5.3b "Right Turn Channel". Exhibit 5 will be added to Appendix C.                                                                                                                                                                                                          |
| 20 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Page 128, King/Berkeley                  | As per Google image, eastbound and westbound left turning cyclists need to cross one lane. Please confirm and revise the appendix page.                                                                                                                                                                                                   | A distinction was made between "changing lanes" and "crossing lanes". Cyclists travelling on the curb lanes of King Street would have to change lanes to get to the median lane and complete a left-turn movement at the intersection of King Street and Berkeley Street. At intersection with an auxiliary left-turn lane, cyclists were considered to "cross" the median through lane to get to the left-turn lane. |
| 21 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Cherry & Front, Page 129                 | The south leg of Cherry has pocket bike lane. As per MMLOS Ottawa Guidelines (exhibit 12), pocket bike lanes are defined as bike lanes that develop near intersections between vehicular right turn lanes on the right side and vehicular through or left lane on the left side. Please confirm and advise the BLOS of south leg?         | Noted, "pocket bike lane" will be used instead of "curb bike lane". BLOS would remain unchanged.                                                                                                                                                                                                                                                                                                                      |
| 22 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, The Esplanade/Lower Sherbourne, Page 129 | As per Google image, northbound and southbound left turning cyclists need to cross two lanes. Please confirm and revise the appendix page.                                                                                                                                                                                                | Cyclists were assumed to use the crossrides across the east and west legs and then cross using the crosswalks to complete the left turn movement. That's the reason no lanes would be crossed at the approach to the intersection.                                                                                                                                                                                    |
| 23 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Lower Sherbourne/Lake Shore, Page 129    | As per Exhibit 12 of MMLOS Ottawa Guidelines, for the speed limit $\geq 60$ km/h with no lane crossed, BLOS of east/west legs are "D" in mixed traffic. Please confirm and revise the appendix page.                                                                                                                                      | Noted. No change was required to overall BLOS as the intersection of Lake Shore Boulevard and Lower Sherbourne Street as overall BLOS is D. Appendix F will be revised to update the BLOS.                                                                                                                                                                                                                            |
| 24 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Multi-Modal Level of Service             | As per TS comments provided for BLOS, please revise the Tables 3-4, 3-5 and Figure 3-5 on pages 48, 49 & 50 respectively.                                                                                                                                                                                                                 | Noted. No changes are required to Table 3-4, 3-5 and Figure 3-5 will be updated accordingly.                                                                                                                                                                                                                                                                                                                          |

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| 25 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F                                                           | All signalized intersections within the site should be assessed for PLOS, BLOS & TLOS. Analysis should be included in this appendix.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | All signalized intersections where traffic data was received from the City were assessed for PLOS, BLOS, and TLOS.<br><br>A quantitative traffic impact assessment will be completed, as required, as project planning progresses to consider vehicular traffic impacts as a result of the Corktown Station Early Works, and develop and implement a Transit and Traffic Management Plan(s), which could include temporary changes to intersection lane configurations, traffic signal timing optimization, modifications to existing signal timing plans, etc. The Transit and Traffic Management Plan(s) will also address specific emergency services requirements in consultation with the City of Toronto.                                                                          |
| 26 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Pages 132-141                                            | Specify what is crowding Pedestrian LOS, how it was calculated and what is the source of this criteria. Crowding PLOs is shown in this Appendix for segment analysis. Please also clarify how the number of pedestrians were obtained for this analysis. This description should be included in section 2.1.2.2 - Pedestrian Level of Service and criteria should be included in Appendix C                                                                                                                                                                                                                                                                                                                                                               | Crowding PLOS was disregarded in the assessment of pedestrian level of service due to the absence of accurate pedestrian volumes along the midblock segments.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 27 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Segment Form, BLOS, Cherry St, btwn LakeShore and Adelaide, Page 141 | Please indicate what (bike lane+parking lane) width was considered for finding BLOS. Clarify how the bike lane+parking lane width $\geq 1.8\text{m}$ is justifying BLOS "A" for this segment, however bike lane is adjacent to parking lane (see Appendix C Exhibit 11)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | The type of facility considered in the assessment was "curbside bike lane" as it is a better representation of the bike lanes along Cherry Street than "bike lanes adjacent to curbside parking lane". The width used is basically the estimated width of the bike lane.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 28 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | General                                                              | Why MX did not consider assessing Truck level of service along truck routes, arterial roads and key delivery access routes within Corktown Site, as per City of Ottawa's Multi-Modal Level of Service Guidelines ?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | The assessment of trucks level of service was not included as it is not a typical requirement in such studies where the focus is on impacts to general traffic, active transportation users, and transit. Given that truck percentages were input into the Synchro models, then the findings of the traffic operations assessment can be considered a good representation of the actual operations experienced by the existing vehicle mix (including trucks) within the Corktown Station Study Area.                                                                                                                                                                                                                                                                                    |
| 29 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Executive Summary- Page 9 of 141                                     | "The Ontario Line Final Environmental Conditions Report (AECOM, 2020) notes that turning movement counts and signal timing plans were not available at some intersections within the Ontario Line Study Area, and were not collected through new traffic surveys considering the uncharacteristic traffic conditions as a result of the COVID-19 pandemic. As a result of the noted data limitations, a quantitative traffic assessment of some intersections within the Corktown Station Study Area could not be undertaken."<br><br>If the most current data are not available, the traffic study can be undertaken using older traffic data( turning movement counts and signal timing plans) and do the related adjustments as per COVID19 condition. | Intersections with historical TMC data were assessed using a conservative annual growth rate of 1%. The intersections that were not assessed are those where no traffic data was available.<br><br>A quantitative traffic impact assessment will be completed, as required, as project planning progresses to consider vehicular traffic impacts as a result of the Corktown Station Early Works, and develop and implement a Transit and Traffic Management Plan(s), which could include temporary changes to intersection lane configurations, traffic signal timing optimization, modifications to existing signal timing plans, etc. The Transit and Traffic Management Plan(s) will also address specific emergency services requirements in consultation with the City of Toronto. |

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| 30 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Table 1-2: Anticipated Construction Activities for the Ontario Line Corktown Station Early Works- Page 26 of 141 | <p>"All road closures will follow standard traffic control management guidelines"</p> <p>Please confirm the duration of the road closures (if any) in the construction period. Which roads will be closed in this regard? Will be any full closure in the adjacent road network?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | This level of detail is not yet known; full closures are not anticipated based on the nature of the Early Works scope.                                                                                                                                                                                                                                   |
| 31 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 2.1.2 Multi-Modal Level of Service Assessment- Page 30 of 141                                                    | <p>"For any given approach to the intersection, the pedestrian green time / effective walk time was calculated as per the formula included in the Addendum to the City of Ottawa's Multi-Modal Level of Service Guidelines (2015) by conservatively assuming that no pedestrian is initiating their crossing during the Flashing Don't Walk time; "</p> <p>To confirm if the assumptions are in alignment with the City of Toronto "Traffic Signals Operations Policies and Strategies". The pdf version can be found at the following address:</p> <p>"<a href="https://www.toronto.ca/wp-content/uploads/2017/11/91d6-0_2015-11-13_Traffic-Signal-Operations-Policies-and-Strategies_Final-a.pdf">https://www.toronto.ca/wp-content/uploads/2017/11/91d6-0_2015-11-13_Traffic-Signal-Operations-Policies-and-Strategies_Final-a.pdf</a>"</p> | Although the City of Toronto "Traffic Signal Operations Policies and Strategies" does not provide an explicit definition of the pedestrian effective walk time, but the assumptions considered in the assessment are in line with the document in terms of the definition of the pedestrian phase intervals (e.g., walk time and flash don't walk time). |
| 32 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 2.1.2 Multi-Modal Level of Service Assessment- Page 32 of 141                                                    | <p>"This indicates that the impact of transit signal priority measures is not factored into the assessment of Transit Level of Service at the intersection level."</p> <p>Considering the multimodal character of transportation in the Corktown area, it doesn't seem that using Synchro and Ottawa Multi-Modal Guideline would be the preferred option to cover all different aspects of the traffic impacts of the construction in this area. The preferred method here is using microsimulation software to include all impacts correctly and modeling the network as per the real condition.</p>                                                                                                                                                                                                                                          | The adopted methodology is a typical best practice for Environmental Assessment Studies. As design progresses and in the event that partial/full road closures would be required during Early Works, then the assessment will be expanded to include results from a microsimulation tool.                                                                |
| 33 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Figure 3-5: Cyclist Level of Service Within the Corktown Station Study Area-Page 50 of 141                       | The use of a 8-10 meters of the parking lot just north of Parliament Square Park is required to facilitate a bi-directional bikeway connection between Esplanade and Mill (between Berkeley and Parliament). More information regarding this comment has been provided in the previous packages related to Cork town station.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | The planned facilities will be added to Section 5.6.2.2 of the Early Works Report, Planned Services and Facilities. Metrolinx will continue consultation and coordination with the City in regards to the bikeway connection implementation.                                                                                                             |

| Review Comments Spreadsheet         |               |                                  |                                        | * Actions:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | ** Status:                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Bridges, Structures and Expressways |               |                                  |                                        | 1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete                                                                                                                                                                                                                                                                                                                                                            |
| Project Name:                       |               |                                  |                                        | Revised By:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Project No:                         |               |                                  |                                        | Date In:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                     |               |                                  |                                        | Date Out:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Item No.                            | Reviewer Name | Description                      | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 1                                   | ECS-BSE       | Gardiner Rehabilitation Timeline | Section 2.2.3.2, Page 17.              | <p>The information under Section 2.2.3.2 appears to be outdated. The schedule has been revised and currently Segment 6 is from Cherry to Don Roadway from 2026 to 2029. Waterfront Toronto is completing the work from Don roadway to Logan in 2021 and 2022. Please ensure that the Gardiner Expressway Strategic Rehabilitation Plan segments and the respective construction timeline information is up to date prior to the issuance of the Report.</p> <p style="text-align: center;"><b>2.2.3.2 Gardiner Expressway Strategic Rehabilitation Plan</b></p> <p>The City of Toronto developed the Gardiner Expressway Strategic Rehabilitation Plan to establish the immediate and long-term rehabilitation needs of the Gardiner Expressway, improve transportation corridors within the area, and provide more efficient public transit connections (City of Toronto, n.d.c). The rehabilitation is being completed in seven sections, two of which are within the Corktown Station Study Area:</p> <ul style="list-style-type: none"> <li>▪ Segment 1 between Jarvis Street and Cherry Street with a projected timeline of planned construction <b>between 2018 and 2021</b> (City of Toronto, n.d.c); and</li> <li>▪ Segment 6 between Lower Jarvis Street and east of the Don Valley Parkway at Logan Avenue with a projected timeline of planned construction <b>between 2024 and 2027</b> (City of Toronto, n.d.c).</li> </ul> <p>The City of Toronto's website notes that the planned construction timelines are subject to change (City of Toronto, n.d.c).</p> | <p>Thank you for providing the revised schedule information. The Early Works Report has been updated with the dates provided (2026-2029). Please note that the City of Toronto Gardiner Expressway Rehabilitation Strategy website currently states that the area east of Cherry Street, referred to as the Gardiner East EA, is scheduled from 2026 to 2030.</p>                                                                                               |
| 2                                   | ECS-BSE       | Gardiner Rehabilitation Timeline | Section 3.2, Page 20.                  | <p>The dash red line (footprint as defined under Section 3.2 above) and shown in Figure 3-2 includes a segment of the Gardiner Expressway. Please elaborate what impacts are anticipated on the Gardiner Expressway and how they are affecting the structure and its operations as a result of the Corktown Early Works?</p> <p style="text-align: center;"><b>3.2 Early Works Project Footprint and Study Area</b></p> <p>The Corktown Station Early Works Project Footprint, shown in <b>Figure 3-1</b>, is defined as the area of direct disturbance associated with the early works activities. The site is bound by King Street East to the north, Parliament Street to the East, Berkeley Street to the West and Parliament Square Park to the south.</p> <p>The Corktown Station Study Area, shown in <b>Figure 3-2</b>, includes the Corktown Station Early Works Project Footprint <b>and a 500 metre buffer</b> which was identified for assessment of potential impacts of the Corktown Station early works. As shown in <b>Table 4-1</b>, select discipline-specific study areas were identified for assessment of the discipline-specific potential impacts of the Corktown Station early works.</p>                                                                                                                                                                                                                                                                                                                                                           | <p>Although the Gardiner Expressway is within the 500m buffer of the study area, as stated in Section 5.9 of the Early Works Report, the Gardiner Expressway between Cherry Street and Sherborne Street was not considered part of the road network as it is not anticipated to be directly impacted by the Corktown Station Early Works within the Corktown Station Early Works Project Footprint or be part of the route for heavy construction vehicles.</p> |

| 3                                        | ECS-BSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Gardiner Rehabilitation Timeline                                                                                                                                                                                                                                                                                                                   | Table 3-1, Page 23         | <p>Are there any excavations happening within the red dash line (shown in Figure 3-2) adjacent to the Gardiner bridge foundation/footing as part of the work highlighted above?</p> <p><b>Table 3-1: Anticipated Construction Activities for the Ontario Line Corktown Station Early Works</b></p> <table border="1"> <thead> <tr> <th>Anticipated Construction Activity</th> <th>Description</th> <th>Associated Equipment</th> </tr> </thead> <tbody> <tr> <td><b>Site Preparation</b></td> <td> <ul style="list-style-type: none"> <li>Mobilization of equipment and temporary facilities to the site.</li> <li>Clearing and grubbing of vegetation, tree removal and protection.</li> <li>Erection of temporary fences.</li> <li>Installation of environmental management features (e.g., erosion and sediment controls).</li> <li>Dewatering works.</li> <li>Demobilization.</li> <li>Temporary signs.</li> <li>Locations and surveys.</li> <li>Noises.</li> <li>Site specific documents (safety, approvals, permit, etc.).</li> </ul> </td> <td> <ul style="list-style-type: none"> <li>Site compaction equipment and grading equipment.</li> <li>Vegetation removal equipment.</li> <li>Excavation equipment.</li> <li>Hydraulic dump trucks.</li> <li>Dewatering equipment (pumps etc.).</li> <li>Hand tools.</li> <li>Surveying equipment.</li> <li>Flatbed truck.</li> <li>Forklift.</li> </ul> </td> </tr> <tr> <td><b>Site Servicing/Removal/Demolition</b></td> <td> <ul style="list-style-type: none"> <li>Decommissioning, relocation and/or extension of services and utilities on the site, which may include both underground and aerial services and utilities (e.g., sewage, water, electrical, communications, gas). This may also involve installation of utilities within the site.</li> <li>Removal of paved driveways, parking areas, and sub-surface foundations and footings.</li> <li>Demolition and removal of buildings.</li> <li>Removal/rehabilitation of contaminated soil.</li> </ul> </td> <td> <ul style="list-style-type: none"> <li>Excavation/demolition equipment including backhoe, dump trucks, spoils removal equipment, jackhammers.</li> <li>Hand tools.</li> <li>Mobile crane.</li> <li>Flatbed trucks.</li> <li>Boom truck.</li> </ul> </td> </tr> </tbody> </table> <p><b>Figure 3-2: Corktown Station Early Works Project Footprint and Study Area</b></p>  | Anticipated Construction Activity                              | Description | Associated Equipment | <b>Site Preparation</b> | <ul style="list-style-type: none"> <li>Mobilization of equipment and temporary facilities to the site.</li> <li>Clearing and grubbing of vegetation, tree removal and protection.</li> <li>Erection of temporary fences.</li> <li>Installation of environmental management features (e.g., erosion and sediment controls).</li> <li>Dewatering works.</li> <li>Demobilization.</li> <li>Temporary signs.</li> <li>Locations and surveys.</li> <li>Noises.</li> <li>Site specific documents (safety, approvals, permit, etc.).</li> </ul> | <ul style="list-style-type: none"> <li>Site compaction equipment and grading equipment.</li> <li>Vegetation removal equipment.</li> <li>Excavation equipment.</li> <li>Hydraulic dump trucks.</li> <li>Dewatering equipment (pumps etc.).</li> <li>Hand tools.</li> <li>Surveying equipment.</li> <li>Flatbed truck.</li> <li>Forklift.</li> </ul> | <b>Site Servicing/Removal/Demolition</b> | <ul style="list-style-type: none"> <li>Decommissioning, relocation and/or extension of services and utilities on the site, which may include both underground and aerial services and utilities (e.g., sewage, water, electrical, communications, gas). This may also involve installation of utilities within the site.</li> <li>Removal of paved driveways, parking areas, and sub-surface foundations and footings.</li> <li>Demolition and removal of buildings.</li> <li>Removal/rehabilitation of contaminated soil.</li> </ul> | <ul style="list-style-type: none"> <li>Excavation/demolition equipment including backhoe, dump trucks, spoils removal equipment, jackhammers.</li> <li>Hand tools.</li> <li>Mobile crane.</li> <li>Flatbed trucks.</li> <li>Boom truck.</li> </ul> | <p>The red dashed line is the study area that was considered for various assessments as part of the Early Works; however, ground disturbing activities (i.e. excavations) are only anticipated within the Project Footprint (the orange line). Future tunnelling impacts associated with the Ontario Line will be covered in the forthcoming Environmental Impact Assessment Report.</p> |
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| Anticipated Construction Activity        | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Associated Equipment                                                                                                                                                                                                                                                                                                                               |                            |                                                                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This may also involve installation of utilities within the site.</li> <li>Removal of paved driveways, parking areas, and sub-surface foundations and footings.</li> <li>Demolition and removal of buildings.</li> <li>Removal/rehabilitation of contaminated soil.</li> </ul>    | <ul style="list-style-type: none"> <li>Excavation/demolition equipment including backhoe, dump trucks, spoils removal equipment, jackhammers.</li> <li>Hand tools.</li> <li>Mobile crane.</li> <li>Flatbed trucks.</li> <li>Boom truck.</li> </ul>                                                                                                 |                            |                                                                                                                                                                                                                                                                                                                                                                     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| 4                                        | ECS-BSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Gardiner Rehabilitation Timeline                                                                                                                                                                                                                                                                                                                   | Executive Summary, page ix | <p>Will any of the proposed road closures within the Corktown Early Works site have any direct/indirect and short/long-term impacts on the planned Gardiner construction staging?</p> <p><b>Traffic and Transportation</b></p> <p>Existing elements of the transportation and transit networks within the Corktown Station Traffic and Transportation Study Area include:</p> <ul style="list-style-type: none"> <li>Seven arterial roads (i.e., Lake Shore Boulevard East, King Street East, Eastern Avenue, Adelaide Street, Front Street, Parliament Street, and Sherbourne Street), two collector roads (i.e., Cherry Street and The Esplanade), and three local roads (i.e., Berkeley Street, Trinity Street, and Mill Street);</li> <li>It should be noted that the section of Gardiner Expressway between Cherry Street and Sherbourne Street was not considered part of the road network as it is not anticipated to be directly impacted by the early works within the Corktown Station Early Works Project Footprint or be part of the route for heavy construction vehicles.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>Impacts to the Gardiner Expressway are not anticipated.</p> |             |                      |                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |             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| Review Comments Spreadsheet |                | * Actions:                                        |                                        | ** Status:                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                              |
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| Park, Forestry & Recreation |                | 1 = Will comply                                   |                                        | O = Open, not resolved                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                              |
|                             |                | 2 = Discuss, clarification required               |                                        | P = Pending incorporation in design                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                              |
|                             |                | 3 = Not applicable because .....                  |                                        | C = Closed, implementation complete                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                              |
| Project Name:               |                |                                                   | Revised By:                            |                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                              |
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| Item No.                    | Reviewer Name  | Description                                       | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                       | Response & Details (Authors - )                                                                                                                                                                                                              |
| 1                           | Urban Forestry | Natural Environment early works report @ Corktown | general                                | As clearing and grubbing will be an anticipated construction activity for site preparation, when can UF expect an arborist report and tree inventory to be submitted for review? Please confirm if this scope of work will be included in a site specific report or systemwide report.                               | An Arborist report will be completed and submitted to the City of Toronto ahead of any tree removals. This will be a site-specific report.                                                                                                   |
| 2                           | Urban Forestry | Natural Environment early works report            | 7.3                                    | Bylaws 813, article II & III should be specifically included in this section as a municipal permit since tree removal/injury may be required. Tree permits for bylaw protected trees must be obtained from UF beforehand.                                                                                            | Metrolinx will continue to engage with the City of Toronto as project planning and design progress, including with regard to tree injury/removal permits as required.                                                                        |
| 3                           | Urban Forestry | Draft early works report                          | ES. 6 - Permits and approvals          | Bylaws 813, article II & III should be specifically included in this section as a municipal permit since tree removal/injury may be required. Tree permits for bylaw protected trees must be obtained from UF beforehand.                                                                                            | See response to Comment #2 above.                                                                                                                                                                                                            |
| 4                           | PFR - PDCP LAU | Corktown Station Early Works Project Footprint    | General                                | PFR supports Transportation Services' ask for the Esplanade-Mill bikeway through the existing parking lot just north of Parliament Square Park within the Corktown Station EWP footprint to provide a separate space for people walking and cycling. The footprint should reflect the bikeway area provided by CREM. | Information on the Esplanade-Mill bikeway will be added to Section 5.6.2.2 of the Early Works Report, Planned Services and Facilities. Metrolinx will continue to consult with the City of Toronto on the Esplanade and Mill Street bikeway. |
| 5                           | PFR - PDCP LAU | Natural Environment                               | General                                | Any existing and lands proposed for future open space shall be returned to conditions set out under the Environmental Protection Act, Ontario Regulation 153/04                                                                                                                                                      | Conveyance of lands will be in accordance with the land conveyance requirements, currently under discussion between Metrolinx and City of Toronto.                                                                                           |

|   |                |                                             |                              |                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---|----------------|---------------------------------------------|------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6 | PFR - PDCP LAU | Air Quality                                 | General                      | PFR requests that the adjacent parks are considered locations for sensitive receptors                                                                                                                              | <p>The definition of sensitive and critical receptors is based on the Ministry of Transportation guide for Air Quality Assessments in Transportation projects and is follows:</p> <p>a) A sensitive receptor is any location where people may be living (i.e. detached or semi-detached housing, apartment rentals, condos, etc.)</p> <p>b) A critical receptor is any location where vulnerable populations may be spending 8 hours or more of their day (e.g. hospitals, schools, child care centres, long-term care homes, etc.)<br/> (<a href="https://prod-environmental-registry.s3.amazonaws.com/2020-07/AQGHG%20Guide%20%28May%202020%29.pdf">https://prod-environmental-registry.s3.amazonaws.com/2020-07/AQGHG%20Guide%20%28May%202020%29.pdf</a>)</p> <p>Adjacent parks do not meet these definitions and therefore have not been considered sensitive receptors as part of the assessment.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 7 | PFR - PDCP LAU | Noise and Vibration                         | General                      | When the noise and vibration report becomes available, PFR expects that the adjacent parks are considered locations for sensitive receptors                                                                        | <p>The definition of a noise sensitive area (NSA) for transportation projects is based on the MTO Environmental Guide for Noise and excludes parks and picnic areas which are not inherently part of a noise sensitive land use.</p> <p>NSA means the following land uses with an outdoor living area (OLA) associated with them;</p> <ul style="list-style-type: none"> <li>•Private homes such as single family residences</li> <li>•Townhomes</li> <li>•Multiple unit buildings such as apartments with OLA for use for all occupants</li> <li>•Hospitals, nursing homes for the aged, where there are OLA for the patients.</li> </ul> <p>Land uses below by themselves do not qualify as NSAs</p> <ul style="list-style-type: none"> <li>•Apartment balconies above ground floor</li> <li>•Churches</li> <li>•Cemeteries</li> <li>•Parks and picnic areas which are not inherently part of a NSA</li> <li>•All commercial</li> <li>•All industrial</li> </ul> <p>(<a href="https://www.library.mto.gov.on.ca/SydneyPLUS/TechPubs/Download.aspx?template=TechPub01&amp;field=Attachment&amp;record=f36a9e62-695a-4bf6-9b45-18931afc0ca2&amp;lang=en-US">https://www.library.mto.gov.on.ca/SydneyPLUS/TechPubs/Download.aspx?template=TechPub01&amp;field=Attachment&amp;record=f36a9e62-695a-4bf6-9b45-18931afc0ca2&amp;lang=en-US</a>)</p> |
| 8 | PFR - PDCP LAU | Socio-Economic and Land Use Characteristics | First Parliament Master Plan | PFR requests that this report references CreateTO's First Parliament master plan. A portion of these lands identify future public open space. Impact assessment should take this sensitive use into consideration. | Details on the First Parliament Project have been added to Section 2.2.3 of the Early Works Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

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| 9  | PFR - PDCP LAU | Socio-Economic and Land Use Characteristics | Parkland Strategy                              | PFR requests that this report references the Parkland Strategy. This area is currently deficient in parkland and the report should highlight the importance of protecting existing parkland and protecting lands identified as future parkland.                                                                                                   | Details on the City of Toronto's Parkland Strategy have been added to Section 2.2.3 of the Early Works Report.                                                                                                                                                                                                                                                           |
| 10 | PFR - PDCP LAU | Archaeological Resources                    | General                                        | Are there any anticipated utility conflicts or relocation required as a result of tunneling work in Parliament Square Park? If so, PFR recommends archaeological assessments be undertaken as they would for First Parliament.                                                                                                                    | Early works are not anticipated to impact Parliament Square Park. Future tunnelling impacts will be covered in the forthcoming Ontario Line Environmental Impact Assessment Report.                                                                                                                                                                                      |
| 11 | PFR - PDCP LAU | Archaeological Resources                    | General                                        | Any objectives outlined in the First Parliament Working Group specifically related to archaeology must be reflected in this section.                                                                                                                                                                                                              | This report documents early works activities, and covers archaeological requirements for the Corktown Station early works. Next steps for archaeological work for the Corktown Station early works site. Metrolinx will continue to engage the City and has committed to have the City review workplans and scope for upcoming archaeological programs at this location. |
| 12 | PFR - PDCP LAU | Traffic and Transportation                  | Transportation Services bikeway                | Current TPA lands are planned for TS bikeway. PFR supports Transportation Services' ask for a bikeway through the existing parking lot just north of Parliament Square Park within the Corktown Station EWP footprint to provide a separate space for people walking and cycling. The footprint should reflect the bikeway area provided by CREM. | Information on the Esplanade-Mill bikeway will be added to Section 5.6.2.2 of the Early Works Report, Planned Services and Facilities. Metrolinx will continue to consult with the City of Toronto on the Esplanade and Mill Street bikeway.                                                                                                                             |
| 13 | PFR - PDCP LAU | Traffic and Transportation                  | Transportation Network - Active Transportation | Revise to read: Coordinate with the City of Toronto to minimize the interference with pedestrians and cyclists. This may include fencing, hoarding (min 2m high, solid and secured), shared-lane markings, signals, wayfinding signs, and lighting as required to provide pedestrians and cyclists with safe, accessible, and continuous routes.  | Noted, suggested revision will be reflected in the revised report.                                                                                                                                                                                                                                                                                                       |
| 14 | PFR - PDCP LAU | Utilities                                   | General                                        | Are there any anticipated utility conflicts or relocation required as a result of tunneling work in Parliament Square Park? If so, PFR recommends archaeological assessments be undertaken as they would for First Parliament.                                                                                                                    | Please refer to response to Comment #10 above.                                                                                                                                                                                                                                                                                                                           |
| 15 | PFR - PDCP LAU | Permits and Approvals                       | Municipality                                   | Mx to acknowledge that any requests related to land transactions must go through CREM for proper circulation.                                                                                                                                                                                                                                     | Metrolinx has engaged with the CREM team with regards to land transactions and will continue to engage with this team as the project progresses.                                                                                                                                                                                                                         |

| Review Comments Spreadsheet    |                                                           | * Actions:                            |                                        | ** Status:                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|--------------------------------|-----------------------------------------------------------|---------------------------------------|----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Air Quality, Noise & Vibration |                                                           | 1 = Will comply                       |                                        | O = Open, not resolved                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| 1                              | Transit Expansion Office in consultation with LeighFisher | General - Noise and Vibration summary | General                                | It is noted the summary of the Noise and Vibration report is missing within this main report. CoT to review summary in updated report, once available.                                                                                                                                                                        | The Noise and Vibration summary will be added to the Early Works Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 2                              | Transit Expansion Office in consultation with LeighFisher | Air Quality Monitoring                | Table ES-1 and Table 4-1               | The approach to air quality monitoring must be detailed within the Air Quality Management Plan. This should be explicitly stated within the Mitigation Measures column of Table ES-1 and Table 4-1.                                                                                                                           | The mitigation table (ES-1 & 4-1) will be revised to clarify that an Air Quality Management Plan will be a requirement of construction activities, and will include details on the approach to Air Quality monitoring.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 3                              | Transit Expansion Office in consultation with LeighFisher | Background Concentrations             | Section 2.1 and Section 3.1            | Please confirm the background concentrations of the contaminants stated in Section 3.1 considers the effects of traffic. It is noted the report includes a separate volume of traffic summary, however, the purpose of this information is unclear if the effects of traffic within the study area are already accounted for. | <p>The background concentrations presented within the report do consider general effects of traffic. The locations of the monitoring stations (National Air Pollution Surveillance data) were specifically selected to be representative of downtown Toronto traffic conditions (e.g. College Street close to Spadina Road). The specific traffic volumes referenced within the reporting are included to demonstrate relative impacts from major sources of traffic within the Study Area, however these traffic volumes were not explicitly modelled using dispersion modelling software.</p> <p>It was assumed that the representative measurements within the general downtown Toronto core would be sufficient to indicate background air quality of the early works.</p> |
| 4                              | Transit Expansion Office in consultation with LeighFisher | Disruption of Contaminated Soils      | Table ES-1 and Table 4-1               | A detailed approach to addressing and mitigating impacts associated with disrupting contaminated soils during construction must be detailed within the Air Quality Management Plan. This should be explicitly stated within the Mitigation Measures column of Table ES-1 and Table 4-1.                                       | Measures will be added to the Air Quality Management Plan referenced in the Mitigation Tables (ES-1 & 4-1) to address air quality related impacts from potentially disturbed contaminated soils. In addition, the Air Quality Management Plan will indicate measures be followed according to any Soils Management Plan or similar document during construction activities related to contaminated soils.                                                                                                                                                                                                                                                                                                                                                                      |

|   |                                                           |                                     |                          |                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                    |
|---|-----------------------------------------------------------|-------------------------------------|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5 | Transit Expansion Office in consultation with LeighFisher | Noise and Vibration Management Plan | Table ES-2 and Table 6-1 | The report should recommend the development of a Noise and Vibration Management plan, which outlines details of the implementation of the various mitigation measures and monitoring activities stated. Furthermore, it should be required that the Noise and Vibration Management plan establish and apply project-specific vibration criteria. | A commitment has been added to Table ES-2 to note that Metrolinx will develop a plan that addresses noise and vibration management as project planning progresses. |
|---|-----------------------------------------------------------|-------------------------------------|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Ministry of Heritage, Sport, Tourism, Culture  
Industries**

Archaeology Program Unit  
Programs and Services Branch  
Heritage, Tourism and Culture Division  
401 Bay Street, Suite 1700  
Toronto ON M7A 0A7  
Tel.: (416) 212-5107  
Email: Wai.Hadlari@ontario.ca

**Ministère des Industries du patrimoine, du sport, du  
tourisme et de la culture**

Unité des programme d'archéologie  
Direction des programmes et des services  
Division du patrimoine, du tourisme et de la culture  
401, rue Bay, bureau 1700  
Toronto ON M7A 0A7  
Tél. : (416) 212-5107  
Email: Wai.Hadlari@ontario.ca



Jul 24, 2020

Samantha Markham (P438)  
AECOM  
410 - 250 York London ON N6A 6K2

**RE: Review and Entry into the Ontario Public Register of Archaeological Reports:  
Archaeological Assessment Report Entitled, "Stage 1 Archaeological Assessment  
Ontario Line Project - South Multiple Lots, and Concessions, Geographic Township  
of York, now the City of Toronto, York County, Ontario", Dated Jul 22, 2020, Filed  
with MTCS Toronto Office on Jul 23, 2020, MTCS Project Information Form Number  
P438-0197-2019, MTCS File Number 0011988**

Dear Ms. Markham:

This office has reviewed the above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18.<sup>1</sup> This review has been carried out in order to determine whether the licensed professional consultant archaeologist has met the terms and conditions of their licence, that the licensee assessed the property and documented archaeological resources using a process that accords with the 2011 *Standards and Guidelines for Consultant Archaeologists* set by the ministry, and that the archaeological fieldwork and report recommendations are consistent with the conservation, protection and preservation of the cultural heritage of Ontario.

The report documents the assessment of the study area as depicted in Figures 2, 3, and Figures 20-1 through 20-6 of the above titled report and recommends the following:

1) Stage 2 archaeological assessments must be conducted for all areas identified in this report as retaining moderate to high archaeological potential shaded in orange on Figure 20. Areas that are marked in hatching on Figure 20 have been subject to previous archaeological assessment that have cleared the land of archaeological concerns, therefore no further archaeological work is recommended for those areas. Finally, areas with blue shading indicate areas of low archaeological potential and will require a comprehensive property inspection as part of the Stage 2 field survey in order to determine the extent of previous disturbance. Further archaeological assessments must be conducted by a licensed archaeologist and must follow the requirements set out in the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). The requirements for standard surface archaeological survey include:

- Test pit survey at 5 m intervals in all areas that will be impacted by the project and where ploughing is not possible (e.g., woodlots, overgrown areas, manicured lawns);

- Poorly drained areas, areas of steep slope and areas of previous disturbance (e.g., pipelines, railways, road ROW, buildings) identified are to be mapped and photo-documented, but are not recommended for Stage 2 survey as they possess low to no archaeological potential;

2) Due to the potential for deeply buried intact archaeological resources on floodplains and beneath land alterations Stage 2 archaeological assessment will be required for areas following Section 2.1.7 of the Standards and Guidelines for Consultant Archaeologists, and will include:

- Test pitting where viable to carry out surface survey methods to identify any archaeological sites or determine the extent of disturbance;

- Should test pitting by hand not reach subsoil (i.e. the area is found to have potential, but it may be deeply buried), mechanically excavate trenches at maximum intervals of 10 m to verify the presence of and to assess deeply buried archaeological resources and/or the extent of disturbance; and

- Mechanical excavations using a backhoe with a straight-edged ditching bucket are to occur within the core of the planned development area and over any areas of archaeological potential.

3) As per Section 2.1.7 Standard 4 of the Standards and Guidelines for Consultant Archaeologists, if other techniques have not made a conclusive determination regarding the presence of deeply buried archaeological resources expected as a result of the Stage 1 evaluation, on-site monitoring by a licensed archaeologist of excavation and the removal of fill will be required:

- On-site archaeological monitoring where and when construction excavation in areas where archaeological sites are predicted to exist, or where it is extending to a depth that warrants concern;

- Preparation of an archaeological contingency plan with the proponent and construction personnel outlining appropriate procedures and time requirements should deeply buried archaeological resources/sites be exposed;

- If an archaeological site or material possessing cultural heritage value or interest is uncovered or affected, construction and monitoring activities must cease in that location and further archaeological work is required.

4) It should be noted that special consideration and recommendations must be made for land within 10 m of the Jones Avenue Cemetery, the Old Presbyterian Burying Ground (Duchess Street Burial Ground) and the Ridout Family burying ground. While there currently is a fence around the Jones Avenue Cemetery, we were unable to confirm at this time whether or not the fence represents the original fenced limits and, therefore, if all of the burials associated with this cemetery are included within its boundaries (Figure 21). Further research will be required to confirm if this is the case.

The limits of the Old Presbyterian Burying Ground (Duchess Street Burial Ground) are largely unknown (TLA 2018). A previous archaeological assessment conducted on the property for basement renovations in 2016 resulted in the recovery of human remains (Figure 22). Given the early-19th century establishment of the cemetery and the lack of burial registries, and lack of documentation regarding the exact number of remains within the property, the limits of the cemetery remain unknown. Therefore, a high probability exists that unmarked graves and associated shafts may be present around or within existing buildings that had been constructed after 1884. It has not been confirmed if remains are located within the adjacent buildings on the same parcel, therefore further work will be required to determine the extent of disturbance.

The limits of the Ridout Family Burying Ground are relatively unknown, with the exception of Boulton's 1858 map (Plate 2). No other records or maps could be located for reference. While the city block has been extensively developed, given the lack of records for the location of the burials there is a high potential to encounter burials within areas not proven to be intensively disturbed (Figure 23).

5) There are no planned impacts for the above cemetery and burial ground properties, however, should construction impacts be planned within the 10 m buffer of the Jones Avenue Cemetery, and the research proves the boundaries to be unclear, and the Old Presbyterian Burying Ground (Duchess Street Burial Ground) and the Ridout Family burying ground, after the completion of any necessary Stage 2 archaeological assessment, a Stage 3 Cemetery Investigation be carried out to determine if burials associated with the cemetery and burial grounds extend beyond the currently defined boundaries into areas proposed to be impacted by the project. Recommendations for the Stage 3 Cemetery Investigation are as follows:

- Upon completion of detail design, and prior to any construction, all portions of the OLS study area that fall within the 10 m buffer adjacent to the currently defined boundaries of the Jones Avenue Cemetery (if the boundaries are proven to be unclear and unverifiable in the field) (Figure 21), the Old Presbyterian Burying Ground (Duchess Street Burial Ground) (Figure 22) and the Ridout Family Burying Ground (Figure 23) must be subject to Stage 3 cemetery investigation involving mechanical topsoil removal as per Section 4.2.3 of the Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011) for areas with existing topsoil and the mechanical, or the mechanical removal of hard surfaces or fill as per Section 3.3.3 of the Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011) to expose undisturbed topsoil or subsoil for paved areas or those with disturbed overburden to expose subsoil in order to determine if human burials extend into the project area. The investigation should take place moving towards the estimated limits of the cemetery/burial ground;

- The area subject to mechanical topsoil removal for the Old Presbyterian Burying Ground (Duchess Street Burial Ground) is to include all land from the edge of the existing building footprints at 32, 35, and 41 Britain Street as well as a 10 m buffer within the Britain Street, Richmond Street East, and Stonecutters Lane ROW's (Figure 22);

- Given the location of the cemetery and burial grounds are within an urban setting, it is likely that urban road infrastructure will be encountered within the 10 m buffer area of the inferred cemetery boundaries. Should modern infrastructure be encountered, the fieldwork strategy may be re-evaluated to include construction monitoring to confirm that the disturbed area lacks archaeological potential and burials to determine if it is necessary to continue to complete the entire 10 m buffer by Section 4.2.3 or, if appropriate, Section 3.3.3 of the Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011).

- As the limits of the burial grounds are unclear, an Investigation Authorization from the Bereavement Authority of Ontario will be required prior to any Stage 2 fieldwork and Stage 3 cemetery investigations. If further research demonstrates that the Jones Avenue Cemetery's boundaries are unclear, an Investigation Authorization will also be required;

- The results and effectiveness of this assessment strategy to mitigate the risk of impacts to potential burials or shafts must be reported to the MHSTCI as part of a Stage 3 cemetery investigation;

- Should archaeological resources, including deeply buried archaeological resources not associated with the cemetery be discovered, additional archaeological assessment may be required); and,

- If human remains are encountered during construction, work must cease immediately, the police or Regional Coroner should be contacted, and the Registrar of Cemeteries with the Bereavement Authority of Ontario.

6) Special consideration should also be made for the National Historic Sites located within the study area. Given the level of cultural heritage value and interest of these resources, these areas must be avoided by all construction related activities.

7) Three registered archaeological sites exist within the OLS study area limits that require further work, including the Parliament site (AjGu-41) (Williamson 2000), Lime Kiln Works site (AjGu-64) (Archeoworks Inc 2009), Britain St. site (AjGu-94) (TLA 2018). The registered archaeological sites within the study area

which still retain cultural heritage value or interest should be subject to further archaeological assessment by a licensed consultant archaeologist, in accordance with the previous consultants' recommendations outlined in Section 1.3.3 of this report and the Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011) prior to any ground disturbing activities.

8) Areas identified in the Waterfront Toronto Archaeological Conservation and Management Strategy (ASI 2008b) as having deeply buried archaeological potential include the Don Breakwater (LDP-1), the Toronto Dry Dock (LDP-3), the City Corporation Wharf (EB-4), the Gooderham and Worts Distillery Complex National Historic Site (WD-19), and the Gooderham & Worts Distillery Wharves (WD-20) (Figure 18). These features are believed to be located at a depth of approximately 76 m ASL (ASI 2017) and will require Stage 2 monitoring if construction disturbance should reach this depth. Stage 2 monitoring of these areas would need be conducted as per Section 2.1.7, Standard 4; Survey in Deeply Buried Conditions (Ontario Government 2011).

9) It is possible that Stage 2 archaeological assessments could be reduced in segments where proposed impacts during construction include deep tunnelling activities. Consultation with the MHSTCI will be required for the communication of additional information and detail design documentation should this approach be contemplated.

10) Despite best efforts and due diligence, no archaeological assessment can necessarily account for all potential archaeological resources. Should deeply buried archaeological resources be identified during ground disturbance activities associated with future development of the project, ground disturbance activities should be immediately halted, and a licensed archaeologist should be notified.

11) It should be noted that the OLS study area in this report is extremely large and includes land that will not be subject to ground disturbing activities during construction of the OLS infrastructure. As such, once detail design is complete and the scope of surface/above grade versus below grade construction activities has been determined, only those areas that will be affected by this project will require further Stage 2 archaeological assessment.

12) Should additional land outside of the current OLS alignment study area boundaries be included as part of the Project, the standard requirements for archaeological assessments to be conducted prior to land disturbance remain in place.

Based on the information contained in the report, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment are consistent with the ministry's 2011 *Standards and Guidelines for Consultant Archaeologists* and the terms and conditions for archaeological licences. This report has been entered into the Ontario Public Register of Archaeological Reports. Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require any further information regarding this matter, please feel free to contact me.

Sincerely,

Wai Hadlari  
Archaeology Review Officer

cc. Archaeology Licensing Officer  
Rodney Yee, Metrolinx  
James Francis, Metrolinx  
TBD TBD, Ministry of Environment and Climate Change

<sup>1</sup>*In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.*

From: Julia Murnaghan <Julia.Murnaghan@toronto.ca>  
Sent: Wednesday, April 14, 2021 10:12 PM  
To: Ontario Line  
Cc: Maria Zintchenko; Merlin Yuen; James Francis; Carrie Sheaffer; Catherine Curak; Malcolm MacKay; Nicole Lippa; Crystal Ho; Richard Borbridge; Junaid Farooq; Saad Karnelia  
Subject: RE: Corktown Station Early Works Report  
Attachments: CorktownEarlyWorksReport-Compiled City Comments-v2.xlsx

**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.

Crystal,

Attached please find compiled City comments on the following reports:

- Corktown Station Early Works Report
- Corktown Station Natural Environment Report
- Corktown Station Air Quality Report
- Corktown Station Heritage Detailed Design Report
- Corktown Station Traffic and Transportation Report
- Corktown Station Early Works Noise and Vibration Report

Could you please let us know when we can expect to receive responses (1/2/3 plus details) to our comments, and a timeline for the finalized report?

We look forward to seeing how this feedback will be incorporated into the ongoing discussions regarding the Corktown Station and First Parliament Site.

If you have any questions or concerns, please feel free to contact me.

Regards,

Julia Murnaghan  
Senior Project Manager, Transit Expansion Office  
w. 416.338.5074, c. 416.688.4121  
[julia.murnaghan@toronto.ca](mailto:julia.murnaghan@toronto.ca)

| Review Comments Spreadsheet |                               |                                   | * Actions:                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | ** Status:                          |
|-----------------------------|-------------------------------|-----------------------------------|------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| City Planning               |                               |                                   | 1 = Will comply                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | O = Open, not resolved              |
|                             |                               |                                   | 2 = Discuss, clarification required                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | P = Pending incorporation in design |
|                             |                               |                                   | 3 = Not applicable because .....                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | C = Closed, implementation complete |
| Project Name:               |                               |                                   | Revised By:                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                     |
| Project No:                 |                               |                                   | Date In:                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                     |
|                             |                               |                                   | Date Out:                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                     |
| Item No.                    | Reviewer Name                 | Description                       | Part, Chapter, Sec, Subsec, page, DWG#                                             | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Response & Details (Authors - )     |
| 1                           | Heritage Planning Archaeology | Archaeological Resources          | Early Works Report (EWR) - p. ix: Archaeological Resources                         | This revised property boundary includes three archaeological sites: The Parliament Site (AjGu-41), the Toronto Lime Kiln Works Site (AjGu-61), and the Lime Kiln Works Site (AjGu-64). Each of these sites are identified as Archaeologically Sensitive Areas on the City of Toronto's Archaeological Management Plan and require mitigation or in-situ preservation prior to any soil disturbance. Additionally, the property at 250 Front Street East has further archaeological conditions which require Stage 2 archaeological assessment after demolition of the building. Revise to include this information. |                                     |
| 2                           | Heritage Planning Archaeology | Terminology                       | EWR - Full Report<br>HDDR - Full Report                                            | Update all references to "City of Toronto Heritage Preservation Services" to City of Toronto Heritage Planning                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                     |
| 3                           | Heritage Planning Archaeology | Vibrational impacts - Archaeology | EWR/HDDR - Table ES-2;<br>EWR - Table 6-7, Section 5.8; Section 6.8                | This report does not address any vibrational impacts to known or potential archaeological resources as part of Early Works. In particular, the First Parliament Site (AjGu-41) is known to contain extremely fragile archaeological resources, such as the burnt floorboards and soil from the First Parliament buildings. These may be adversely impacted as part of this work. Include discussion of this issue with the statement that archaeological resources may be impacted by vibration within 11.1 metres of the Early Works area, unless fully mitigated.                                                 |                                     |
| 4                           | Heritage Planning Archaeology | Archaeological Impacts            | EWR/HDDR - Table ES-2; Archaeological Resources;<br>EWR - Section 5.8; Section 6.8 | This description of Archaeological Resources shall also include a description of the Toronto Lime Kilns Works Site (AjGu-61/AjGu-64) as well as outstanding archaeological conditions for the property at 250-260 Front Street East, 39 Berkeley Street and 383 King Street East.                                                                                                                                                                                                                                                                                                                                   |                                     |
| 5                           | Heritage Planning Archaeology | Archaeological Impacts            | EWR/HDDR - Table ES-2; Archaeological Resources;<br>EWR - Section 5.8; Section 6.8 | Include language that any future archaeological assessments must be conducted in accordance to the City of Toronto's Official Plan and the Terms of Reference for Archaeological Assessments.<br><br>Also include language that any archaeological assessments, including the formulation of Stage 3 and Stage 4 mitigation programs and Construction Monitoring programs shall be subject to review and approval by the City of Toronto Heritage Planning.                                                                                                                                                         |                                     |

|    |                                 |                          |                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|----|---------------------------------|--------------------------|---------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6  | Heritage Planning - Archaeology | Archaeological Impacts   | EWR/HDDR Table ES-2 (EWR p. xxi-xxii) | <p>Under the description of "Direct Impacts to Built Heritage Resources and Cultural Heritage Landscapes" the table notes that there is the "Potential to remove or demolish deeply buried archaeological remains as a result of removal/Demolition of a building or structure on the property and/or any ground disturbance is anticipated at OLS-034 (First Parliament Site - 265 and 271 Front Street East and 25 Berkeley Street)."</p> <p>1. Revise to include the properties north of Front Street (250-260 Front Street East, 383 King Street East, 68-70 Parliament Street).</p> <p>2. Include in Mitigation Measures that the work shall be subject to review and approval from City of Toronto Heritage Planning as well as ongoing consultation with the City of Toronto and other stakeholders and Indigenous Communities.</p> <p>3. Revise to include that archaeological assessment must also be conducted within any appropriate structures prior to demolition. The properties at 265-271 Front Street East are built on grade and previous archaeological assessments have recommended further work <u>inside</u> these structures.</p> |
| 7  | Heritage Planning - Archaeology | Municipal Permits        | EWR p. xxvii<br>HDDR - Section ES.5   | Under the Municipal Permits section, include that these works may be subject to Heritage Easement agreements, as required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 8  | Heritage Planning - Archaeology | Municipal Permits        | EWR p. xxvii<br>HDDR - Section ES.5   | Under the Municipal Permits section, revise to include the properties at 54 Parliament Street, 68-70 Parliament Street and 250-260 Front Street East, 39 Berkeley Street and 383 King Street East.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 9  | Heritage Planning - Archaeology | Archaeological reports   | EWR - Section 4.8.1, p. 40            | This report references the Stage 1 Archaeological Assessment of the Ontario Line South, dated July 24, 2020. The City have only received an earlier version of this report (May 29, 2020). We request that this report be provided to Heritage Planning as well as the concurrence letter from the MHSTCI stating that this report is compliant with the Standards and Guidelines for Consultant Archaeologists and has been entered into the Public Register.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 10 | Heritage Planning - Archaeology | Archaeological reports   | EWR - Section. 5.8, p. 123            | The City of Toronto notes that the Stage 1 Archaeological Assessment Report (AECOM 2020) is missing reference to the Stage 1 Archaeological Assessment of 250-260 Front Street East and 383 King Street East. (Archeoworks 2017 - P029-0961-2017). Include this report in this section and acknowledge outstanding archaeological concerns.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 11 | Heritage Planning - Archaeology | Archaeological Resources | EWR - Table 6-7, p. 165               | In Table 2-1 of the Ontario Line Corktown Station Early Works – Heritage Detailed Design Report, several other activities are identified as part of the Early Works which could impact the archaeological resources at OLS-034 beyond building demolition. This includes site preparation, staging, re-grading, tree removal, removal of contaminated soil, utilities decommissioning, and erection of fences. These issues need to be addressed as it relates to the impacts to archaeological resources on this site.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 12 | Heritage Planning - Archaeology | Archaeological Resources | EWR - Table 6-7, p. 165               | Under Potential Impact, it is noted that Options 2A and 2B from the Ontario Line Cultural Heritage Report (AECOM 2020) were reviewed and eliminated. Heritage Planning requests further information about why options 2A and 2B were eliminated during project design. These options gave preference to avoidance and protection of heritage attributes, which is also the preference of Heritage Planning.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 13 | Heritage Planning - Archaeology | Archaeological Resources | EWR - Table 6-7, p. 165               | Under Mitigation Measures, revise to include consultation with Heritage Planning and other stakeholders as to the appropriate approach to archaeological assessment in advance of Early Works                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 14 | Heritage Planning - Archaeology | Archaeological Resources | Section 6.8; Table 6-8                | Revise this section and table to include preservation in-situ of significant archaeological resources as a potential mitigation measure. This is the preference of Heritage Planning and the Ministry of Heritage, Sport, Tourism and Culture Industries, as outlined in the City of Toronto's Official Plan and the Standards and Guidelines for Consultant Archaeologists.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 15 | Heritage Planning - Archaeology | Archaeological Resources | Section 6.8; Table 6-8                | This section shall also include a description of the Toronto Lime Kilns Works Site (AjGu-61/AjGu-64) and ongoing archaeological conditions on the properties north of Front Street East (see earlier comment).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

|    |                                  |                                       |                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
|----|----------------------------------|---------------------------------------|--------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| 16 | Heritage Planning<br>Archaeology | Archaeological<br>Resources           | EWR - Table 6-8, p.<br>173                                         | <p>Include references to the City of Toronto's Official Plan and the Terms of Reference for Archaeological Assessments as relevant policy in addition to the Standards and Guidelines.</p> <p>Include a statement that any archaeological assessments, including the formulation of Stage 3 and Stage 4 mitigation programs and Construction Monitoring programs shall be subject to review and approval by the City of Toronto Heritage Planning.</p>                                                                                                                                                                                                           |  |
| 17 | Heritage Planning                | HDDR Report                           | HDDR Report,<br>general                                            | <p>Provide additional detail on cultural heritage resources impacted as per the standard scope and methodology of CHER/HIA reports completed during EA processes. If we understand correctly, the Heritage Detailed Design Report (HDDR) document is intended to replace the individual Cultural Heritage Evaluation Reports (CHER) and Heritage Impact Assessments (HIAs) that would typically be completed for each cultural heritage resource that may be impacted: as such the level of detail provided in the document is insufficient to determine the cultural heritage value of these identified resources, and to understand the potential impacts.</p> |  |
| 18 | Heritage Planning                | HDDR Report and Early<br>Works Report | HDDR Report, Table<br>ES-2 and Early<br>Works Report, Table<br>6-7 | <p>The HDDR and Early Works Reports both identify the property at "2 Berkeley Street, 248, 250, 252, 25, 258, 260, 262, 264 The Esplanade" as a built heritage resource that is Designated under Part IV and V of the Ontario Heritage Act and covered by a Heritage Easement Agreement (HEA) within the study area. This resource is missing from the Impact and Description Tables in both the HDDR Report (Table ES-2) and Early Works Report (Table 6-7) and must be included to evaluate potential impacts and mitigation measures.</p>                                                                                                                     |  |
| 19 | Heritage Planning                | HDDR Report and Early<br>Works Report | HDDR Report, Table<br>3-1 and Early Works<br>Report, Table 5-13    | <p>The bullet-point information provided in the tables with Description of Known or Potential Cultural Heritage Value or Interest and Heritage Attributes provided in both the HDDR (Table 3-1) and Early Works Report (Table 5-13) do not provide an adequate evaluation of the properties under Ontario Regulations 9/06 or 10/6 as required of a CHER (for which, along with an HIA, the HDDR is said to serve in their place), nor does it cite sources for any of the research in these descriptions.</p>                                                                                                                                                   |  |
| 20 | Heritage Planning                | HDDR Report and Early<br>Works Report | HDDR Report, Table<br>3-1 and Early Works<br>Report, Table 5-14    | <p>Three built heritage resources were determined to potentially meet Ontario Regulation 10/06 criteria: however, their evaluation using the 10/06 criteria is not documented for any of the resources within these Reports.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 21 | City Planning                    | Early Works Report                    | EWR, Section 5.6.2.2                                               | <p>Clarify how it was determined that "there are no planned community services or facilities" in the Corktown Station area. We note that the First Parliament site, for example, includes plans for a new district library and heritage interpretation centre (contact: SoMei Quan, CreateTO). We further note that improvements to parks and recreation facilities include the reconstruction of David Crombie Park along The Esplanade (contact: Nancy Chater, Parks Forestry &amp; Recreation). The data sources used to populate this section of the EWR appear to be insufficient to capture planned community services and facilities.</p>                 |  |
| 22 | City Planning                    | Early Works Report                    | EWR, Table 5-19                                                    | <p>Update service headways for transit routes to reflect the planned service provision. The 504 King streetcar, for example, operates at 2-3 minute headways during peak hours. The source for this data should be the TTC service summaries before Covid-19, which can be requested from the TTC.</p>                                                                                                                                                                                                                                                                                                                                                           |  |
| 23 | City Planning                    | Early Works Report                    | EWR, Figure 5-20                                                   | <p>Include planned cycling facilities that will be in place when construction on the Ontario Line is anticipated to begin. For example, a cycle track is planned for the Esplanade and Mill Street, which will be constructed in 2021 and 2022. Transportation Services (Adam Popper) and Engineering &amp; Construction Services (Owen McGaughey) should be consulted to provide additional information on the implementation of this facility.</p>                                                                                                                                                                                                             |  |

|    |               |                                                         |                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
|----|---------------|---------------------------------------------------------|-------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| 24 | City Planning | Early Works Report                                      | EWR, Table 6-6                                  | Regarding land uses and adjacent lands, confirm whether there are potential impacts to adjacent land development projects, or impacts to the early works from development on adjacent lands. We note, for example, that a data centre with zoning approval may be constructed at 43 Parliament Street, which may involve work zone lane closures. Other development applications that may be under construction during the Corktown early works is documented in Section 5.6.4. Coordination is required with Transportation Services to understand the full extent of planned and approved lane closures.                                                               |  |
| 25 | City Planning | Early Works Report                                      | EWR, Table 6-6                                  | Regarding visual effects from construction activities, provide additional detail about screened enclosures (such as hoarding) that Metrolinx is committed to using at construction sites. Improvements to screening should be included compared to the fencing that was provided on the ECLRT, which did little to mitigate the visual impacts of construction. With regard to private development projects (e.g. condominium or office tower construction), the City has achieved higher standards for the quality of hoarding provided at these sites. Lessons learned from projects like ECLRT should be applied to the Ontario Line to improve temporary conditions. |  |
| 26 | City Planning | Early Works Report                                      | EWR, Table 6-9                                  | For active transportation impacts, a Vision Zero perspective should be applied to protect vulnerable road users from injuries and fatalities during construction. Table 5-5 identified several pedestrian and cycling facilities that already provide low levels of service in the existing condition (without considering pedestrian and cyclist volumes, which the Ottawa MMLOS does not account for). Poor levels of service may be exacerbated with construction occurring immediately adjacent to the facility. Identify mitigation measures - e.g. provision of minimum sidewalk widths, minimum pedestrian levels of service.                                     |  |
| 27 | City Planning | Early Works Report                                      | EWR, Section 8.8                                | Commitments to future consultation should include the City on matters (among other things) related to impacts on development and transportation within the area of the project's influence, and the detailed design of restoration of impacted areas to the current City standard. We note that government review agencies and technical stakeholders are included in the list of stakeholders consulted in Section 8.1.                                                                                                                                                                                                                                                 |  |
| 28 | City Planning | Early Works Report, Traffic and Transportation Appendix | Traffic and Transportation EWR, Section 2.1.2.2 | We note that the City of Ottawa's Multi-Modal Level of Service tool used in this analysis does not include pedestrian volumes in determining a pedestrian level of service, relying instead on qualitative characteristics of a pedestrian facility and its adjacency to other facilities. This may provide a misleading indicator of the quality of a pedestrian facility where pedestrian volumes are high, which is the case at times around the Corktown Station area especially during special events at the Distillery District.                                                                                                                                   |  |

# Review Comments Spreadsheet

## Toronto Water & TEO-Technical Services

**\* Actions:**

- 1 = Will comply
- 2 = Discuss, clarification required
- 3 = Not applicable because .....

**\*\* Status:**

- O = Open, not resolved
- P = Pending incorporation in design
- C = Closed, implementation complete

| Project Name: |               |                                |                                                               | Revised By:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                 |
|---------------|---------------|--------------------------------|---------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| Project No:   |               |                                |                                                               | Date In:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                 |
|               |               |                                |                                                               | Date Out:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                 |
| Item No.      | Reviewer Name | Description                    | Part, Chapter, Sec, Subsec, page, DWG#                        | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Response & Details (Authors - ) |
| 1             | TEO-TS        | General Information, Utilities | 2021-03-10_OL_EW3_CS_Early Works Report_Draft, 5.10 Utilities | <b>External Utilities</b><br>Metrolinx is required to circulate the application to external Utilities for sign-off, in order to avoid any conflicts with existing Utilities facilities, and planned works.                                                                                                                                                                                                                                                                                                                                                                                                  |                                 |
| 2             | TEO-TS        | General Information, Utilities | 2021-03-10_OL_EW3_CS_Early Works Report_Draft, 5.10 Utilities | <b>Verifying Existing Facilities</b><br>The City's as-built data is for information only. Metrolinx, and their contractor(s) are responsible for verifying the existing City's and Third Parties' facilities, prior to the design and construction of this project.                                                                                                                                                                                                                                                                                                                                         |                                 |
| 3             | TEO-TS        | General Information, Utilities | 2021-03-10_OL_EW3_CS_Early Works Report_Draft, Table 6-10     | <b>Protection of Municipal Infrastructure</b><br>a)For all existing municipal infrastructure to be exposed and proposed to remain during construction of the project, appropriate protection of the infrastructure must be provided.<br>b)Adequate structural support systems must be designed by professional structural engineer licensed in the Province of Ontario.<br>c)It is the responsibility of Metrolinx to ensure that all exposed existing municipal infrastructure is adequately protected during construction, and repair any damage that may occur during construction on their own expense. |                                 |
| 4             | TEO-TS        | General Information, Utilities | 2021-03-10_OL_EW3_CS_Early Works Report_Draft, Table 6-10     | <b>Separation of Municipal Underground Utilities</b><br>a)It is the responsibility of Metrolinx to ensure that the separation for buried Toronto Water facilities conforms to the City's "Design Criteria for Sewers and Watermains", Appendix D.<br>b)Any substandard separation is required to be accepted by the City, prior to construction.                                                                                                                                                                                                                                                            |                                 |
| 5             | TEO-TS        | Utilities                      | 2021-03-10_OL_EW3_CS_Early Works Report_Draft, Table 6-10     | For the City's internal coordination purposes, please advise on the anticipated timeframe that the in-depth utility-related investigations such as subsurface utility engineering investigation, master servicing, Stormwater Management Report, and hydrogeological studies will be completed for the City's consultation and review.                                                                                                                                                                                                                                                                      |                                 |
| 6             | TW WIM-TR     | Utilities                      | General Comments                                              | Since the proposed station is located in TRCA floodplain area, TRCA shall review the design report as well.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                 |
| 7             | TW WIM-TR     | Utilities                      | Page XV                                                       | 1.Permanent groundwater discharge to municipal sewer shall be avoided and water-proof structure shall be designed.<br>2.In this area, the high groundwater table shall be confirmed<br>3.The lake water backup to storm sewer system shall be considered in the area.                                                                                                                                                                                                                                                                                                                                       |                                 |
| 8             | TW WIM-TR     | Utilities                      | General Comments                                              | The Low Level Interceptor is located at Front Street in the area. Please protect this critical trunk sewer and local sewer and watermain in the construction area during and after construction.                                                                                                                                                                                                                                                                                                                                                                                                            |                                 |
| 9             | TW WIM-TR     | Utilities                      | Page XXV                                                      | Any TW's utilities modification and relocation shall be approved by TW and ensure no impact to local services too.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                 |

|    |           |           |                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|----|-----------|-----------|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 10 | TW WIM-TR | Utilities | General Comments   | <p>Please ensure TW's capital works to be considered in the design stage by checking T.O. INview website.</p> <ol style="list-style-type: none"> <li>1. Watermain Replacement at Parliament St From: 1.8m N of the rail overpass (13.5m S of WV1262011) To: Front St E in 2023</li> <li>2. Watermain Replacement at Berkeley St, From: Front St E To: Adelaide St E in 2026</li> <li>3. Sewer Rehabilitation at KING ST E, From: CLOSE AVE To: BERKELEY ST in 2023</li> <li>4. Watermain Replacement at Berkeley St, From: The Esplanade (WV1827) To: Scadding Ave in 2023</li> </ol> |
| 11 | TW WIM-TR | Utilities | Page 153           | <p>If groundwater would be discharged to municipal sewer system, the water quality test results and downstream sewer capacity analysis and hydraulic grade line analysis will be included in the permit application and submitted to TW-EMP.</p>                                                                                                                                                                                                                                                                                                                                      |
| 12 | TW WIM-TR | Utilities | Page 155, Table6-3 | <p>For Stormwater management, water balance, water quality and quantity targets according to the City's WWFM Guidelines shall be met during site design.</p>                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 13 | TW WIM-TR | Utilities | Page 180           | <p>Design Criteria for Sewer and Watermain and WWFMG are two major documents to be used for TW asset design and construction.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

| Review Comments Spreadsheet |                                                         | * Actions:                                     |                                              | ** Status:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                 |
|-----------------------------|---------------------------------------------------------|------------------------------------------------|----------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| Transportation Services     |                                                         | 1 = Will comply                                |                                              | O = Open, not resolved                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                 |
|                             |                                                         | 2 = Discuss, clarification required            |                                              | P = Pending incorporation in design                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                 |
|                             |                                                         | 3 = Not applicable because .....               |                                              | C = Closed, implementation complete                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                 |
| Project Name:               |                                                         |                                                | Revised By:                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                 |
| Project No:                 |                                                         |                                                | Date In:                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                 |
|                             |                                                         |                                                | Date Out:                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                 |
| Item No.                    | Reviewer Name                                           | Description                                    | Part, Chapter, Sec, Subsec, page, DWG#       | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Response & Details (Authors - ) |
| 1                           | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Section 2.1.1 Data Collection, Page 27       | <p>"Available Turning Movement Count data at intersections within the Corktown Station Study Area were provided by the City of Toronto."</p> <p><b>Edit to:</b> "Most recent available Turning Movement Count data at intersections within the Corktown Station Study Area were provided by the City of Toronto. "</p> <p>Please note that as per TS-20 data request, most recent available data was provided.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                 |
| 2                           | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Pages 9 & 28.                                | <p>"The Ontario Line Final Environmental Conditions Report (AECOM, 2020) notes that turning movement counts and signal timing plans were not available at some intersections within the Ontario Line Study Area, and were not collected through new traffic surveys considering the uncharacteristic traffic conditions as a result of the COVID-19 pandemic. As a result of the noted data limitations, a quantitative traffic assessment of some intersections within the Corktown Station Study Area could not be undertaken."</p> <ul style="list-style-type: none"> <li>- All signalized intersections should be assessed and analysis should be included in this report.</li> <li>- TMC data can be retrieved from Traffic Impact Assessment Reports of Active Development Applications.</li> <li>- Traffic Impact Study of 333 King Street East and 250 Front Street East includes TMCs of the following signalized intersections. <ul style="list-style-type: none"> <li>- King/Parliament.</li> <li>- King St &amp; Sherbourne St</li> <li>- Front/Sherbourne</li> <li>- Front &amp; Princess.</li> <li>- Front &amp; Berkeley.</li> </ul> </li> </ul> <p>These are the intersections within Corktown station study area.</p> <p>- Active Development Applications are mentioned in section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)".</p> |                                 |
| 3                           | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 2.1.2.1 Automobile Level of Service, Page 28 | <p>Please specify why the Intersection capacity analysis wasn't done using the most recent version of the Highway Capacity Manual (HCM 6th) as per instructions in the City of Toronto "Guidelines for the Preparation of Transportation Impact Studies" for utilizing the most recent version of HCM.</p> <p>The results from a more recent HCM version is considered to be more reliable.</p> <p>Only those intersections where the configurations are not supported by HCM 6th/2010, the HCM 2000 based results should be used following the instructions from City of Toronto's "Guidelines for Using Synchro 9 (Including SimTraffic 9)". The Guideline mentions using HCM 2000 for the intersections where there are specific limitations to HCM2010 (HCM 6th has the same limitation).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                 |
| 4                           | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 2.1.2.2 Pedestrian Level of Service, Page 30 | <p>"As shown in Exhibit 22 in the City of Ottawa's Multi-Modal Level of Service Guidelines, the Pedestrian Level of Service target for all these different types of areas is generally Level of Service 'C:'"</p> <ul style="list-style-type: none"> <li>- Please include Exhibit 22 of City of Ottawa's MMLoS Guidelines in Appendix C - Level of Service Criteria.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                 |

|    |                                                         |                                                |                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|----|---------------------------------------------------------|------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5  | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Table 2-1: Key Determining Factors for Pedestrian Level of Service, Page 30                                                                              | <p><i>"Right- and left-turn conflicts .....and exclusive pedestrian phases"</i></p> <ul style="list-style-type: none"> <li>- Edit to: "Right- and left-turn conflicts .....and exclusive pedestrian phases (leading pedestrian interval)"</li> <li>- TS recommends to model all LPI intersections within Corktown site.</li> <li>- Please also ensure that LPI element should be considered for those intersections in finding Pedestrian LOS.</li> </ul> <p>For example leading pedestrian interval is installed at the Intersection of King St &amp; Sherbourne St (TCS254)</p>                                              |
| 6  | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Table 2-3: Key Determining Factors for Transit Level of Service, Page 33                                                                                 | <p><i>"Ratio of average transit speed to posted speed"</i></p> <ul style="list-style-type: none"> <li>- Specify what is the source of getting average transit speed.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 7  | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 3.1.1.1 Road Network, Page 35                                                                                                                            | <ul style="list-style-type: none"> <li>- Eastern Avenue is a minor east-west arterial road.</li> <li>- As Part of Vision Zero Speed Management Strategy, Front St btwn Parliament and Cherry is 30km/h. (January 8, 2020)</li> </ul> <p>Please confirm what speed limit was considered in Level of service assessment?</p> <ul style="list-style-type: none"> <li>- Posted speed is 40 km/h on the section of Parliament btwn Queen and Gerrard.</li> </ul> <p>Please specify the speed limit of the section of Parliament St as shown in Figure 3-1, Please confirm what speed limit was considered for the LOS analysis?</p> |
| 8  | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Figure 3-1: Existing Road Network Within the Corktown Station Study Area, Page 37                                                                        | <p>Please clarify why the following signalized intersection are not labelled in this figure.</p> <ul style="list-style-type: none"> <li>- King/Parliament-TCS 245.</li> <li>- King/Sherbourne-TCS254.</li> <li>- Front/Sherbourne TCS253.</li> <li>- Front/Berkeley-TCS1968.</li> <li>- Front/Princess-TCS 1967.</li> </ul> <p>Timing cards of these intersections have already been provided.</p> <ul style="list-style-type: none"> <li>- Please clarify why unsignalized intersections were not analyzed?</li> </ul>                                                                                                        |
| 9  | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 3.1.1.2 Intersection Operations, Page 38                                                                                                                 | <ul style="list-style-type: none"> <li>- Turning movement counts of Adelaide/Ontario was provided. TMCs of King/Princess is available in Traffic Impact Study of 333 King Street East and 250 Front Street East developments.</li> <li>- MX. to review TIA reports of the developments mentioned in section 4.0 of "The Ontario Line Final Environmental Conditions Report (AECOM, 2020)" for retrieving TMC data.</li> <li>- Please include Level of service of unsignalized intersections. Criteria is mentioned in Appendix C, page 92.</li> </ul>                                                                          |
| 10 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Table 3-1: Traffic Operations at the Corktown Station Study Area Intersections under Existing Conditions (2020) during the AM and PM Peak Hours, Page 39 | <ul style="list-style-type: none"> <li>- All intersections should be number-coded following the coding system applied in synchro models (Appendices E). For example intersection ID of Adelaide St &amp; Sherbourne St is 90 on page 102..</li> <li>- Synchro output in Appendix did not show 95th percentile queue length. Please include updated synchro model in Appendix E for confirming all measure of effectiveness mentioned in this table.</li> </ul>                                                                                                                                                                 |
| 11 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 3.1.2.1 Pedestrian Network, Page 41                                                                                                                      | <p>Please mention Martin Goodman Trail, south of LakeShore and Lower Don Trail, north of Lake Shore are the pedestrian and cyclist connections.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 12 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | figure 3-2, Page 42                                                                                                                                      | <p>Please provide different color code for labelling sidewalks on the north side only and/or partially other side and for laneways with sidewalk on north side, as these resemble to color code given to the sidewalks on both sides.</p>                                                                                                                                                                                                                                                                                                                                                                                      |
| 13 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix C, Multi-Modal Level of Service Criteria, Pg.96                                                                                                 | <p>Please include Exhibit 5- PETS Point Tables from City of Ottawa's MMLOS Guidelines in this section, as this exhibit is used in finding Pedestrian Level of Service.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 14 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix E, Berkeley St & Front St, Page 107                                                                                                             | <ul style="list-style-type: none"> <li>- Please clarify from where TMC data was retrieved for this intersection?</li> <li>- Please also clarify why the TMCs of AM and PM (page 119) are the same?</li> <li>- The cycle length of TCS1968 is not 70 secs, it is 90 secs for both AM/PM period. TS has provided the timing card of this intersection.</li> <li>- WBLT is prohibited during AM peak (7am-9am, Mon-Fri, TTC vehicles excepted), please model this intersection appropriately.</li> </ul>                                                                                                                          |

|    |                                                         |                                                |                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
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| 15 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix E, Parliament St & Mill St, Pages 111 & 123                 | Please ensure to model this intersection as per timing card (TCS1894), LPI features is installed here.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 16 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F                                                           | Pages 130 & 128, and pages 131 & 129 have the same informations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| 17 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Front & Parliament, Page 129                             | Leading pedestrian interval (LPI) is not installed at Front/Parliament (TCS244), please revise the point calculation and LOS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| 18 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Mill & Parliament, Page 129                              | Leading pedestrian interval (LPI) is installed at Mill/Parliament (TCS1894). Please ensure that LPI element is considered for the intersection in finding Pedestrian LOS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 19 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Pages 128 & 129                                          | Please include a row for refuge island element in Multi-Modal Level of Service - Intersections Forms, as points are assigned to that element of intersection (see Exhibit 5- PETS) point tables from City of Ottawa's MMLOS Guidelines). However, the points for refuge island was considered in calculating PLOS score for intersections.                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 20 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Page 128, King/Berkeley                                  | As per Google image, eastbound and westbound left turning cyclists need to cross one lane. Please confirm and revise the appendix page.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| 21 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Cherry & Front, Page 129                                 | The south leg of Cherry has pocket bike lane. As per MMLOS Ottawa Guidelines (exhibit 12), pocket bike lanes are defined as bike lanes that develop near intersections between vehicular right turn lanes on the right side and vehicular through or left lane on the left side. Please confirm and advise the BLOS of south leg?                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 22 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, The Esplanade/Lower Sherbourne, Page 129                 | As per Google image, northbound and southbound left turning cyclists need to cross two lanes. Please confirm and revise the appendix page.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 23 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Lower Sherbourne/Lake Shore, Page 129                    | As per Exhibit 12 of MMLOS Ottawa Guidelines, for the speed limit $\geq 60$ km/h with no lane crossed, BLOS of east/west legs are "D" in mixed traffic. Please confirm and revise the appendix page.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 24 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Multi-Modal Level of Service                             | As per TS comments provided for BLOS, please revise the Tables 3-4, 3-5 and Figure 3-5 on pages 48, 49 & 50 respectively.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 25 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F                                                           | All signalized intersections within the site should be assessed for PLOS, BLOS & TLOS. Analysis should be included in this appendix.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| 26 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Appendix F, Pages 132-141                                            | Specify what is crowding Pedestrian LOS, how it was calculated and what is the source of this criteria. Crowding PLOS is shown in this Appendix for segment analysis. Please also clarify how the number of pedestrians were obtained for this analysis. This description should be included in section 2.1.2.2 - Pedestrian Level of Service and criteria should be included in Appendix C                                                                                                                                                                                                                                                                                                                                                               |  |
| 27 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Segment Form, BLOS, Cherry St, btwn LakeShore and Adelaide, Page 141 | Please indicate what (bike lane+parking lane) width was considered for finding BLOS. Clarify how the bike lane+parking lane width $\geq 1.8$ m is justifying BLOS "A" for this segment, however bike lane is adjacent to parking lane (see Appendix C Exhibit 11)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 28 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | General                                                              | Why MX did not consider assessing Truck level of service along truck routes, arterial roads and key delivery access routes within Corktown Site, as per City of Ottawa's Multi- Modal Level of Service Guidelines ?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| 29 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Executive Summary- Page 9 of 141                                     | "The Ontario Line Final Environmental Conditions Report (AECOM, 2020) notes that turning movement counts and signal timing plans were not available at some intersections within the Ontario Line Study Area, and were not collected through new traffic surveys considering the uncharacteristic traffic conditions as a result of the COVID-19 pandemic. As a result of the noted data limitations, a quantitative traffic assessment of some intersections within the Corktown Station Study Area could not be undertaken."<br><br>If the most current data are not available, the traffic study can be undertaken using older traffic data( turning movement counts and signal timing plans) and do the related adjustments as per COVID19 condition. |  |

|    |                                                         |                                                |                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
|----|---------------------------------------------------------|------------------------------------------------|------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| 30 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Table 1-2: Anticipated Construction Activities for the Ontario Line Corktown Station Early Works- Page 26 of 141 | "All road closures will follow standard traffic control management guidelines"<br><br>Please confirm the duration of the road closures (if any) in the construction period. Which roads will be closed in this regard? Will be any full closure in the adjacent road network?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
| 31 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 2.1.2 Multi-Modal Level of Service Assessment-Page 30 of 141                                                     | "For any given approach to the intersection, the pedestrian green time / effective walk time was calculated as per the formula included in the Addendum to the City of Ottawa's Multi-Modal Level of Service Guidelines (2015) by conservatively assuming that no pedestrian is initiating their crossing during the Flashing Don't Walk time; "<br><br>To confirm if the assumptions are in alignment with the City of Toronto "Traffic Signals Operations Policies and Strategies". The pdf version can be found at the following address:<br><br>" <a href="https://www.toronto.ca/wp-content/uploads/2017/11/91d6-0_2015-11-13_Traffic-Signal-Operations-Policies-and-Strategies_Final-a.pdf">https://www.toronto.ca/wp-content/uploads/2017/11/91d6-0_2015-11-13_Traffic-Signal-Operations-Policies-and-Strategies_Final-a.pdf</a> " |  |
| 32 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | 2.1.2 Multi-Modal Level of Service Assessment-Page 32 of 141                                                     | "This indicates that the impact of transit signal priority measures is not factored into the assessment of Transit Level of Service at the intersection level."<br><br>Considering the multimodal character of transportation in the Corktown area, it doesn't seem that using Synchro and Ottawa Multi-Modal Guideline would be the preferred option to cover all different aspects of the traffic impacts of the construction in this area. The preferred method here is using microsimulation software to include all impacts correctly and modeling the network as per the real condition.                                                                                                                                                                                                                                            |  |
| 33 | Transit Infrastructure Projects/Transportation Services | A5_2021-03-10_OL_EW3_CS_Traffic_60611173_DRAFT | Figure 3-5: Cyclist Level of Service Within the Corktown Station Study Area-Page 50 of 141                       | The use of a 8-10 meters of the parking lot just north of Parliament Square Park is required to facilitate a bi-directional bikeway connection between Esplanade and Mill (between Berkeley and Parliament). More information regarding this comment has been provided in the previous packages related to Cork town station.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |

| Review Comments Spreadsheet         |               |                                  |                                        | * Actions:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | ** Status:                          |
|-------------------------------------|---------------|----------------------------------|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| Bridges, Structures and Expressways |               |                                  |                                        | 1 = Will comply                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | O = Open, not resolved              |
|                                     |               |                                  |                                        | 2 = Discuss, clarification required                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | P = Pending incorporation in design |
|                                     |               |                                  |                                        | 3 = Not applicable because .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | C = Closed, implementation complete |
| Project Name:                       |               |                                  |                                        | Revised By:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                     |
| Project No:                         |               |                                  |                                        | Date In:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                     |
|                                     |               |                                  |                                        | Date Out:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                     |
| Item No.                            | Reviewer Name | Description                      | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Response & Details (Authors - )     |
| 1                                   | ECS-BSE       | Gardiner Rehabilitation Timeline | Section 2.2.3.2, Page 17.              | <p>The information under Section 2.2.3.2 appears to be outdated. The schedule has been revised and currently Segment 6 is from Cherry to Don Roadway from 2026 to 2029. Waterfront Toronto is completing the work from Don roadway to Logan in 2021 and 2022. Please ensure that the Gardiner Expressway Strategic Rehabilitation Plan segments and the respective construction timeline information is up to date prior to the issuance of the Report.</p> <p>2.2.3.2 Gardiner Expressway Strategic Rehabilitation Plan</p> <p>The City of Toronto developed the Gardiner Expressway Strategic Rehabilitation Plan to establish the immediate and long-term rehabilitation needs of the Gardiner Expressway, improve transportation corridors within the area, and provide more efficient public transit connections (City of Toronto, n.d.c). The rehabilitation is being completed in seven sections, two of which are within the Corktown Station Study Area:</p> <ul style="list-style-type: none"> <li>Segment 1 between Jarvis Street and Cherry Street with a projected timeline of planned construction between 2018 and 2021 (City of Toronto, n.d.c); and</li> <li>Segment 6 between Lower Jarvis Street and east of the Don Valley Parkway at Logan Avenue with a projected timeline of planned construction between 2024 and 2027 (City of Toronto, n.d.c).</li> </ul> <p>The City of Toronto's website notes that the planned construction timelines are subject to change (City of Toronto, n.d.c).</p> |                                     |
| 2                                   | ECS-BSE       | Gardiner Rehabilitation Timeline | Section 3.2, Page 20.                  | <p>The dash red line (footprint as defined under Section 3.2 above) and shown in Figure 3-2 includes a segment of the Gardiner Expressway. Please elaborate what impacts are anticipated on the Gardiner Expressway and how they are affecting the structure and its operations as a result of the Corktown Early Works?</p> <p><b>3.2 Early Works Project Footprint and Study Area</b></p> <p>The Corktown Station Early Works Project Footprint, shown in Figure 3-1, is defined as the area of direct disturbance associated with the early works activities. The site is bound by King Street East to the north, Parliament Street to the East, Berkeley Street to the West and Parliament Square Park to the south.</p> <p>The Corktown Station Study Area, shown in Figure 3-2, includes the Corktown Station Early Works Project Footprint and a 500 metre buffer which was identified for assessment of potential impacts of the Corktown Station early works. As shown in Table 4-1, select discipline-specific study areas were identified for assessment of the discipline-specific potential impacts of the Corktown Station early works.</p>                                                                                                                                                                                                                                                                                                                                                              |                                     |

| 3                                         | ECS-BSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Gardiner Rehabilitation Timeline                                                                                                                                                                                                                                                                                                              | Table 3-1, Page 23         | <p>Are there any excavations happening within the red dash line (shown in Figure 3-2) adjacent to the Gardiner bridge foundation/footing as part of the work highlighted above?</p> <p><b>Table 3-1: Anticipated Construction Activities for the Ontario Line Corktown Station Early Works</b></p> <table border="1"> <thead> <tr> <th>Anticipated Construction Activity</th> <th>Description</th> <th>Associated Equipment</th> </tr> </thead> <tbody> <tr> <td><b>Site Preparation</b></td> <td> <ul style="list-style-type: none"> <li>Mobilization of equipment and temporary facilities to the site.</li> <li>Clearing and grubbing of vegetation, tree removal and protection.</li> <li>Erection of temporary fences.</li> <li>Installation of environmental management features (e.g., erosion and sediment controls).</li> <li>Dewatering works.</li> <li>Demobilization.</li> <li>Temporary signs.</li> <li>Locates and surveys.</li> <li>Notices.</li> <li>Site specific documents (safety, approvals, permit, etc.)</li> </ul> </td> <td> <ul style="list-style-type: none"> <li>Site compaction equipment and grading equipment.</li> <li>Vegetation removal equipment.</li> <li>Excavation equipment.</li> <li>Hoist/jump trucks.</li> <li>Dewatering equipment (pumps etc.)</li> <li>Hand tools.</li> <li>Surveying equipment.</li> <li>Flatbed truck.</li> <li>Forklift.</li> </ul> </td> </tr> <tr> <td><b>Site Servicing/Removals/Demolition</b></td> <td> <ul style="list-style-type: none"> <li>Decommissioning, relocation and/or extension of services and utilities on the site, which may include both underground and aerial services and utilities (e.g., sewers, water, electrical, communications, gas). This may also involve installation of utilities within the site.</li> <li>Retrieval of paved driveways, parking areas, and sub-surface foundations and footings.</li> <li>Demolition and removal of buildings.</li> <li>Removal/retreatment of contaminated soil.</li> </ul> </td> <td> <ul style="list-style-type: none"> <li>Excavation/demolition equipment including backhoe, dump trucks, spoils removal equipment, jackhammers.</li> <li>Hand tools.</li> <li>Mobile crane.</li> <li>Flatbed trucks.</li> <li>Boom truck.</li> </ul> </td> </tr> </tbody> </table> <p><b>Figure 3-2: Corktown Station Early Works Project Footprint and Study Area</b></p>  | Anticipated Construction Activity | Description | Associated Equipment | <b>Site Preparation</b> | <ul style="list-style-type: none"> <li>Mobilization of equipment and temporary facilities to the site.</li> <li>Clearing and grubbing of vegetation, tree removal and protection.</li> <li>Erection of temporary fences.</li> <li>Installation of environmental management features (e.g., erosion and sediment controls).</li> <li>Dewatering works.</li> <li>Demobilization.</li> <li>Temporary signs.</li> <li>Locates and surveys.</li> <li>Notices.</li> <li>Site specific documents (safety, approvals, permit, etc.)</li> </ul> | <ul style="list-style-type: none"> <li>Site compaction equipment and grading equipment.</li> <li>Vegetation removal equipment.</li> <li>Excavation equipment.</li> <li>Hoist/jump trucks.</li> <li>Dewatering equipment (pumps etc.)</li> <li>Hand tools.</li> <li>Surveying equipment.</li> <li>Flatbed truck.</li> <li>Forklift.</li> </ul> | <b>Site Servicing/Removals/Demolition</b> | <ul style="list-style-type: none"> <li>Decommissioning, relocation and/or extension of services and utilities on the site, which may include both underground and aerial services and utilities (e.g., sewers, water, electrical, communications, gas). 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| Anticipated Construction Activity         | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Associated Equipment                                                                                                                                                                                                                                                                                                                          |                            |                                                                      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                                                                                    |  |
| <b>Site Preparation</b>                   | <ul style="list-style-type: none"> <li>Mobilization of equipment and temporary facilities to the site.</li> <li>Clearing and grubbing of vegetation, tree removal and protection.</li> <li>Erection of temporary fences.</li> <li>Installation of environmental management features (e.g., erosion and sediment controls).</li> <li>Dewatering works.</li> <li>Demobilization.</li> <li>Temporary signs.</li> <li>Locates and surveys.</li> <li>Notices.</li> <li>Site specific documents (safety, approvals, permit, etc.)</li> </ul> | <ul style="list-style-type: none"> <li>Site compaction equipment and grading equipment.</li> <li>Vegetation removal equipment.</li> <li>Excavation equipment.</li> <li>Hoist/jump trucks.</li> <li>Dewatering equipment (pumps etc.)</li> <li>Hand tools.</li> <li>Surveying equipment.</li> <li>Flatbed truck.</li> <li>Forklift.</li> </ul> |                            |                                                                      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| <b>Site Servicing/Removals/Demolition</b> | <ul style="list-style-type: none"> <li>Decommissioning, relocation and/or extension of services and utilities on the site, which may include both underground and aerial services and utilities (e.g., sewers, water, electrical, communications, gas). This may also involve installation of utilities within the site.</li> <li>Retrieval of paved driveways, parking areas, and sub-surface foundations and footings.</li> <li>Demolition and removal of buildings.</li> <li>Removal/retreatment of contaminated soil.</li> </ul>   | <ul style="list-style-type: none"> <li>Excavation/demolition equipment including backhoe, dump trucks, spoils removal equipment, jackhammers.</li> <li>Hand tools.</li> <li>Mobile crane.</li> <li>Flatbed trucks.</li> <li>Boom truck.</li> </ul>                                                                                            |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                   |             |                      |                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                               |                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                    |  |
| 4                                         | ECS-BSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Gardiner Rehabilitation Timeline                                                                                                                                                                                                                                                                                                              | Executive Summary, page ix | <p>Will any of the proposed road closures within the Corktown Early Works site have any direct/indirect and short/long-term impacts on the planned Gardiner construction staging?</p> <p><b>Traffic and Transportation</b></p> <p>Existing elements of the transportation and transit networks within the Corktown Station Traffic and Transportation Study Area include:</p> <ul style="list-style-type: none"> <li>Seven arterial roads (i.e., Lake Shore Boulevard East, King Street East, Eastern Avenue, Adelaide Street, Front Street, Parliament Street, and Sherbourne Street), two collector roads (i.e., Cherry Street and The Esplanade), and three local roads (i.e., Berkeley Street, Trinity Street, and Mill Street);</li> <li>It should be noted that the section of Gardiner Expressway between Cherry Street and Sherbourne Street was not considered part of the road network as it is not anticipated to be directly impacted by the early works within the Corktown Station Early Works Project Footprint or be part of the route for heavy construction vehicles.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                   |             |                      |                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                               |                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                    |  |

# Review Comments Spreadsheet

## Park, Forestry & Recreation

**\* Actions:**

- 1 = Will comply
- 2 = Discuss, clarification required
- 3 = Not applicable because .....

**\*\* Status:**

- O = Open, not resolved
- P = Pending incorporation in design
- C = Closed, implementation complete

|                      |  |  |  |                    |
|----------------------|--|--|--|--------------------|
| <b>Project Name:</b> |  |  |  | <b>Revised By:</b> |
| <b>Project No:</b>   |  |  |  | <b>Date In:</b>    |
|                      |  |  |  | <b>Date Out:</b>   |

| Item No. | Reviewer Name  | Description                                       | Part, Chapter, Sec, Subsec, page, DWG#         | Review Comment                                                                                                                                                                                                                                                                                                                                    | Response & Details (Authors - ) |
|----------|----------------|---------------------------------------------------|------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| 1        | Urban Forestry | Natural Environment early works report @ Corktown | general                                        | As clearing and grubbing will be an anticipated construction activity for site preparation, when can UF expect an arborist report and tree inventory to be submitted for review? Please confirm if this scope of work will be included in a site specific report or systemwide report.                                                            |                                 |
| 2        | Urban Forestry | Natural Environment early works report            | 7.3                                            | Bylaws 813, article II & III should be specifically included in this section as a municipal permit since tree removal/injury may be required. Tree permits for bylaw protected trees must be obtained from UF beforehand.                                                                                                                         |                                 |
| 3        | Urban Forestry | Draft early works report                          | ES. 6 - Permits and approvals                  | Bylaws 813, article II & III should be specifically included in this section as a municipal permit since tree removal/injury may be required. Tree permits for bylaw protected trees must be obtained from UF beforehand.                                                                                                                         |                                 |
| 4        | PFR - PDCP LAU | Corktown Station Early Works Project Footprint    | General                                        | PFR supports Transportation Services' ask for the Esplanade-Mill bikeway through the existing parking lot just north of Parliament Square Park within the Corktown Station EWP footprint to provide a separate space for people walking and cycling. The footprint should reflect the bikeway area provided by CREM.                              |                                 |
| 5        | PFR - PDCP LAU | Natural Environment                               | General                                        | Any existing and lands proposed for future open space shall be returned to conditions set out under the Environmental Protection Act, Ontario Regulation 153/04                                                                                                                                                                                   |                                 |
| 6        | PFR - PDCP LAU | Air Quality                                       | General                                        | PFR requests that the adjacent parks are considered locations for sensitive receptors                                                                                                                                                                                                                                                             |                                 |
| 7        | PFR - PDCP LAU | Noise and Vibration                               | General                                        | When the noise and vibration report becomes available, PFR expects that the adjacent parks are considered locations for sensitive receptors                                                                                                                                                                                                       |                                 |
| 8        | PFR - PDCP LAU | Socio-Economic and Land Use Characteristics       | First Parliament Master Plan                   | PFR requests that this report references CreateTO's First Parliament master plan. A portion of these lands identify future public open space. Impact assessment should take this sensitive use into consideration.                                                                                                                                |                                 |
| 9        | PFR - PDCP LAU | Socio-Economic and Land Use Characteristics       | Parkland Strategy                              | PFR requests that this report references the Parkland Strategy. This area is currently deficient in parkland and the report should highlight the importance of protecting existing parkland and protecting lands identified as future parkland.                                                                                                   |                                 |
| 10       | PFR - PDCP LAU | Archaeological Resources                          | General                                        | Are there any anticipated utility conflicts or relocation required as a result of tunneling work in Parliament Square Park? If so, PFR recommends archaeological assessments be undertaken as they would for First Parliament.                                                                                                                    |                                 |
| 11       | PFR - PDCP LAU | Archaeological Resources                          | General                                        | Any objectives outlined in the First Parliament Working Group specifically related to archaeology must be reflected in this section.                                                                                                                                                                                                              |                                 |
| 12       | PFR - PDCP LAU | Traffic and Transportation                        | Transportation Services bikeway                | Current TPA lands are planned for TS bikeway. PFR supports Transportation Services' ask for a bikeway through the existing parking lot just north of Parliament Square Park within the Corktown Station EWP footprint to provide a separate space for people walking and cycling. The footprint should reflect the bikeway area provided by CREM. |                                 |
| 13       | PFR - PDCP LAU | Traffic and Transportation                        | Transportation Network - Active Transportation | Revise to read: Coordinate with the City of Toronto to minimize the interference with pedestrians and cyclists. This may include fencing, hoarding (min 2m high, solid and secured), shared-lane markings, signals, wayfinding signs, and lighting as required to provide pedestrians and cyclists with safe, accessible, and continuous routes.  |                                 |

|    |                |                       |              |                                                                                                                                                                                                                                |  |
|----|----------------|-----------------------|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| 14 | PFR - PDCP LAU | Utilities             | General      | Are there any anticipated utility conflicts or relocation required as a result of tunneling work in Parliament Square Park? If so, PFR recommends archaeological assessments be undertaken as they would for First Parliament. |  |
| 15 | PFR - PDCP LAU | Permits and Approvals | Municipality | Mx to acknowledge that any requests related to land transactions must go through CREM for proper circulation.                                                                                                                  |  |

| Review Comments Spreadsheet    |                                                           | * Actions:                            |                                        | ** Status:                                                                                                                                                                                                                                                                                                                                       |                                 |
|--------------------------------|-----------------------------------------------------------|---------------------------------------|----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| Air Quality, Noise & Vibration |                                                           | 1 = Will comply                       |                                        | O = Open, not resolved                                                                                                                                                                                                                                                                                                                           |                                 |
|                                |                                                           | 2 = Discuss, clarification required   |                                        | P = Pending incorporation in design                                                                                                                                                                                                                                                                                                              |                                 |
|                                |                                                           | 3 = Not applicable because .....      |                                        | C = Closed, implementation complete                                                                                                                                                                                                                                                                                                              |                                 |
| Project Name:                  |                                                           |                                       | Revised By:                            |                                                                                                                                                                                                                                                                                                                                                  |                                 |
| Project No:                    |                                                           |                                       | Date In:                               |                                                                                                                                                                                                                                                                                                                                                  |                                 |
|                                |                                                           |                                       | Date Out:                              |                                                                                                                                                                                                                                                                                                                                                  |                                 |
| Item No.                       | Reviewer Name                                             | Description                           | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                   | Response & Details (Authors - ) |
| 1                              | Transit Expansion Office in consultation with LeighFisher | General - Noise and Vibration summary | General                                | It is noted the summary of the Noise and Vibration report is missing within this main report. CoT to review summary in updated report, once available.                                                                                                                                                                                           |                                 |
| 2                              | Transit Expansion Office in consultation with LeighFisher | Air Quality Monitoring                | Table ES-1 and Table 4-1               | The approach to air quality monitoring must be detailed within the Air Quality Management Plan. This should be explicitly stated within the Mitigation Measures column of Table ES-1 and Table 4-1.                                                                                                                                              |                                 |
| 3                              | Transit Expansion Office in consultation with LeighFisher | Background Concentrations             | Section 2.1 and Section 3.1            | Please confirm the background concentrations of the contaminants stated in Section 3.1 considers the effects of traffic. It is noted the report includes a separate volume of traffic summary, however, the purpose of this information is unclear if the effects of traffic within the study area are already accounted for.                    |                                 |
| 4                              | Transit Expansion Office in consultation with LeighFisher | Disruption of Contaminated Soils      | Table ES-1 and Table 4-1               | A detailed approach to addressing and mitigating impacts associated with disrupting contaminated soils during construction must be detailed within the Air Quality Management Plan. This should be explicitly stated within the Mitigation Measures column of Table ES-1 and Table 4-1.                                                          |                                 |
| 5                              | Transit Expansion Office in consultation with LeighFisher | Noise and Vibration Management Plan   | Table ES-2 and Table 6-1               | The report should recommend the development of a Noise and Vibration Management plan, which outlines details of the implementation of the various mitigation measures and monitoring activities stated. Furthermore, it should be required that the Noise and Vibration Management plan establish and apply project-specific vibration criteria. |                                 |

From: Crystal Ho <Crystal.Ho@metrolinx.com>  
Sent: Tuesday, April 13, 2021 10:55 AM  
To: Julia.Murnaghan@toronto.ca  
Cc: Maria Zintchenko; Merlin Yuen; James Francis; Carrie Sheaffer; Catherine Curak; Malcolm MacKay; Nicole Lippa; Ontario Line; Junaid.Farooq@toronto.ca; Richard Borbridge  
Subject: RE: Corktown Station Early Works Report

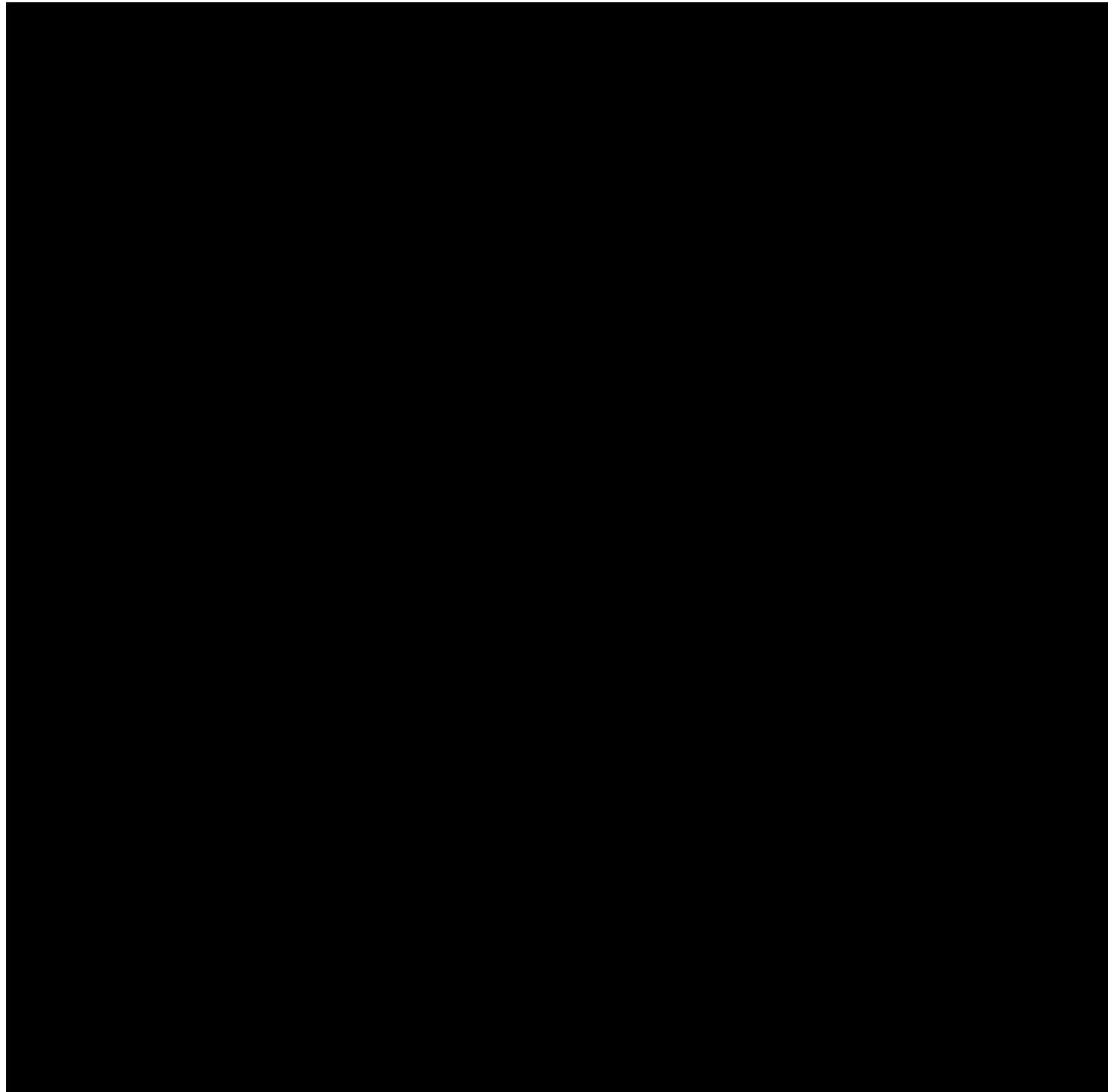
Hi Julia,

I just wanted to follow up on the City's comments on the initial draft of the Corktown Station Early Works Report. Let me know if the City has any comments on the report and when we can expect to receive them.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



From: Ontario Line  
Sent: Friday, March 19, 2021 5:04 PM  
To: Julia.Murnaghan@toronto.ca  
Cc: Maria Zintchenko; Merlin Yuen; James Francis; Carrie Sheaffer; Catherine Curak; Malcolm MacKay; Nicole Lippa; Crystal Ho  
Subject: RE: Corktown Station Early Works Report

Good afternoon,

Please see the Corktown Station Early Works Noise and Vibration Report along with the comment tracking sheet uploaded here for your review: [REDACTED]

We would appreciate if you could provide your comments using the comment tracking sheet by April 9, 2021.

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

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

---

From: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Sent: March 11, 2021 2:43 PM  
To: [Julia.Murnaghan@toronto.ca](mailto:Julia.Murnaghan@toronto.ca)  
Cc: Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>; Carrie Sheaffer <[Carrie.Sheaffer@metrolinx.com](mailto:Carrie.Sheaffer@metrolinx.com)>; Catherine Curak <[Catherine.Curak@metrolinx.com](mailto:Catherine.Curak@metrolinx.com)>; Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>; Nicole Lippa <[Nicole.Lippa@metrolinx.com](mailto:Nicole.Lippa@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>  
Subject: Corktown Station Early Works Report

Good afternoon Julia,

As part of the Ontario Line Project, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard alignment segments for the Ontario Line, as well as the location of the Corktown Station. 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. Further information on Corktown Station early works and an update on the Ontario Line environmental process is provided in the letter attached and in the Corktown Station Early Works Report linked below.

Please find the initial drafts of the Corktown Station Early Works Report and corresponding comment tracking sheet uploaded to the following link for your review: [REDACTED]

The link includes the following reports:  
Corktown Station Early Works Report;  
Corktown Station Natural Environment Report;  
Corktown Station Air Quality Report;  
Corktown Station Heritage Detailed Design Report; and  
Corktown Station Traffic and Transportation Report.

As noted in the letter, we would appreciate if you could provide your comments using the comment tracking sheet by April 9, 2021.

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

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

From: Ontario Line  
Sent: Friday, March 19, 2021 5:03 PM  
To: Richard Borbridge  
Cc: James Francis; Carrie Sheaffer; Maria Zintchenko; Merlin Yuen; Catherine Curak; Malcolm MacKay; Nicole Lippa; Crystal Ho  
Subject: RE: Corktown Station Early Works Report

Good afternoon,

Please see the Corktown Station Early Works Noise and Vibration Report along with the comment tracking sheet uploaded here for your review: [REDACTED]

We would appreciate if you could provide your comments using the comment tracking sheet by April 9, 2021.

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

Thank-you,

**Crystal Ho**  
Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

---

From: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Sent: March 11, 2021 2:42 PM  
To: Richard Borbridge <[Richard.Borbridge@toronto.ca](mailto:Richard.Borbridge@toronto.ca)>  
Cc: James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>; Carrie Sheaffer <[Carrie.Sheaffer@metrolinx.com](mailto:Carrie.Sheaffer@metrolinx.com)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Catherine Curak <[Catherine.Curak@metrolinx.com](mailto:Catherine.Curak@metrolinx.com)>; Malcolm MacKay <[Malcolm.MacKay1@metrolinx.com](mailto:Malcolm.MacKay1@metrolinx.com)>; Nicole Lippa <[Nicole.Lippa@metrolinx.com](mailto:Nicole.Lippa@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>  
Subject: Corktown Station Early Works Report

Good afternoon Richard,

As part of the Ontario Line Project, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard alignment segments for the Ontario Line, as well as the location of the Corktown Station. 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. Further information on Corktown Station early works and an update on the Ontario Line environmental process is provided in the letter attached and in the Corktown Station Early Works Report linked below.

Please find the initial drafts of the Corktown Station Early Works Report and corresponding comment tracking sheet uploaded to the following link for your review: [REDACTED]

The link includes the following reports:  
Corktown Station Early Works Report;  
Corktown Station Natural Environment Report;  
Corktown Station Air Quality Report;  
Corktown Station Heritage Detailed Design Report; and  
Corktown Station Traffic and Transportation Report.

As noted in the letter, we would appreciate if you could provide your comments using the comment tracking sheet by April 9, 2021.

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

**Crystal Ho**  
Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

## Technical Stakeholders

- **Municipal**
  - **Toronto Catholic District School Board**

**From:** [Ontario Line](#)  
**To:** [tomasz.oltarzewski@tcdsb.org](mailto:tomasz.oltarzewski@tcdsb.org)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Wednesday, May 12, 2021 12:44:37 PM  
**Attachments:** 

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Good afternoon,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Tomasz Oltarzewski,

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

### **Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). Those who wish to provide comments on the Draft EWR must do so by **June 11, 2021**.

Please find attached the **Notice of Publication of Draft Corktown Station EWR** which provides further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

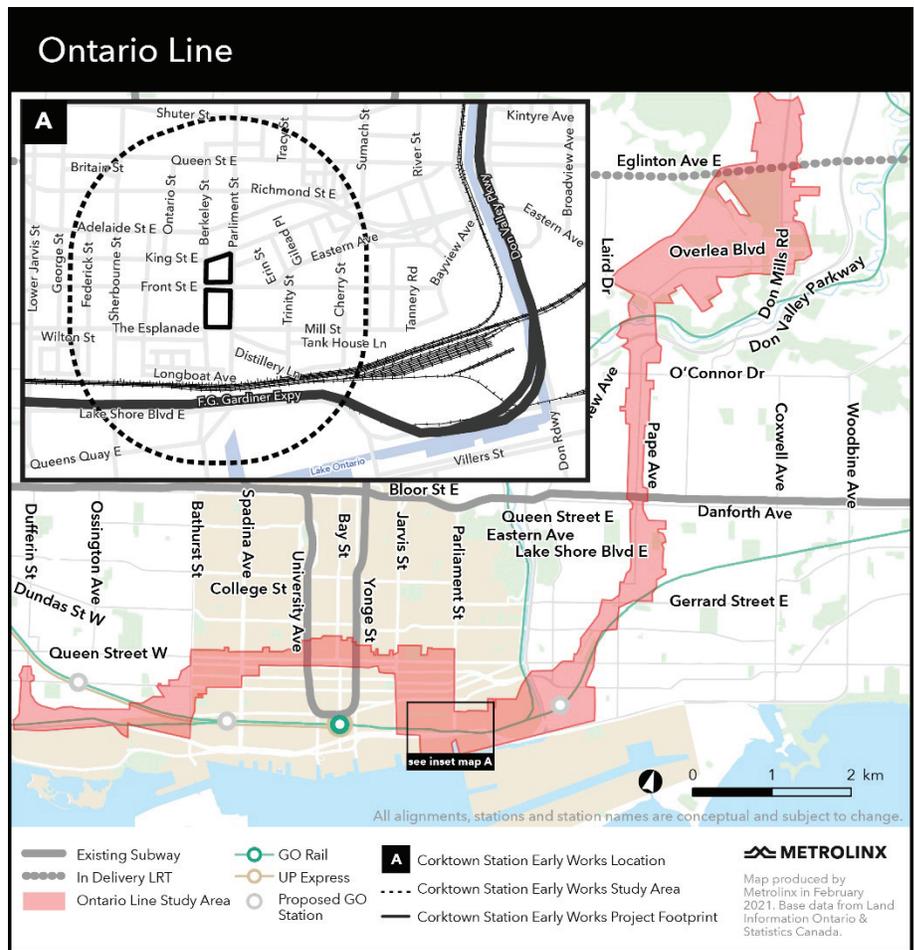
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

From: Ontario Line  
Sent: Friday, March 19, 2021 5:01 PM  
To: tomasz.oltarzewski@tcdsb.org  
Cc: Maria Zintchenko; Merlin Yuen; Crystal Ho  
Subject: RE: Corktown Station Early Works Report

Good afternoon,

Please see the Corktown Station Early Works Noise and Vibration Report along with the comment tracking sheet uploaded here for your review: [REDACTED]

We would appreciate if you could provide your comments using the comment tracking sheet by April 9, 2021.

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

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

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From: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Sent: March 10, 2021 6:41 PM  
To: [tomasz.oltarzewski@tcdsb.org](mailto:tomasz.oltarzewski@tcdsb.org)  
Cc: Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>  
Subject: Corktown Station Early Works Report

Good afternoon,

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Please find the initial drafts of the Corktown Station Early Works Report and corresponding comment tracking sheet uploaded to the following link for your review: [REDACTED]

The link includes the following reports:  
Corktown Station Early Works Report;  
Corktown Station Natural Environment Report;  
Corktown Station Air Quality Report;  
Corktown Station Heritage Detailed Design Report; and  
Corktown Station Traffic and Transportation Report.

As noted in the letter, we would appreciate if you could provide your comments using the comment tracking sheet by April 9, 2021.

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

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

## Technical Stakeholders

- **Municipal**
  - **Toronto District School Board**

**From:** [Crystal Ho](#)  
**To:** [Rossetti, Louie](#)  
**Cc:** [Sage, Daryl](#); [Snider, Craig](#); [Puccetti, Maia](#); [Gowdy, Andrew](#); [Natasha Jailal](#); [Susan Lin](#); [Ray Nepomuceno](#); [Cook, Anita](#); [Bolger, Kevin](#); [Gogani, Sara](#); [Linton, Mary](#); [Chang, Peter](#); [Jafri, Rizwana](#); [James Francis](#); [Merlin Yuen](#); [Maria Zintchenko](#); [Ontario Line](#)  
**Subject:** RE: TDSB Response to Metrolinx - Draft Corktown Station EWR  
**Attachments:** 

---

Good morning,

Thank-you for reviewing and providing your comments on the Draft Corktown Station Early Works Report. For ease of review, we have transferred the comments to an excel spreadsheet. Please see attached for our responses to your comments. Let me know if there are any outstanding comments following this circulation, otherwise we'd appreciate if your team could document this set as closed off.

Regards,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

| Review Comments Spreadsheet |                                                        | * Actions:<br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because ..... |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | ** Status:<br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
|-----------------------------|--------------------------------------------------------|----------------------------------------------------------------------------------------------------------|----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Project Name:               |                                                        | Corktown Station Draft Early Works Report                                                                |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Reviewed by: TDSB                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| Project No:                 |                                                        |                                                                                                          |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Date In:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
|                             |                                                        |                                                                                                          |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Date Out:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| Item No.                    | Reviewer Name                                          | Description                                                                                              | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| 1                           | Anita Cook<br>Executive Manager, Real Estate & Leasing | Socio-Economic                                                                                           | EWR                                    | <p>Socio-Economic</p> <ul style="list-style-type: none"> <li>Student safety is a critical component in any large infrastructure project where active long-term construction is in proximity to a school, notably the demolition of existing buildings and open pit locations for tunnelling machines/open cut construction for the future Corktown Station</li> <li>The two TDSB schools identified by Metrolinx to be impacted by this project have a combined capacity of over 600 students, with the majority of the students walking or using public transit on a daily basis to and from the schools plus numerous school bus drop-off and pick-ups daily</li> <li>Potential relocation of existing bus stops that service these schools, either permanently or during the construction period, will impact TDSB students and employees</li> </ul> | <p>Safety of all right-of-way users, including pedestrians, cyclists and drivers is of the utmost importance to Metrolinx. Measures such as including safety precautions for nearby schools (e.g., having school crossing guards at nearby intersections), implementing flagging where construction vehicles are present, and using fencing and hoarding are included under the Traffic and Transportation section of the Early Works Report. Mitigation measures for potential traffic and transportation impacts associated with the construction of the future Corktown Station and tunneling will be included in the forthcoming Environmental Impact Assessment Report.</p> <p>At this time impacts to the surface transit network (i.e. bus and streetcar) including relocation of existing bus stops that service these schools and sidewalks within the Corktown Station Study Area are not anticipated. A traffic management and control plan will be developed prior to Corktown Station early works commencement.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| 2                           | Anita Cook<br>Executive Manager, Real Estate & Leasing | Traffic                                                                                                  | EWR                                    | <p>Traffic:</p> <ul style="list-style-type: none"> <li>Increased traffic congestion surrounding Market Lane PS and Inglenook Community School will impact ability to commute and increase travel time delays for the students and TDSB employees</li> <li>Significant safety risks, notably the students walking to school, will exist due to increased traffic congestion</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>Traffic congestion and travel time delays will be considered as part of the traffic impact assessment for the Corktown Station early works, if required, as project planning and design progress. A traffic management and control plan will be developed to mitigate any traffic-related impacts as a result of the early works and TDSB will be engaged.</p> <p>Safety of all right-of-way users, including pedestrians, cyclists and drivers is of the utmost importance to Metrolinx. Measures such as including safety precautions for nearby schools (e.g., having school crossing guards at nearby intersections), implementing flagging where construction vehicles are present, and using fencing and hoarding are included under the Traffic and Transportation section of the Early Works Report.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| 3                           | Anita Cook<br>Executive Manager, Real Estate & Leasing | Air Quality                                                                                              | EWR                                    | <p>Air Quality</p> <ul style="list-style-type: none"> <li>Market Lane PS located at 246 The Esplanade is identified in the report as a Critical Receptor (CR) within the Corktown Station Air Quality Study Area, approximately 100 to 300 metres southwest from the Project Footprint</li> <li>Use of heavy machinery and large-scale construction methods such as digging, concrete pours, dump trucks will significantly impact pollution levels. Students may need to stay inside and not open windows during long periods of this construction phase</li> <li>Inability to play during outdoor periods due to high level of pollution around David Crombie Park</li> <li>Increased traffic congestion will impact pollution levels for the student community and TDSB employees</li> </ul>                                                         | <p>Extensive prolonged usage of heavy machinery is not anticipated for the Corktown Station early works. These early works mainly involve the demolition of the existing buildings on the project site which is not a long-term activity. Potential impacts to air quality associated with the Corktown Station early works will be temporary and will be addressed through a plan to manage air quality, to be developed as project planning progresses and prior to construction commencement. Air quality limits will be established to reflect provincial air quality criteria and federal air quality standards, and continuous monitoring will be undertaken to ensure these limits are not exceeded. Further details including mitigation measures and monitoring activities are provided in the Air Quality Early Works Report.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 4                           | Anita Cook<br>Executive Manager, Real Estate & Leasing | Noise and Vibration                                                                                      | EWR                                    | <p>Noise and Vibration</p> <ul style="list-style-type: none"> <li>Health concerns due to noise/vibration issues</li> <li>Inability to play during outdoor periods due to high level of noise</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>A noise screening was conducted to determine if receptor-specific noise predictions were required. The noise screening was completed by determining the distances where the day or night time criteria are predicted to be met, assuming all construction equipment in Table 3-1 of the Corktown Station Early Works Report was active, using a conservative approach to determine the screening distance, which assumed flat ground and no shielding or other noise attenuation effects. The screening distances were then used to create screening areas on maps to determine if any possible sensitive receivers were located within the screening areas.</p> <p>Inglenook Community School is located outside of the noise and vibration screening area for Corktown Station early works construction. Market Lane PS is located within the night time noise screening area only. Potential noise and vibration impacts at the TDSB schools in the general vicinity (Market Lane PS is the closest to the early works site) are anticipated to be lower than at the representative receptors located in closer proximity to the early works site. Further details of the assessment, including the noise and vibration screening, as well as the mitigation measures and monitoring activities are outlined in the Early Works Noise and Vibration Report (Appendix A3). Note that project-specific construction noise limits will be established and applied and continuous monitoring will be undertaken to ensure these limits are not exceeded.</p> |  |
| 5                           | Anita Cook<br>Executive Manager, Real Estate & Leasing | Cultural Heritage                                                                                        | EWR                                    | <p>Cultural Heritage</p> <p>This report outlines that Market Lane Jr/Sr PS at 246 The Esplanade is part of the following study (Schedule B):</p> <ul style="list-style-type: none"> <li>OLS-029 – One National Historic Site designated under Part IV of the Ontario Heritage Act, which is a potential Provincial Heritage Property of Provincial significance, and is within a Heritage Conservation District</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>To clarify, Market Lane Jr/Sr Public School is not within OLS-029. Based on the property parcel data, the school is within OLS-037, which designates the Consumer's Gas Co. Station at 26 Berkeley Street. The school is not a heritage attribute of the property and was built after the designation by-law was passed in 1976.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |

|   |                                                        |                     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|---|--------------------------------------------------------|---------------------|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6 | Anita Cook<br>Executive Manager, Real Estate & Leasing | Summary of Comments | EWR | <p>TLC is thankful to MX for identifying the forgoing concerns that relate to the Corktown Station EWR that could potentially impact student learning at Market Lane PS and Inglenook Community School. TLC is interested in learning more about specific mitigation matters to be undertaken by MX that may include, but are not limited to, air quality concern mitigation, paid duty officers/site managers to ensure the safety for students during peak hours; additional hoarding (not construction fencing) and other walking safety installations (temporary sidewalks); noise and vibration continual monitoring with test reports, window protections or installation of air conditioning units, requests for specific site work to be completed, if possible, evenings, weekends, non-school days (for example, concrete pours), pre and post construction surveys and on-going monitoring, communication plans, request input to the transportation and construction management plan.</p> <p>The impacted schools have a capacity of over 600 students and any decision regarding TDSB schools must involve discussions with TLC and TDSB to ensure that schools can continue to effectively deliver safety and education programs to students.</p> <p>Due to the proximity of Market Lane PS (within 150m) directly across from the construction site, the aforementioned items of concern, especially student safety, become particularly critical. We request a separate meeting prior to the planning of site activity and commencement of the works between the TLC/TDSB and MX to discuss true mitigation strategies surrounding, noise/vibration, traffic, air quality, and safety mitigation. Please incorporate this request as a formal comment in your Early Works Summary report.</p> <p>Should you have any questions or if MX requires access to the school properties, please contact the writer to make the appropriate arrangements. In addition, please continue to keep TLC posted on project updates and future public webinars. We look forward to a joint meeting well in advance of the site becoming an active construction zone to ensure proper communication and mitigation strategies for student safety at Market Lane Public School.</p> | <p>Thank you for your comments on the Corktown Station Early Works Report. Metrolinx is aware that Market Lane Public School and Inglenook Community School are located within the Corktown Station Study Area. Proposed mitigation measures and monitoring activities related to air quality, traffic and transportation, noise and vibration, and socio-economic impacts are included in the Corktown Station Early Works Report.</p> <p>It is not anticipated that the demolition activities as part of the Corktown Station early works will impact school operations (e.g. school bus drop-off and pick-up) considering the distance that the two schools are located from the Corktown Station project footprint. No large-scale construction is anticipated at this site as the scope of work includes the demolition of surface structures only. Most of the demolition activities will be executed within the property with minor and temporary lane closures immediately adjacent to the structure to be demolished. Demolition works at the Corktown Station early works site will be short-term and are anticipated to last for approximately 2-4 months. Regular (existing) access will be maintained during working hours where feasible and where regular access cannot be maintained, alternative access and signage will be provided.</p> <p>Metrolinx is committed to continuing stakeholder engagement beyond the regulatory requirement set out in Section 10 of Ontario Regulation 341/20 and will continue engaging with Toronto Lands Corporation and Toronto District School Board on Corktown Station early works. We are continuing with project planning to confirm strategies to address potential impacts and will be providing an update when we meet with Toronto Lands Corporation and Toronto District School Board. Mitigation measures to consult directly with Toronto District School Board and Toronto Lands Corporation are already included under the traffic and transportation section of the report. Metrolinx will reach out separately to set up a meeting with Toronto District School Board and Toronto Lands Corporation prior to the commencement of the early works.</p> |
|---|--------------------------------------------------------|---------------------|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**From:** [Rossetti, Louie](#)  
**To:** [Crystal Ho](#)  
**Cc:** [Sage, Daryl](#); [Snider, Craig](#); [Puccetti, Maia](#); [Gowdy, Andrew](#); [Natasha Jailal](#); [Susan Lin](#); [Ray Nepomuceno](#); [Cook, Anita](#); [Bolger, Kevin](#); [Gogani, Sara](#); [Linton, Mary](#); [Chang, Peter](#); [Jafri, Rizwana](#)  
**Subject:** TDSB Response to Metrolinx - Draft Corktown Station EWR  
**Date:** Thursday, June 3, 2021 4:52:07 PM  
**Attachments:** [REDACTED]

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Dear Ms. Ho,

This email is in response to the draft Corktown Station Early Works Report dated May 12, 2021 and represents comments from TDSB/TLC. As always, we remain a partner with Metrolinx on large infrastructure projects such as the Ontario Line project. Please continue to keep me informed on any future developments.

Kind Regards,

**Luciano Rossetti, AACI, P.App**

**Senior Real Estate Officer | Toronto Lands Corporation (TLC)**

60 St. Clair Ave. East, Suite 201 Toronto, ON M4T 1N5

cell: 437.855.6783 | [lrossetti.tlc@tdsb.on.ca](mailto:lrossetti.tlc@tdsb.on.ca)

***Our Vision: Exceptional learning spaces serving vibrant communities***



*A wholly owned subsidiary of the Toronto District School Board*

May 26, 2021

(sent via Email only)

Crystal Ho  
Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West  
Toronto, Ontario, M5H 3P5

Dear Ms. Ho:

**Re: Metrolinx Project: Ontario Line - Notice of Draft Corktown Station EWR  
Potential Impacts and Associated Comments to Toronto District School Board Properties**

Metrolinx (MX) has advised Toronto Lands Corporation (TLC) of the Corktown Station Early Works Report (EWR) as part of the proposed Ontario Line project. TLC, as agent and manager of real estate for Toronto District School Board (TDSB), reviews and provides general commentary on the potential impacts of infrastructure projects within 500 metres of a school property in the City of Toronto.

As MX completes the numerous infrastructure projects throughout the City it is always preferred that no TDSB sites are impacted. When these impacts are unavoidable, TLC will work collaboratively with MX and other public agencies to resolve these issues as they occur.

The draft Corktown Station EWR for the Ontario Line, dated May 12, 2021, provided by MX, identifies two TDSB school properties within 500 metres of the proposed Corktown Station Subway Station that will be impacted at various levels.

**Impacted TDSB Schools Within 150 meters:**

- Market Lane Jr and Sr Public School – 246 The Esplanade Student Capacity: 480

**Impacted TDSB Schools Within 500 meters:**

- Inglenook Community School – 19 Sackville Street Student Capacity: 132

Early works for the proposed Corktown Station include demolition of existing buildings (Schedule A), removal of other structures and asphalt where required, decommissioning of utilities, and soil removal/remediation where required. These early works are to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

TLC has reviewed the draft Corktown Station EWR for the Ontario Line Project and would like to provide the following comments:

**Socio-Economic:**

- Student safety is a critical component in any large infrastructure project where active long-term construction is in proximity to a school, notably the demolition of existing buildings and open pit locations for tunnelling machines/open cut construction for the future Corktown Station
- The two TDSB schools identified by Metrolinx to be impacted by this project have a combined capacity of over 600 students, with the majority of the students walking or using public transit on a daily basis to and from the schools plus numerous school bus drop-off and pick-ups daily
- Potential relocation of existing bus stops that service these schools, either permanently or during the construction period, will impact TDSB students and employees

**Traffic:**

- Increased traffic congestion surrounding Market Lane PS and Inglenook Community School will impact ability to commute and increase travel time delays for the students and TDSB employees
- Significant safety risks, notably the students walking to school, will exist due to increased traffic congestion

**Air Quality:**

- Market Lane PS located at 246 The Esplanade is identified in the report as a Critical Receptor (CR) within the Corktown Station Air Quality Study Area, approximately 100 to 300 metres southwest from the Project Footprint
- Use of heavy machinery and large-scale construction methods such as digging, concrete pours, dump trucks will significantly impact pollution levels. Students may need to stay inside and not open windows during long periods of this construction phase
- Inability to play during outdoor periods due to high level of pollution around David Crombie Park
- Increased traffic congestion will impact pollution levels for the student community and TDSB employees

**Noise and Vibration:**

- Health concerns due to noise/vibration issues
- Inability to play during outdoor periods due to high level of noise

**Stage 1 Archeological:**

- No Comments

**Natural Environmental:**

- No Comments

**Cultural Heritage:**

This report outlines that Market Lane Jr/Sr PS at 246 The Esplanade is part of the following study (Schedule B):

- OLS-029 – One National Historic Site designated under Part IV of the Ontario Heritage Act, which is a potential Provincial Heritage Property of Provincial significance, and is within a Heritage Conservation District

## Summary of Comments:

TLC is thankful to MX for identifying the forgoing concerns that relate to the Corktown Station EWR that could potentially impact student learning at Market Lane PS and Inglenook Community School. TLC is interested in learning more about specific mitigation matters to be undertaken by MX that may include, but are not limited to, air quality concern mitigation, paid duty officers/site managers to ensure the safety for students during peak hours; additional hoarding (not construction fencing) and other walking safety installations (temporary sidewalks); noise and vibration continual monitoring with test reports, window protections or installation of air conditioning units, requests for specific site work to be completed, if possible, evenings, weekends, non-school days (for example, concrete pours), pre and post construction surveys and on-going monitoring, communication plans, request input to the transportation and construction management plan.

The impacted schools have a capacity of over 600 students and any decision regarding TDSB schools must involve discussions with TLC and TDSB to ensure that schools can continue to effectively deliver safety and education programs to students.

Due to the proximity of Market Lane PS (within 150m) directly across from the construction site, the aforementioned items of concern, especially student safety, become particularly critical. We request a separate meeting prior to the planning of site activity and commencement of the works between the TLC/TDSB and MX to discuss true mitigation strategies surrounding, noise/vibration, traffic, air quality, and safety mitigation. Please incorporate this request as a formal comment in your Early Works Summary report.

Should you have any questions or if MX requires access to the school properties, please contact the writer to make the appropriate arrangements. In addition, please continue to keep TLC posted on project updates and future public webinars. We look forward to a joint meeting well in advance of the site becoming an active construction zone to ensure proper communication and mitigation strategies for student safety at Market Lane Public School.

Sincerely,



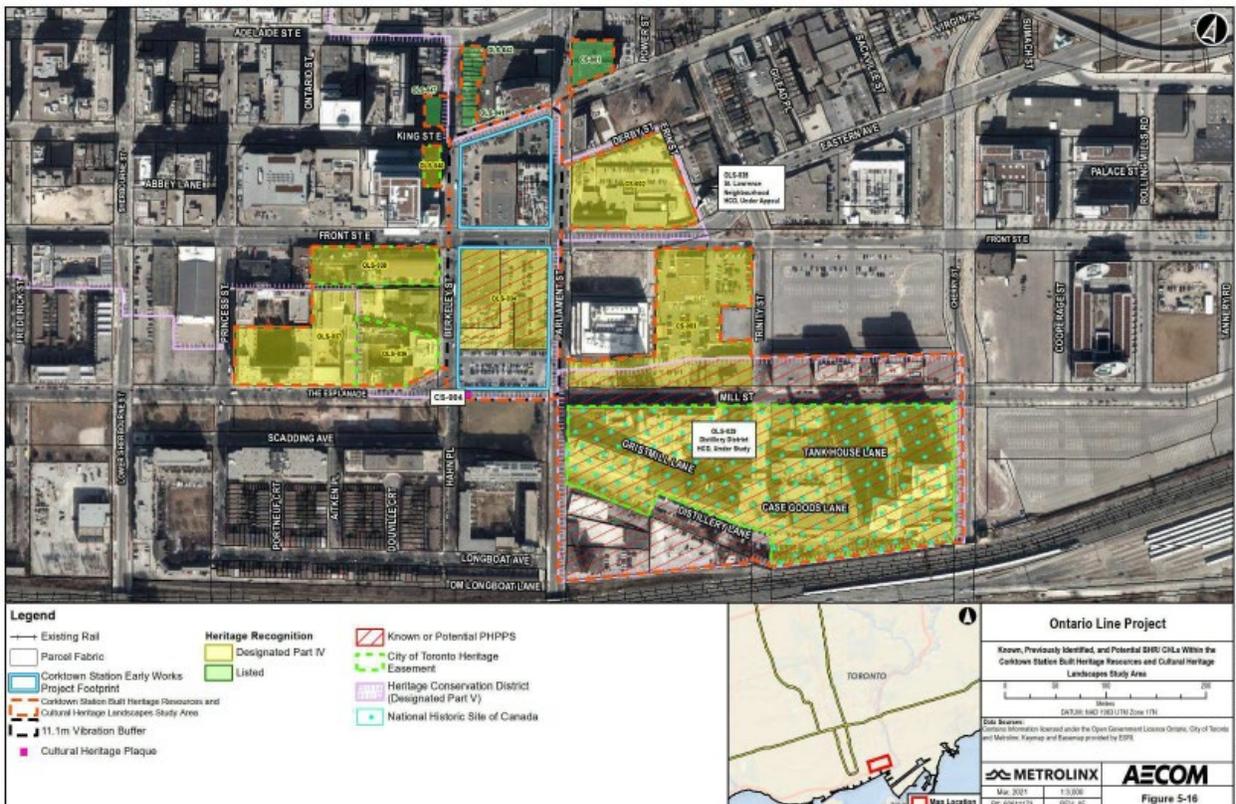
Anita Cook  
Executive Manager, Real Estate & Leasing

C: Daryl Sage, TLC, CEO  
Craig Snider, TDSB, Interim Associate Director, Business Operations and Service Excellence  
Maia Puccetti, TDSB, Executive Officer, Facility Services  
Andrew Gowdy, TDSB, System Planning Officer  
Natasha Jailal, Metrolinx Senior Manager, Property Acquisitions  
Susan Lin, Metrolinx Manager, Property Acquisitions  
Ray Nepomuceno, Metrolinx Senior Property Officer, Property Acquisitions  
Kevin Bolger, TLC, Manager Real Estate & Leasing  
Luciano Rossetti, TLC, Real Estate Officer  
Mary Linton, Market Lane PS, Superintendent  
Sara Gogani, Market Lane PS, Principal  
Peter Chang, Inglenook Community School, Superintendent  
Rizwana Jafri, Inglenook Community School, Principal

**Schedule A – Corktown Subway Station Early Works Project Footprint and Components**



**Schedule B – Known, Previously Identified, and Potential Built Heritage Resources/Cultural Heritage Landscapes Within the Corktown Station Study Area**



**From:** [Ontario Line](#)  
**To:** [acook.tlc@tdsb.on.ca](mailto:acook.tlc@tdsb.on.ca)  
**Cc:** [Crystal Ho](#); [Merlin Yuen](#); [Maria Zintchenko](#)  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Wednesday, May 12, 2021 12:44:17 PM  
**Attachments:** 

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Good afternoon,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



**Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Anita Cook,

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

**Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). Those who wish to provide comments on the Draft EWR must do so by **June 11, 2021**.

Please find attached the **Notice of Publication of Draft Corktown Station EWR** which provides further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report

### Ontario Line Project

#### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

#### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

MetroLinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, MetroLinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

From: Ontario Line  
Sent: Friday, March 19, 2021 5:01 PM  
To: acook.tlc@tdsb.on.ca  
Cc: Merlin Yuen; Maria Zintchenko; Crystal Ho  
Subject: RE: Corktown Station Early Works Report

Good afternoon,

Please see the Corktown Station Early Works Noise and Vibration Report along with the comment tracking sheet uploaded here for your review: [REDACTED]

We would appreciate if you could provide your comments using the comment tracking sheet by April 9, 2021.

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

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

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From: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Sent: March 10, 2021 6:41 PM  
To: [acook.tlc@tdsb.on.ca](mailto:acook.tlc@tdsb.on.ca)  
Cc: Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>  
Subject: Corktown Station Early Works Report

Good afternoon,

As part of the Ontario Line Project, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard alignment segments for the Ontario Line, as well as the location of the Corktown Station. 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. Further information on Corktown Station early works and an update on the Ontario Line environmental process is provided in the letter attached and in the Corktown Station Early Works Report linked below.

Please find the initial drafts of the Corktown Station Early Works Report and corresponding comment tracking sheet uploaded to the following link for your review: [REDACTED]

The link includes the following reports:  
Corktown Station Early Works Report;  
Corktown Station Natural Environment Report;  
Corktown Station Air Quality Report;  
Corktown Station Heritage Detailed Design Report; and  
Corktown Station Traffic and Transportation Report.

As noted in the letter, we would appreciate if you could provide your comments using the comment tracking sheet by April 9, 2021.

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

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

## Technical Stakeholders

- **Conservation Authorities**
  - **Toronto and Region Conservation Authority**

**From:** [Alannah Slattery](#)  
**To:** [Ontario Line](#)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Tuesday, June 8, 2021 12:33:39 AM  
**Attachments:** [REDACTED]

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Good afternoon,

Thank you for this update. Please be advised that as per our email on May 13, 2021, TRCA staff are satisfied with the responses provided by Metrolinx on May 6, 2021 addressing TRCA comments provided to Metrolinx on April 7, 2021, regarding the Draft Corktown Station Early Works Report. TRCA staff have no further comments regarding the Corktown Station Early Works Report at this time.

Kind regards,  
Alannah

**Alannah Slattery, BES, MCC**  
Planner  
Infrastructure Planning and Permits | Development and Engineering Services Division

T:  [\(416\) 661-6600](tel:(416)661-6600)  ext. 6443  
E: [alannah.slattery@trca.ca](mailto:alannah.slattery@trca.ca)  
A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)

*I am currently working remotely 7:30 am – 3:30 pm Monday to Friday.*



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**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** June 7, 2021 1:22 PM  
**To:** Alannah Slattery <[Alannah.Slattery@trca.ca](mailto:Alannah.Slattery@trca.ca)>  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[crystal.ho@metrolinx.com](mailto:crystal.ho@metrolinx.com)>; Bren Daner Lapuz <[BrenDaner.Lapuz@metrolinx.com](mailto:BrenDaner.Lapuz@metrolinx.com)>  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR

Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR)

for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment

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

Metrolinx

**From:** [Alannah Slattery](#)  
**To:** [Ontario Line](#)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Wednesday, May 19, 2021 1:26:24 PM  
**Attachments:** [REDACTED]

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Good afternoon,

Thank you for this update.

Kind regards,  
Alannah

**Alannah Slattery, BES, MCC**  
Planner  
Infrastructure Planning and Permits | Development and Engineering Services Division

T: (416) 661-6600 ext. 6443  
E: [alannah.slattery@trca.ca](mailto:alannah.slattery@trca.ca)  
A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](#) | [trca.ca](http://trca.ca)

*I am currently working remotely 7:30 am – 3:30 pm Monday to Friday.*



---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 12, 2021 12:50 PM  
**To:** Alannah Slattery <[Alannah.Slattery@trca.ca](mailto:Alannah.Slattery@trca.ca)>  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[crystal.ho@metrolinx.com](mailto:crystal.ho@metrolinx.com)>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

Good afternoon,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

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.



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Alannah Slattery,

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

### **Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). Those who wish to provide comments on the Draft EWR must do so by **June 11, 2021**.

Please find attached the **Notice of Publication of Draft Corktown Station EWR** which provides further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

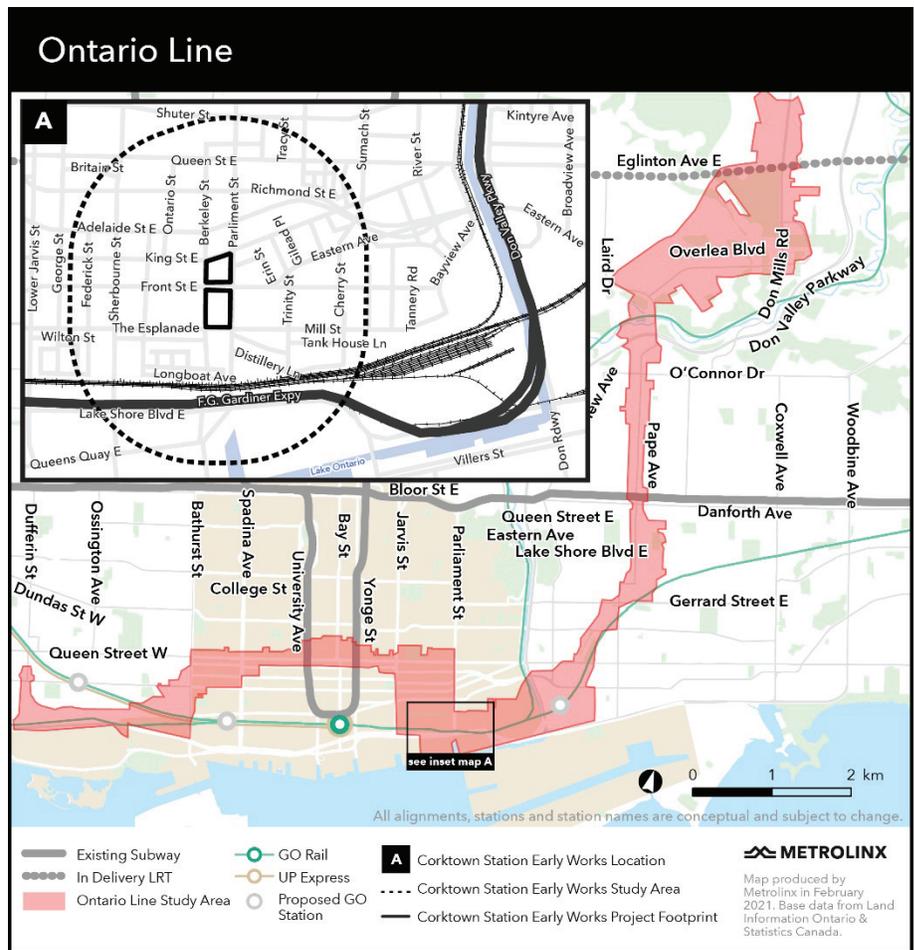
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Alannah Slattery](#)  
**To:** [Crystal Ho](#)  
**Cc:** [Merlin Yuen](#); [Sharon Lingertat](#); [Ontario Line](#); [Maria Zintchenko](#)  
**Subject:** RE: Ontario Line - Draft Corktown Station Early Works  
**Date:** Friday, May 7, 2021 10:47:05 AM  
**Attachments:** [REDACTED]

---

Good morning,

Please accept this email as confirmation of receipt for Metrolinx's comments on the draft Corktown Station Early Works Report. We will review and advise if this document set can be closed off on our end.

Kind regards,  
Alannah

**Alannah Slattery, BES, MCC**  
Planner  
Infrastructure Planning and Permits | Development and Engineering Services Division

T: (416) 661-6600 ext. 6443

E: [alannah.slattery@trca.ca](mailto:alannah.slattery@trca.ca)  
A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](#) | [trca.ca](http://trca.ca)

*I am currently working remotely 7:30 am – 3:30 pm Monday to Friday.*



**From:** Crystal Ho <Crystal.Ho@metrolinx.com>  
**Sent:** May 6, 2021 3:25 PM  
**To:** Alannah Slattery <Alannah.Slattery@trca.ca>  
**Cc:** Merlin Yuen <Merlin.Yuen@metrolinx.com>; Sharon Lingertat <Sharon.Lingertat@trca.ca>; Ontario Line <ontarioline@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>  
**Subject:** RE: Ontario Line - Draft Corktown Station Early Works

Good afternoon Alannah,

Thanks for providing your comments on the initial draft of the Corktown Station Early Works Report. For ease of review, we have transferred the comments to an excel document. Please see attached for our responses to your comments. Let me know if there are any outstanding comments following this circulation, otherwise we'd appreciate if your team could document this set as closed off. Thank-you,

Crystal Ho  
Junior Project Coordinator, Environmental Programs and Assessment 130 Adelaide St West |  
Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

| Review Comments Spreadsheet |                  | * Actions:<br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because ..... |                                                             | ** Status:<br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-----------------------------|------------------|----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project Name:               |                  | Corktown Station Draft Early Works Report                                                                |                                                             | Revised By: TRCA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Project No:                 |                  |                                                                                                          |                                                             | Date In:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                             |                  |                                                                                                          |                                                             | Date Out:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Item No.                    | Reviewer Name    | Description                                                                                              | Part, Chapter, Sec, Subsec, page, DWG#                      | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 1                           | Alannah Slattery |                                                                                                          | Project Review                                              | The Corktown Station project footprint is not regulated by TRCA, however, other portions of the Ontario Line alignment are located within TRCA regulated areas and it is understood by TRCA staff that these areas will be provided for TRCA review separately. This includes the early works reports for the Lower Don Bridges, East Harbour Station, Lakeshore East Joint Corridor, and the Don Yard.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Thank you for your comment. That is correct and the Early Works reports for Lower Don Bridges, East Harbour Station, Lakeshore East Joint Corridor and the Don Yard will be provided to TRCA for review.                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 2                           | Alannah Slattery |                                                                                                          | Launch Site Alternatives                                    | TRCA staff acknowledge that three site alternatives were evaluated for tunnel excavation launching. These sites include the Corktown Station site, Distillery Lane site and Don Yard, as shown in Figure 1-2. TRCA staff advise that the Don Yard site is in proximity to the West Don Flood Protection Landform, which provides flood protection to approximately 210 hectares of land west of the lower Don River. As the West Don Flood Protection Landform (FPL) cannot be compromised in any way, TRCA looks to avoid the siting of infrastructure on top of, or within, the FPL.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Thank you for your comment. That is correct, the Corktown Station site has been selected for the Tunnel Boring Machine launch site.<br><br>The importance of the FPL is understood and the FPL will not be impacted as part of Corktown Station Early Works.                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 3                           | Alannah Slattery |                                                                                                          | Coordination with City of Toronto and work at the Don River | TRCA staff acknowledge that the study area for this project is within the boundary of the Don Mouth Naturalization and Port Lands Flood Protection Project, which was approved by the Minister of the Environment, Conservation and Parks in March 2014. Please ensure that the review of this project is very closely coordinated with the City of Toronto and Waterfront Toronto.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Thank you for your comment, this project is being reviewed closely with the City of Toronto. The Corktown Station Early Works are not expected to impact the Don Mouth Naturalization and Port Lands Flood Protection Project.                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 4                           | Alannah Slattery |                                                                                                          | Sustainable Infrastructure                                  | Although the Corktown Station project footprint is not within TRCA regulated areas, TRCA has a commenting role through the Transit Project Assessment Process (TPAP). As such, TRCA staff recommends that the design for the proposed project components include mechanisms for water conservation, energy conservation and waste management, such as:<br>- Eco-Efficiency: Ensure the facility equipment and operations can minimize energy and water use and<br>- GHG emissions;<br>- Solid Waste Management: Ensure that construction of the facility minimizes the generation of solid waste and;<br>- Stormwater: Ensure that the project minimizes runoff using LID's where appropriate and enhances the urban tree canopy.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Comment noted, these elements noted by TRCA will be considered as project planning and design progresses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 5                           | Alannah Slattery |                                                                                                          | Stormwater Management                                       | As the project area is not regulated by TRCA, the Stormwater Management Review is deferred to the City of Toronto. Within the Early Works Report, Metrolinx has indicated that the stormwater management design will consider guidance provided by the "Low Impact Development Stormwater Management Planning & Design Guide (2010)" (Toronto and Region Conservation Authority/Credit Valley Conservation, 2010), as required.<br><br>TRCA staff encourage the use of this guide, which acts as a reference/guideline for design of project components, to mitigate stormwater quality and quantity impact. This document has been designed to provide engineers, ecologists and planners with up-to-date information and direction on how to plan and design storm water management facilities that will eventually have relatively low impacts on the environment. The purpose of the guideline is to help ensure the continued health of the streams, rivers, lakes, fisheries and terrestrial habitats in our respective watersheds. Staff recommend that Metrolinx consider incorporating some of these LID design measures into the design of the facility wherever possible. Please refer to the TRCA Sustainable Technologies Evaluation Program website for the report ( <a href="http://www.sustainabletechnologies.ca">www.sustainabletechnologies.ca</a> ). | Thank you for your comment and for providing details on the guidance documents available. Metrolinx is engaging the City of Toronto on the Corktown Station early works.<br><br>As Corktown Station early works scope is limited to removal of existing buildings and structures and does not include the construction of the Ontario Line Corktown Station or other new construction, the Low Impact Development Stormwater Management Planning & Design Guide (2010) does not apply and has been removed from Table 6-3. However, the Guide will be considered as part of other Early Works Reports and/or the Environmental Impact Assessment Report development, as applicable. |

**From:** [Alannah Slattery](#)  
**To:** [Crystal Ho](#)  
**Cc:** [Ontario Line](#); [Merlin Yuen](#); [Sharon Lingertat](#)  
**Subject:** Ontario Line - Draft Corktown Station Early Works  
**Date:** Wednesday, April 7, 2021 2:09:20 PM  
**Attachments:** [REDACTED]

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Good afternoon,

Please find attached TRCA's response letter for the Draft Corktown Station Early Works Report.

Please feel free to contact me should you have any questions.

Kind regards,  
Alannah

**Alannah Slattery, BES, MCC**  
Planner  
Infrastructure Planning and Permits | Development and Engineering Services Division

T:  [\(416\) 661-6600](tel:(416)661-6600)  ext. 6443  
E: [alannah.slattery@trca.ca](mailto:alannah.slattery@trca.ca)  
A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](#) | [trca.ca](http://trca.ca)

*I am currently working remotely 7:30 am – 3:30 pm Monday to Friday.*



April 7, 2021

CFN 62093

**BY E-MAIL ONLY** ([crystal.ho@metrolinx.com](mailto:crystal.ho@metrolinx.com) , [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com))

Crystal Ho  
Junior Project Coordinator - Environmental Programs and Assessment  
Metrolinx  
130 Adelaide Street West  
Toronto ON M5H 3P5

Dear Ms. Ho,

**Re: Draft Corktown Station Early Works Report and Natural Environment Early Works Report– Review Transit Project Assessment Process (TPAP)  
Metrolinx Ontario Line – between Ontario Science Centre and Ontario Place  
Don River Watershed; City of Toronto**

Toronto and Region Conservation Authority (TRCA) staff received the draft Corktown Station Early Works Report for the above-noted project on March 10, 2021.

#### **PROJECT OVERVIEW**

TRCA staff understands that the Ontario Line Subway Project involves building on the previous TTC Relief Line South concept, by expanding north of Pape Station to the Ontario Science Centre, and west of Osgoode Station to Exhibition/Ontario Place. The proposed project is a new approximately 16 km subway line along a dedicated right-of-way with a combination of elevated, tunneled and at-grade segments.

The Ontario Line Subway Early Works are components of the Ontario Line Subway Project that are proposed to proceed prior to the completion of the Ontario Line environmental assessment process. Early works are defined in *Ontario Regulation 341/20: Ontario Line Project*, under the Environmental Assessment Act, as “any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion”.

TRCA has previously reviewed the Draft Early Works Report (July 2020), and the Draft Exhibition Station Early Works Report (November 2020), as submitted by Metrolinx. TRCA staff understand that further Ontario Line early works reports will be provided by Metrolinx for the Lower Don Bridges, East Harbour Station, Lakeshore East Joint Corridor, and the Don Yard.

On March 10, 2021, Metrolinx provided the Draft Corktown Station Early Works Report and Natural Environment Early Works Report for the Ontario Line Subway Project. It is TRCA’s understanding that the Corktown Station site has been identified as the launch site for tunnel excavation equipment to complete tunnels and underground station spaces for the downtown and Don Yard segments and construction of the Corktown Station. The Corktown Station early works will include launching tunnel excavation equipment,

construction of the Corktown Station, demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. It is our understanding that the Corktown Station works will be completed in a phased approach, proceeding with demolition of existing buildings and structures at the Corktown Station project site as early works.

## **PROJECT REVIEW**

The purpose of the draft Corktown Station Early Works Report is to summarize the local environmental conditions within the Corktown Station project area. It also provides an assessment and evaluation of the impacts that the early works might have on the environment. Based on the potential impacts, a description of mitigation measures and monitoring activities are outlined.

The Corktown Station project footprint is not regulated by TRCA, however, other portions of the Ontario Line alignment are located within TRCA regulated areas and it is understood by TRCA staff that these areas will be provided for TRCA review separately. This includes the early works reports for the Lower Don Bridges, East Harbour Station, Lakeshore East Joint Corridor, and the Don Yard.

## **Launch Site Alternatives**

TRCA staff acknowledge that three site alternatives were evaluated for tunnel excavation launching. These sites include the Corktown Station site, Distillery Lane site and Don Yard, as shown in Figure 1-2. TRCA staff advise that the Don Yard site is in proximity to the West Don Flood Protection Landform, which provides flood protection to approximately 210 hectares of land west of the lower Don River. As the West Don Flood Protection Landform (FPL) cannot be compromised in any way, TRCA looks to avoid the siting of infrastructure on top of, or within, the FPL.

## **Coordination with City of Toronto and work at the Don River**

TRCA staff acknowledge that the study area for this project is within the boundary of the Don Mouth Naturalization and Port Lands Flood Protection Project, which was approved by the Minister of the Environment, Conservation and Parks in March 2014. Please ensure that the review of this project is very closely coordinated with the City of Toronto and Waterfront Toronto.

## **Sustainable Infrastructure**

Although the Corktown Station project footprint is not within TRCA regulated areas, TRCA has a commenting role through the Transit Project Assessment Process (TPAP). As such, TRCA staff recommends that the design for the proposed project components include mechanisms for water conservation, energy conservation and waste management, such as:

- **Eco-Efficiency:** Ensure the facility equipment and operations can minimize energy and water use and GHG emissions;
- **Solid Waste Management:** Ensure that construction of the facility minimizes the generation of solid waste and;
- **Stormwater:** Ensure that the project minimizes runoff using LID's where appropriate and enhances the urban tree canopy.

## **Stormwater Management**

As the project area is not regulated by TRCA, the Stormwater Management Review is deferred to the City of Toronto. Within the Early Works Report, Metrolinx has indicated that the stormwater management design will consider guidance provided by the "Low Impact Development Stormwater Management Planning & Design Guide (2010)" (Toronto and Region Conservation Authority/Credit Valley Conservation, 2010), as required.

TRCA staff encourage the use of this guide, which acts as a reference/guideline for design of project components, to mitigate stormwater quality and quantity impact. This document has been designed to provide engineers, ecologists and planners with up-to-date information and direction on how to plan and design storm water management facilities that will eventually have relatively low impacts on the environment. The purpose of the guideline is to help ensure the continued health of the streams, rivers, lakes, fisheries and terrestrial habitats in our respective watersheds. Staff recommend that Metrolinx consider incorporating some of these LID design measures into the design of the facility wherever possible. Please refer to the TRCA Sustainable Technologies Evaluation Program website for the report ([www.sustainabletechnologies.ca](http://www.sustainabletechnologies.ca)).

## **CONCLUSION**

TRCA staff have no geotechnical, ecological or hydrogeological comments for the proposed works at this stage, as the project footprint is not regulated by TRCA or within TRCA areas of interest. TRCA staff recommend that the early works for Corktown Station be coordinated with early works for the Lower Don Crossing, to ensure there are no impacts to the West Don Flood Protection Landform, which is located east of the study area.

TRCA as an organization is very supportive of transit development and encourages agencies and municipalities to develop sustainable transportation options in their planning and development of sustainable communities. The TRCA Living City Polices (LCP Section 6.4, 6.7 and 6.8) promotes and advocates the incorporation of sustainable transportation policies, green infrastructure and ecological design into community development and infrastructure building. TRCA staff appreciate the opportunity to review and provide feedback on the Corktown Station Early Works Report.

## **NEXT STEPS**

TRCA staff look forward to reviewing future Ontario Line early works reports for the Lower Don Bridges, East Harbour Station, Lakeshore East Joint Corridor, and the Don Yard, as they become available.

Should you have any questions or require any additional information please contact me at [alannah.slattery@trca.ca](mailto:alannah.slattery@trca.ca).

Regards,



Alannah Slattery  
Planner, Infrastructure Planning and Permits  
Development and Engineering Services

## **BY E-MAIL**

TRCA: Sharon Lingertat, Senior Manager, Infrastructure Planning and Permits  
Zack Carlan, Senior Planner, Infrastructure Planning and Permits

**From:** [Alannah Slattery](#)  
**To:** [Ontario Line](#)  
**Cc:** [Merlin Yuen](#); [Maria Zintchenko](#); [Crystal Ho](#)  
**Subject:** RE: Corktown Station Early Works Report  
**Date:** Monday, March 22, 2021 2:41:48 PM  
**Attachments:** [REDACTED]

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Good afternoon,

Please accept this email as confirmation that we have received the below report.

Kind regards,  
Alannah

**Alannah Slattery, BES, MCC**  
Planner  
Infrastructure Planning and Permits | Development and Engineering Services Division

T: (416) 661-6600 ext. 6443  
E: [alannah.slattery@trca.ca](mailto:alannah.slattery@trca.ca)  
A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](#) | [trca.ca](http://trca.ca)

*I am currently working remotely 7:30 am – 3:30 pm Monday to Friday.*



---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** March 19, 2021 4:57 PM  
**To:** Alannah Slattery <[Alannah.Slattery@trca.ca](mailto:Alannah.Slattery@trca.ca)>  
**Cc:** Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Crystal Ho <[crystal.ho@metrolinx.com](mailto:crystal.ho@metrolinx.com)>  
**Subject:** RE: Corktown Station Early Works Report

Good afternoon,

Please see the Corktown Station Early Works Noise and Vibration Report along with the comment tracking sheet uploaded here for your review:  
[REDACTED]

We would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

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

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** March 10, 2021 6:36 PM  
**To:** [Alannah.Slattery@trca.ca](mailto:Alannah.Slattery@trca.ca)  
**Cc:** Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>  
**Subject:** Corktown Station Early Works Report

Good afternoon,

As part of the Ontario Line Project, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard alignment segments for the Ontario Line, as well as the location of the Corktown Station. 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. Further information on Corktown Station early works and an update on the Ontario Line environmental process is provided in the letter attached and in the Corktown Station Early Works Report linked below.

Please find the initial drafts of the Corktown Station Early Works Report and corresponding comment tracking sheet uploaded to the following link for your review:

The link includes the following reports:

- Corktown Station Early Works Report;
- Corktown Station Natural Environment Report;
- Corktown Station Air Quality Report;
- Corktown Station Heritage Detailed Design Report; and
- Corktown Station Traffic and Transportation Report.

As noted in the letter, we would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

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

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment

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

T: 416-202-7109 C: 437-225-6548

Metrolinx

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:** [Beth.Williston@trca.ca](mailto:Beth.Williston@trca.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 10:55:54 PM

---

Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the Draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 12, 2021 12:51 PM  
**To:** [Beth.Williston@trca.ca](mailto:Beth.Williston@trca.ca)  
**Cc:** [Maria Zintchenko <Maria.Zintchenko@metrolinx.com>](mailto:Maria.Zintchenko@metrolinx.com); [Merlin Yuen <Merlin.Yuen@metrolinx.com>](mailto:Merlin.Yuen@metrolinx.com); [Crystal Ho <Crystal.Ho@metrolinx.com>](mailto:Crystal.Ho@metrolinx.com)  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

Good afternoon,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Beth Williston,

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

### **Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). Those who wish to provide comments on the Draft EWR must do so by **June 11, 2021**.

Please find attached the **Notice of Publication of Draft Corktown Station EWR** which provides further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

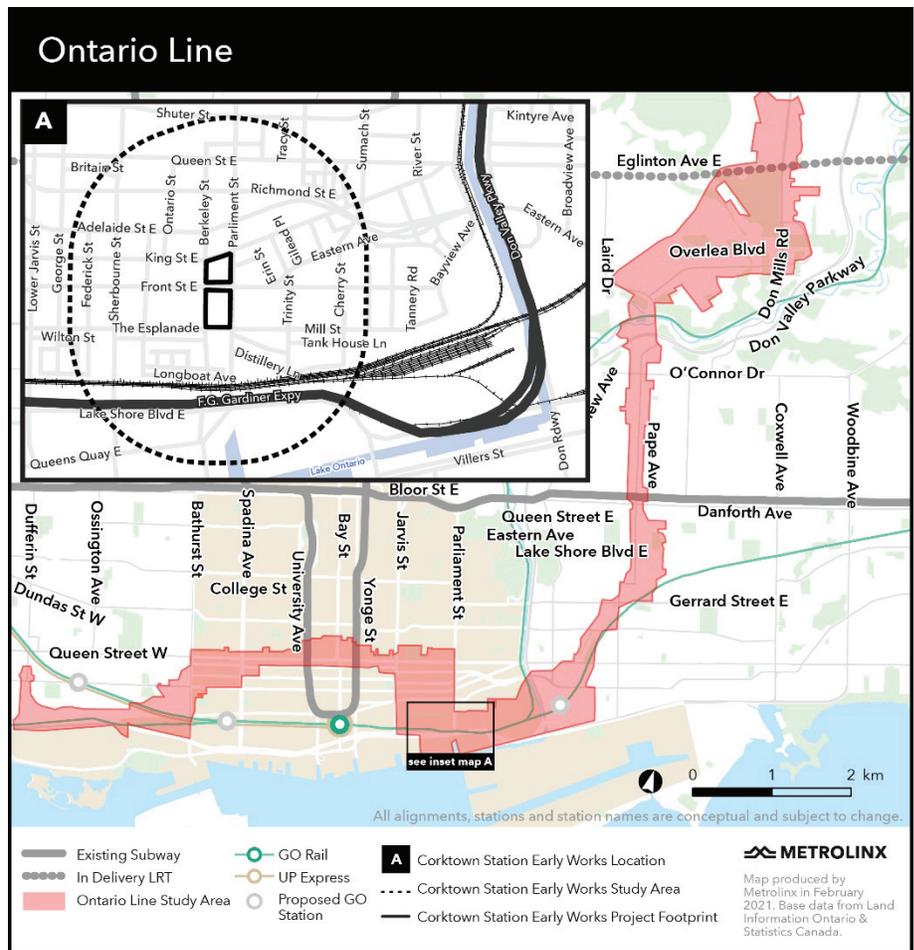
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Ontario Line](#)  
**To:** [Beth.Williston@trca.ca](mailto:Beth.Williston@trca.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** RE: Corktown Station Early Works Report  
**Date:** Friday, March 19, 2021 4:56:36 PM

---

Good afternoon,

Please see the Corktown Station Early Works Noise and Vibration Report along with the comment tracking sheet uploaded here for your review:

We would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

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

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** March 10, 2021 6:35 PM  
**To:** [Beth.Williston@trca.ca](mailto:Beth.Williston@trca.ca)  
**Cc:** [Maria Zintchenko <Maria.Zintchenko@metrolinx.com>](mailto:Maria.Zintchenko@metrolinx.com); [Merlin Yuen <Merlin.Yuen@metrolinx.com>](mailto:Merlin.Yuen@metrolinx.com); [Crystal Ho <Crystal.Ho@metrolinx.com>](mailto:Crystal.Ho@metrolinx.com)  
**Subject:** Corktown Station Early Works Report

Good afternoon,

As part of the Ontario Line Project, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard alignment segments for the Ontario Line, as well as the location of the Corktown Station. 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. Further information on Corktown Station early works and an update on the Ontario Line environmental process is provided in the letter attached and in the Corktown Station Early Works Report linked below.

Please find the initial drafts of the Corktown Station Early Works Report and corresponding

comment tracking sheet uploaded to the following link for your review:



The link includes the following reports:

- Corktown Station Early Works Report;
- Corktown Station Natural Environment Report;
- Corktown Station Air Quality Report;
- Corktown Station Heritage Detailed Design Report; and
- Corktown Station Traffic and Transportation Report.

As noted in the letter, we would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

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

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

## Technical Stakeholders

- **Other Technical Stakeholders**
  - **Canadian National Railway**
  - **Exhibition Place**
  - **George Brown College**
  - **Hydro One Networks Incorporated**
  - **La Cité**
  - **Law Society of Ontario**
  - **Ontario College of Art and Design University**
  - **Ontario Heritage Trust**

## Other Technical Stakeholders

- Canadian National Railway

**From:** [Ontario Line](#)  
**To:** [michael.vallins@cn.ca](mailto:michael.vallins@cn.ca)  
**Cc:** [Crystal Ho](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:30:00 PM

---

Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the Draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 12, 2021 12:45 PM  
**To:** [michael.vallins@cn.ca](mailto:michael.vallins@cn.ca)  
**Cc:** [Crystal Ho](mailto:Crystal.Ho@metrolinx.com) <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; [Maria Zintchenko](mailto:Maria.Zintchenko@metrolinx.com) <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; [Merlin Yuen](mailto:Merlin.Yuen@metrolinx.com) <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

Good afternoon,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Michael Vallins,

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

### **Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). Those who wish to provide comments on the Draft EWR must do so by **June 11, 2021**.

Please find attached the **Notice of Publication of Draft Corktown Station EWR** which provides further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

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Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Ontario Line](#)  
**To:** [michael.vallins@cn.ca](mailto:michael.vallins@cn.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** RE: Corktown Station Early Works Report  
**Date:** Friday, March 19, 2021 5:09:51 PM

---

Good afternoon,

Please see the Corktown Station Early Works Noise and Vibration Report along with the comment tracking sheet uploaded here for your review:

We would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

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

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** March 10, 2021 6:40 PM  
**To:** michael.vallins@cn.ca  
**Cc:** Crystal Ho <Crystal.Ho@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>  
**Subject:** Corktown Station Early Works Report

Good afternoon,

As part of the Ontario Line Project, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard alignment segments for the Ontario Line, as well as the location of the Corktown Station. 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. Further information on Corktown Station early works and an update on the Ontario Line environmental process is provided in the letter attached and in the Corktown Station Early Works Report linked below.

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The link includes the following reports:

- Corktown Station Early Works Report;
- Corktown Station Natural Environment Report;
- Corktown Station Air Quality Report;
- Corktown Station Heritage Detailed Design Report; and
- Corktown Station Traffic and Transportation Report.

As noted in the letter, we would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

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

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

## Other Technical Stakeholders

- Exhibition Place

From: Ontario Line  
Sent: Friday, March 19, 2021 5:02 PM  
To: 'Tony Porter'  
Cc: Maria Zintchenko; Merlin Yuen; Crystal Ho  
Subject: RE: Corktown Station Early Works Report

Good afternoon,

Please see the Corktown Station Early Works Noise and Vibration Report along with the comment tracking sheet uploaded here for your review: [REDACTED]

We would appreciate if you could provide your comments using the comment tracking sheet by April 9, 2021.

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

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

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From: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Sent: March 10, 2021 6:44 PM  
To: 'Tony Porter' <[TPorter@explace.on.ca](mailto:TPorter@explace.on.ca)>  
Cc: Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>  
Subject: Corktown Station Early Works Report

Good afternoon,

As part of the Ontario Line Project, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard alignment segments for the Ontario Line, as well as the location of the Corktown Station. 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. Further information on Corktown Station early works and an update on the Ontario Line environmental process is provided in the letter attached and in the Corktown Station Early Works Report linked below.

Please find the initial drafts of the Corktown Station Early Works Report and corresponding comment tracking sheet uploaded to the following link for your review: [REDACTED]

The link includes the following reports:

- Corktown Station Early Works Report;
- Corktown Station Natural Environment Report;
- Corktown Station Air Quality Report;
- Corktown Station Heritage Detailed Design Report; and
- Corktown Station Traffic and Transportation Report.

As noted in the letter, we would appreciate if you could provide your comments using the comment tracking sheet by April 9, 2021.

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

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

## Other Technical Stakeholders

- George Brown College

**From:** [Ontario Line](#)  
**To:** [ask.george@georgebrown.ca](mailto:ask.george@georgebrown.ca)  
**Cc:** [Crystal Ho](#); [Merlin Yuen](#); [Maria Zintchenko](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:04:18 PM

---

Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the Draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 12, 2021 12:44 PM  
**To:** [ask.george@georgebrown.ca](mailto:ask.george@georgebrown.ca)  
**Cc:** [Crystal Ho <Crystal.Ho@metrolinx.com>](mailto:Crystal.Ho@metrolinx.com); [Merlin Yuen <Merlin.Yuen@metrolinx.com>](mailto:Merlin.Yuen@metrolinx.com); [Maria Zintchenko <Maria.Zintchenko@metrolinx.com>](mailto:Maria.Zintchenko@metrolinx.com)  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

Good afternoon,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Sir/Madam,

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

### **Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). Those who wish to provide comments on the Draft EWR must do so by **June 11, 2021**.

Please find attached the **Notice of Publication of Draft Corktown Station EWR** which provides further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

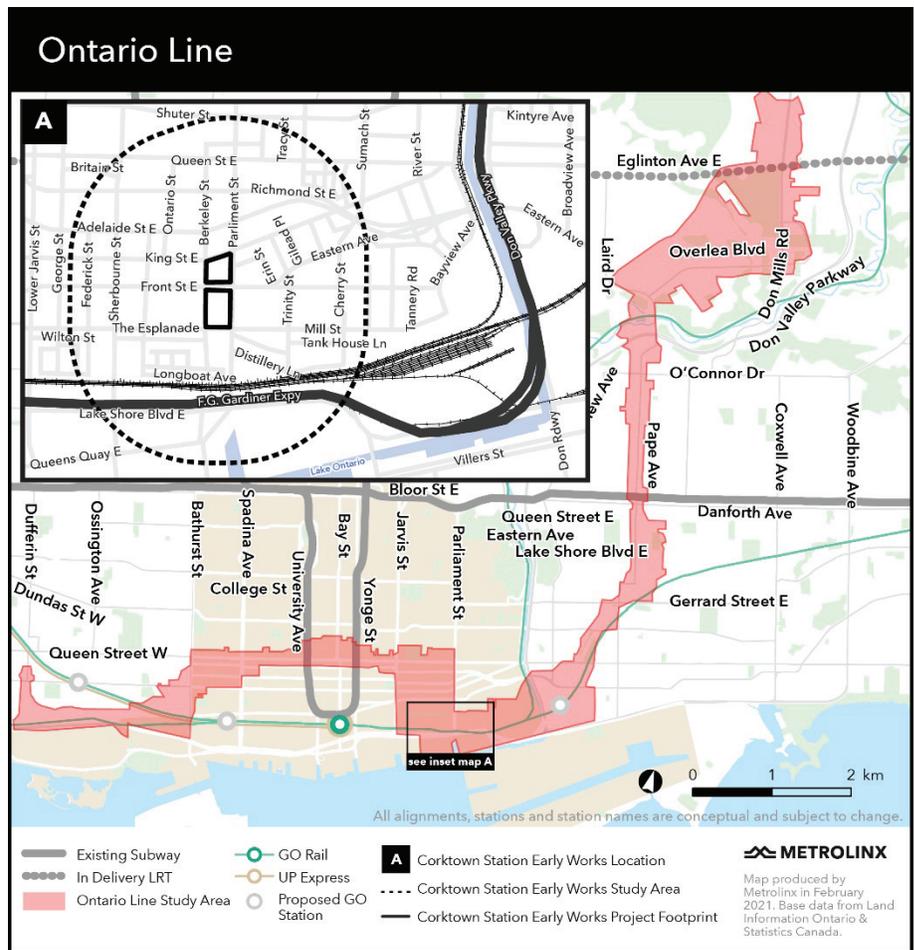
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Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the *Environmental Assessment Act*. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Ontario Line](#)  
**To:** [ask.george@georgebrown.ca](mailto:ask.george@georgebrown.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** RE: Corktown Station Early Works Report  
**Date:** Friday, March 19, 2021 5:01:17 PM

---

Good afternoon,

Please see the Corktown Station Early Works Noise and Vibration Report along with the comment tracking sheet uploaded here for your review:

We would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

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

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** March 10, 2021 6:41 PM  
**To:** [ask.george@georgebrown.ca](mailto:ask.george@georgebrown.ca)  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>  
**Subject:** Corktown Station Early Works Report

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The link includes the following reports:

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- Corktown Station Natural Environment Report;
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- Corktown Station Heritage Detailed Design Report; and
- Corktown Station Traffic and Transportation Report.

As noted in the letter, we would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

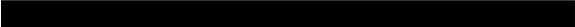
If you have any questions or concerns, please do not hesitate to contact us.

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

## Other Technical Stakeholders

- Hydro One Networks Incorporated

**From:** [Susan.SUN@HydroOne.com](mailto:Susan.SUN@HydroOne.com)  
**To:** [Ontario Line](#)  
**Cc:** [SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com)  
**Subject:** Hydro One Response: 20210607--Ontario Line Corktown Station Early Works Report  
**Date:** Monday, June 7, 2021 9:45:52 AM  
**Attachments:** 

---

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.

Please see the attached for Hydro One's Response.

Hydro One Networks Inc  
[SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com)

This email and any attached files are privileged and may contain confidential information intended only for the person or persons named above. Any other distribution, reproduction, copying, disclosure, or other dissemination is strictly prohibited. If you have received this email in error, please notify the sender immediately by reply email and delete the transmission received by you. This statement applies to the initial email as well as any and all copies (replies and/or forwards) of the initial email



Hydro One Networks Inc  
483 Bay St  
Toronto, ON

June 07, 2021

Re: Ontario Line Corktown Station Early Works Report

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

Thank you for sending us notification regarding the Ontario Line Corktown Station Early Works Report. In our preliminary assessment, we confirm there are no existing Hydro One Transmission assets in the project footprint. Please note we have a project in proximity to the Don yard to accommodate these MX projects, Go Rail Network Electrifications and USRC Enhancement. Be sure to coordinate internally.

Hydro One would still like to be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to [secondarylanduse@hydroone.com](mailto:secondarylanduse@hydroone.com).

Sent on behalf of,

***Secondary Land Use  
Asset Optimization  
Strategy & Integrated Planning  
Hydro One Networks Inc.***

**From:** [Ontario Line](#)  
**To:** [SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com)  
**Cc:** [Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com); "[Renee.Pettigrew@HydroOne.com](mailto:Renee.Pettigrew@HydroOne.com)"; [Elsy Aceves](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:06:08 PM

---

Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the Draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 12, 2021 12:48 PM  
**To:** [SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com)  
**Cc:** [Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com); '[Renee.Pettigrew@HydroOne.com](mailto:Renee.Pettigrew@HydroOne.com)' <[Renee.Pettigrew@HydroOne.com](mailto:Renee.Pettigrew@HydroOne.com)>; [Elsy Aceves](mailto:Elsy.Aceves@HydroOne.com) <[Elsy.Aceves@HydroOne.com](mailto:Elsy.Aceves@HydroOne.com)>; [Maria Zintchenko](mailto:Maria.Zintchenko@metrolinx.com) <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; [Merlin Yuen](mailto:Merlin.Yuen@metrolinx.com) <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; [Crystal Ho](mailto:Crystal.Ho@metrolinx.com) <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

Good afternoon,

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Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Sir/Madam,

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

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Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

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20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

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If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a stylized flourish extending to the right.

Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

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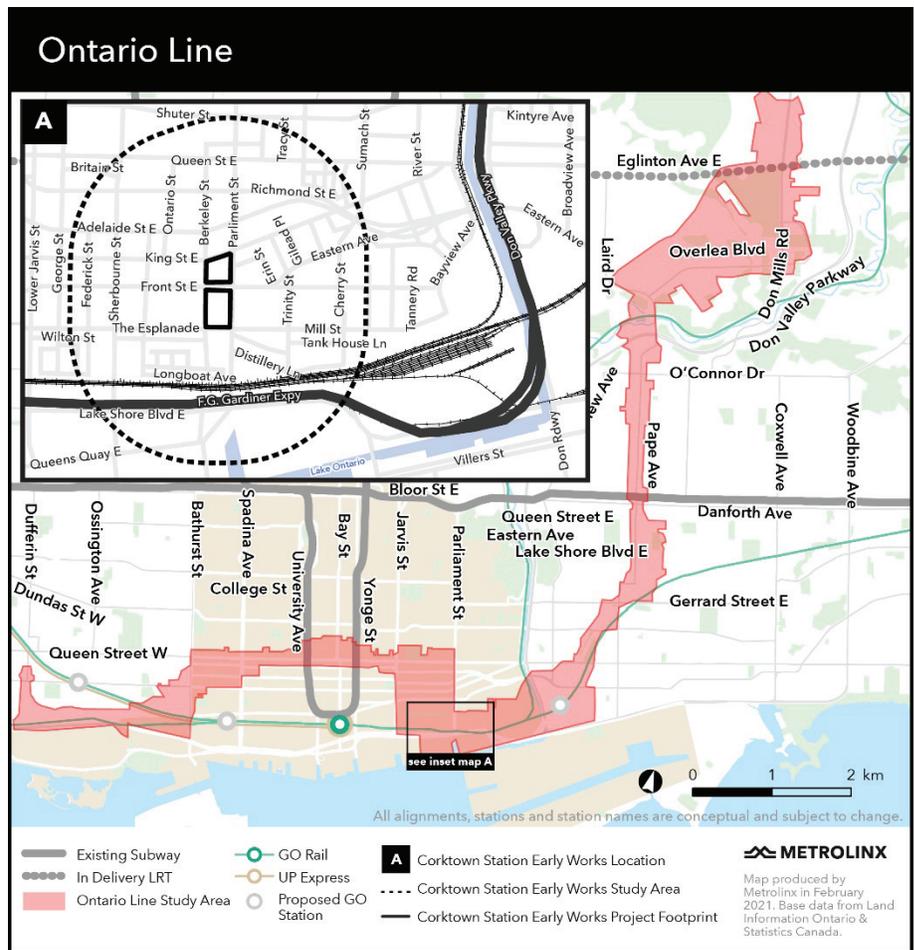
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To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Ontario Line](#)  
**To:** [SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com)  
**Cc:** [Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com); [Elsy.Aceves@HydroOne.com](mailto:Elsy.Aceves@HydroOne.com); "[Renee.Pettigrew@HydroOne.com](mailto:Renee.Pettigrew@HydroOne.com)"; [Crystal Ho](#); [Maria Zintchenko](#); [Merlin Yuen](#)  
**Subject:** RE: Ontario Line Corktown Station Early Works Report  
**Date:** Friday, March 19, 2021 5:07:39 PM

---

Good afternoon,

Thank-you for your response. We will continue to consult with Hydro One during all stages of the project.

Please also see the Corktown Station Early Works Noise and Vibration Report along with the comment tracking sheet uploaded here for your review:



We would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

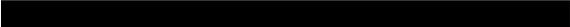
Please do not hesitate to contact us if you have any questions.

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

---

**From:** [SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com)  
**To:** [Ontario Line](#)  
**Cc:** [SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com); [Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com)  
**Subject:** Hydro One Response: Ontario Line Corktown Station Early Works Report  
**Date:** Thursday, March 18, 2021 1:41:12 PM  
**Attachments:** 

---

**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.

Please see the attached for Hydro One's Response.

Hydro One Networks Inc  
[SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com)

This email and any attached files are privileged and may contain confidential information intended only for the person or persons named above. Any other distribution, reproduction, copying, disclosure, or other dissemination is strictly prohibited. If you have received this email in error, please notify the sender immediately by reply email and delete the transmission received by you. This statement applies to the initial email as well as any and all copies (replies and/or forwards) of the initial email



Hydro One Networks Inc  
483 Bay St  
Toronto, ON

March 18, 2021

Re: Ontario Line Corktown Station Early Works Report

Attention:

Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

Thank you for sending us notification regarding the Ontario Line Corktown Station Early Works Report. In our preliminary assessment, we confirm there are no existing Hydro One Transmission assets in the project footprint. Please be advised that this is only a preliminary assessment based on current information.

Hydro One would still like to be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to [secondarylanduse@hydroone.com](mailto:secondarylanduse@hydroone.com).

Sent on behalf of,

***Secondary Land Use  
Asset Optimization  
Strategy & Integrated Planning  
Hydro One Networks Inc.***

**From:** [Crystal Ho](#)  
**To:** [SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com)  
**Cc:** [Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com); ["Renee.Pettigrew@HydroOne.com"](mailto:Renee.Pettigrew@HydroOne.com); [Elsy.Aceves@HydroOne.com](mailto:Elsy.Aceves@HydroOne.com); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Corktown Station Early Works Report  
**Date:** Wednesday, March 10, 2021 6:38:55 PM  
**Attachments:** [REDACTED]

---

Good afternoon,

As part of the Ontario Line Project, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard alignment segments for the Ontario Line, as well as the location of the Corktown Station. 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. Further information on Corktown Station early works and an update on the Ontario Line environmental process is provided in the letter attached and in the Corktown Station Early Works Report linked below.

Please find the initial drafts of the Corktown Station Early Works Report and corresponding comment tracking sheet uploaded to the following link for your review:

[REDACTED]

The link includes the following reports:

- Corktown Station Early Works Report;
- Corktown Station Natural Environment Report;
- Corktown Station Air Quality Report;
- Corktown Station Heritage Detailed Design Report; and
- Corktown Station Traffic and Transportation Report.

As noted in the letter, we would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

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

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

## Technical Stakeholders

- **Other Technical Stakeholders**
  - **La Cité**

**From:** [Ontario Line](#)  
**To:** [mobilicite@collegelacite.ca](mailto:mobilicite@collegelacite.ca)  
**Cc:** [Crystal Ho](#); [Merlin Yuen](#); [Maria Zintchenko](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:23:03 PM

---

Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the Draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 12, 2021 12:44 PM  
**To:** [mobilicite@collegelacite.ca](mailto:mobilicite@collegelacite.ca)  
**Cc:** [Crystal Ho](mailto:Crystal.Ho@metrolinx.com) <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; [Merlin Yuen](mailto:Merlin.Yuen@metrolinx.com) <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; [Maria Zintchenko](mailto:Maria.Zintchenko@metrolinx.com) <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

Good afternoon,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Sir/Madam,

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

### **Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). Those who wish to provide comments on the Draft EWR must do so by **June 11, 2021**.

Please find attached the **Notice of Publication of Draft Corktown Station EWR** which provides further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

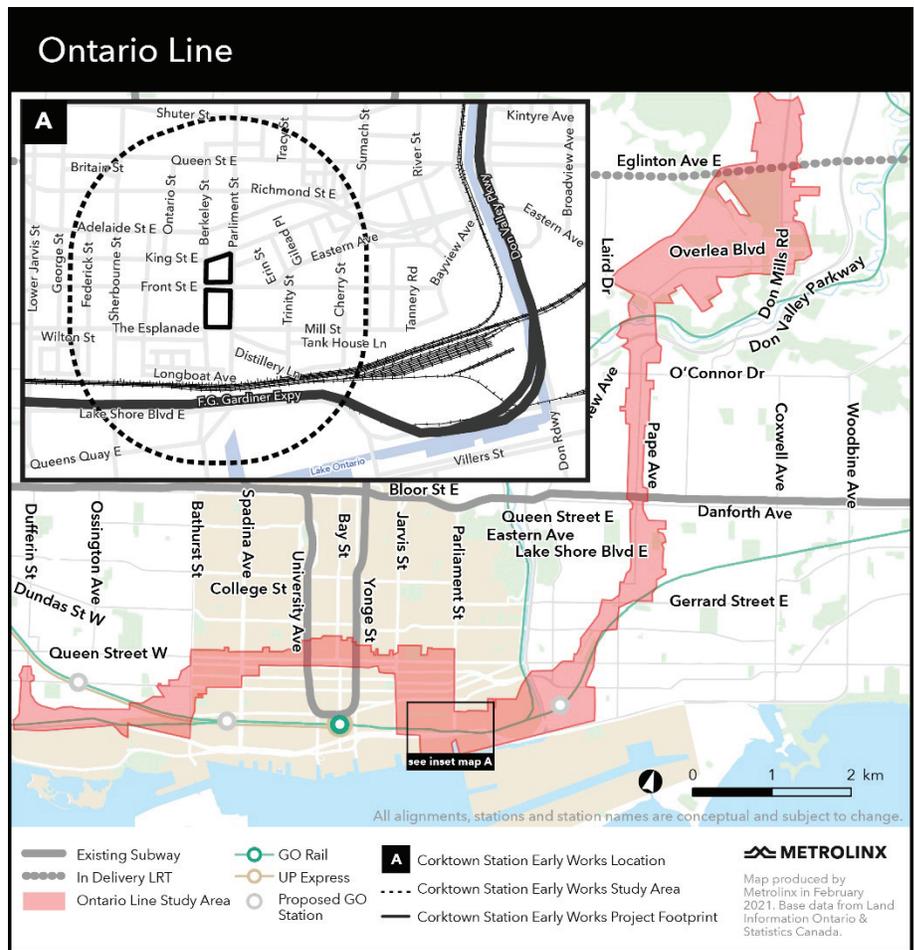
### Corktown Station Early Works

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Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Ontario Line](#)  
**To:** [mobilicite@collegelacite.ca](mailto:mobilicite@collegelacite.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** RE: Corktown Station Early Works Report  
**Date:** Friday, March 19, 2021 5:01:36 PM

---

Good afternoon,

Please see the Corktown Station Early Works Noise and Vibration Report along with the comment tracking sheet uploaded here for your review:

We would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

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

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** March 10, 2021 6:42 PM  
**To:** [mobilicite@collegelacite.ca](mailto:mobilicite@collegelacite.ca)  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>  
**Subject:** Corktown Station Early Works Report

Good afternoon,

As part of the Ontario Line Project, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard alignment segments for the Ontario Line, as well as the location of the Corktown Station. 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. Further information on Corktown Station early works and an update on the Ontario Line environmental process is provided in the letter attached and in the Corktown Station Early Works Report linked below.

Please find the initial drafts of the Corktown Station Early Works Report and corresponding

comment tracking sheet uploaded to the following link for your review:



The link includes the following reports:

- Corktown Station Early Works Report;
- Corktown Station Natural Environment Report;
- Corktown Station Air Quality Report;
- Corktown Station Heritage Detailed Design Report; and
- Corktown Station Traffic and Transportation Report.

As noted in the letter, we would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

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

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

## Other Technical Stakeholders

- Law Society of Ontario

**From:** [Ontario Line](#)  
**To:** [Simon Di Vincenzo](#)  
**Cc:** [Crystal Ho](#); [Merlin Yuen](#); [Maria Zintchenko](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:38:18 PM

---

Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the Draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** May 12, 2021 12:42 PM  
**To:** Simon Di Vincenzo <sdivince@lso.ca>  
**Cc:** Crystal Ho <Crystal.Ho@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

Good morning,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Simon Di Vincenzo,

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

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Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

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If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

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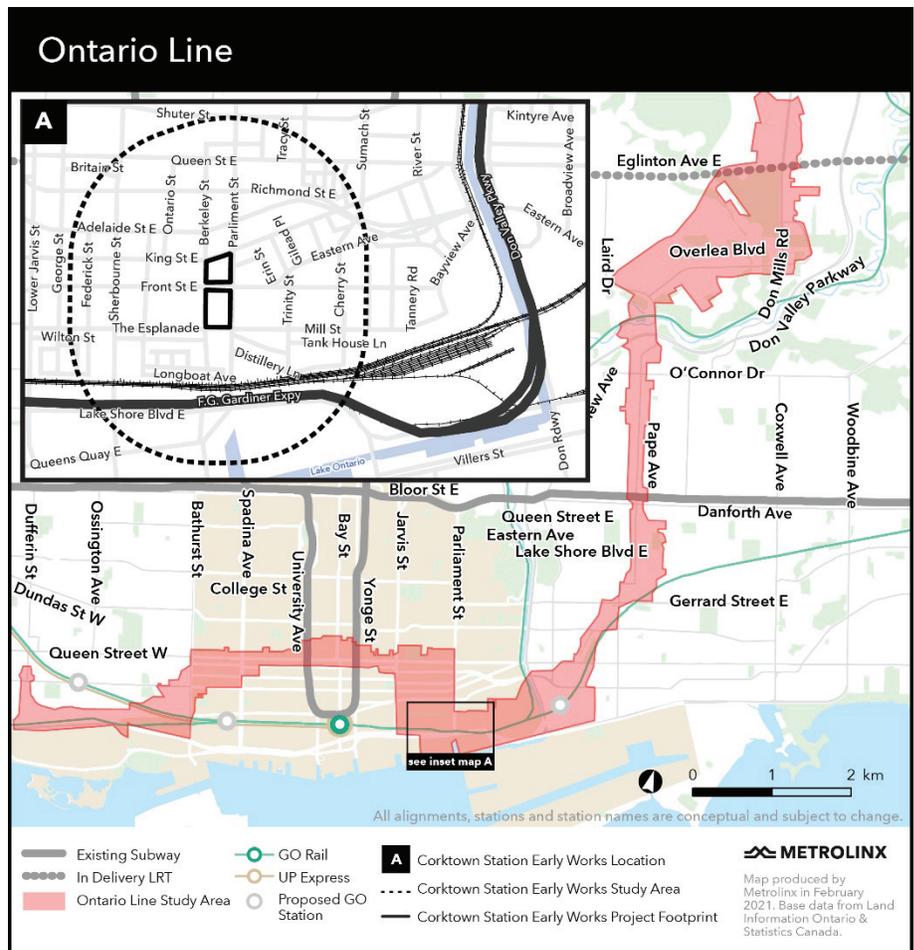
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The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

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Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

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Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

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**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Ontario Line](#)  
**To:** [Simon Di Vincenzo](#)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** RE: Corktown Station Early Works Report  
**Date:** Friday, March 19, 2021 5:02:32 PM

---

Good afternoon,

Please see the Corktown Station Early Works Noise and Vibration Report along with the comment tracking sheet uploaded here for your review:

We would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

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

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** March 10, 2021 6:43 PM  
**To:** Simon Di Vincenzo <sdivince@lso.ca>  
**Cc:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>  
**Subject:** Corktown Station Early Works Report

Good afternoon,

As part of the Ontario Line Project, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard alignment segments for the Ontario Line, as well as the location of the Corktown Station. 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. Further information on Corktown Station early works and an update on the Ontario Line environmental process is provided in the letter attached and in the Corktown Station Early Works Report linked below.

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The link includes the following reports:

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- Corktown Station Natural Environment Report;
- Corktown Station Air Quality Report;
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If you have any questions or concerns, please do not hesitate to contact us.

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

**From:** [Elise Brunet](#)  
**To:** [Ontario Line](#)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:10:41 PM  
**Attachments:** [REDACTED]

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Thanks for the notice Bren.

**Elise Brunet, M.M.St.**  
Curator, Facilities and Planning

Law Society of Ontario / Barreau de l'Ontario  
130 Queen Street West, Toronto, ON M5H 2N6  
t. 416-947-4041  
e. [ebrunet@lso.ca](mailto:ebrunet@lso.ca)



This communication is intended for use by the individual(s) to whom it is specifically addressed and should not be read by, or delivered to, any other person. Such communication may contain privileged or confidential information. If you have received this communication in error, please notify the sender and permanently delete the communication. Thank you for your co-operation.

La présente communication ne vise que le ou les destinataires à qui elle est adressée et ne devrait être lue par personne d'autre ni envoyée à un autre destinataire. Ce message peut contenir des renseignements confidentiels ou de nature privilégiée. Si vous avez reçu ce message par erreur, veuillez en avvertir l'expéditeur et le détruire de façon permanente. Merci de votre collaboration.

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** June 7, 2021 1:33 PM  
**To:** Elise Brunet <[EBrunet@lso.ca](mailto:EBrunet@lso.ca)>  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Bren Daner Lapuz <[BrenDaner.Lapuz@metrolinx.com](mailto:BrenDaner.Lapuz@metrolinx.com)>  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR

**CAUTION: This email originated from outside the LSO. Exercise caution before clicking links, opening attachments, or responding.**

Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the Draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if

you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment

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

Metrolinx

---

**From:** [Elise Brunet](#)  
**To:** [Ontario Line](#)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Wednesday, May 12, 2021 1:08:57 PM  
**Attachments:** [REDACTED]

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Thanks for the report Crystal.

Elise

---

**Elise Brunet, M.M.St.**  
Curator, Facilities and Planning

Law Society of Ontario / Barreau de l'Ontario  
130 Queen Street West, Toronto, ON M5H 2N6  
t. 416-947-4041  
e. [elisebrunet@lso.ca](mailto:elisebrunet@lso.ca)



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---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 12, 2021 12:43 PM  
**To:** Elise Brunet <[EBrunet@lso.ca](mailto:EBrunet@lso.ca)>  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

**CAUTION: This email originated from outside the LSO. Exercise caution before clicking links, opening attachments, or responding.**

Good morning,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project

website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment

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

T: 416-202-7109 C: 437-225-6548

Metrolinx

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.



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Elise Brunet,

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

### **Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

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Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). Those who wish to provide comments on the Draft EWR must do so by **June 11, 2021**.

Please find attached the **Notice of Publication of Draft Corktown Station EWR** which provides further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

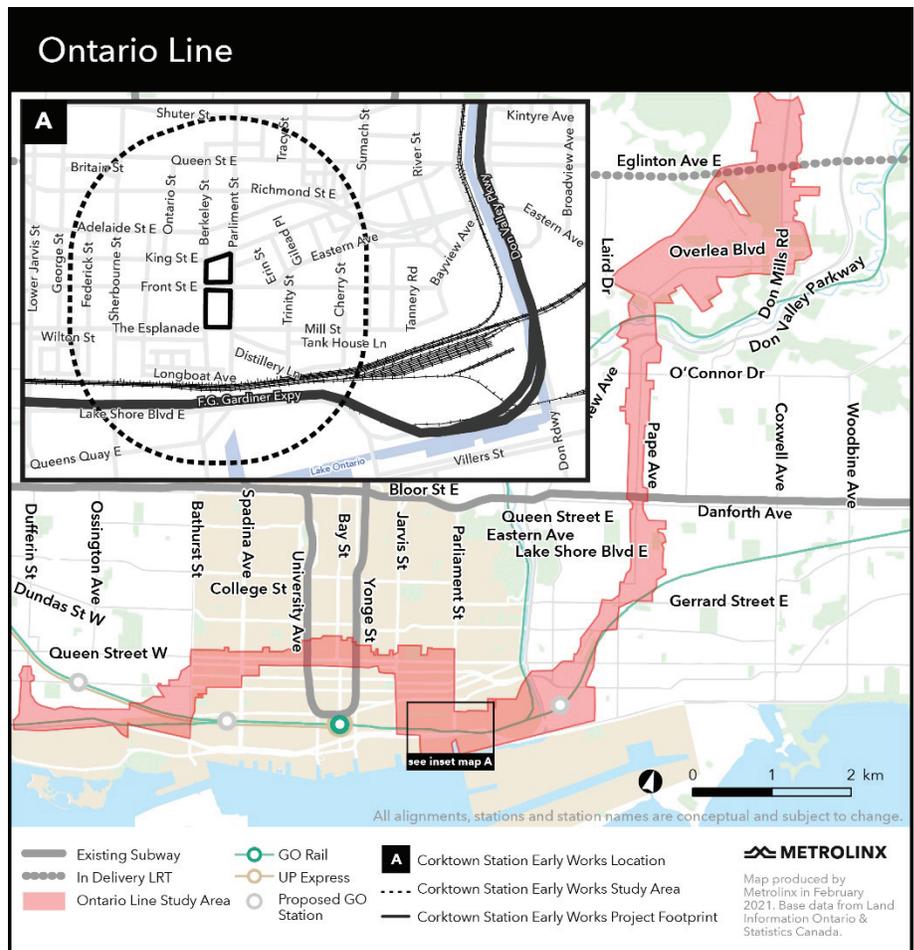
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

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Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Ontario Line](#)  
**To:** [ebrunet@lso.ca](mailto:ebrunet@lso.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** RE: Corktown Station Early Works Report  
**Date:** Friday, March 19, 2021 5:02:04 PM

---

Good afternoon,

Please see the Corktown Station Early Works Noise and Vibration Report along with the comment tracking sheet uploaded here for your review:

We would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

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

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** March 10, 2021 6:43 PM  
**To:** ebrunet@lso.ca  
**Cc:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>  
**Subject:** Corktown Station Early Works Report

Good afternoon,

As part of the Ontario Line Project, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard alignment segments for the Ontario Line, as well as the location of the Corktown Station. 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. Further information on Corktown Station early works and an update on the Ontario Line environmental process is provided in the letter attached and in the Corktown Station Early Works Report linked below.

Please find the initial drafts of the Corktown Station Early Works Report and corresponding comment tracking sheet uploaded to the following link for your review:



The link includes the following reports:

- Corktown Station Early Works Report;
- Corktown Station Natural Environment Report;
- Corktown Station Air Quality Report;
- Corktown Station Heritage Detailed Design Report; and
- Corktown Station Traffic and Transportation Report.

As noted in the letter, we would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

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

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

## Other Technical Stakeholders

- Ontario College of Art and Design University

**From:** [Ontario Line](#)  
**To:** [jsnell@ocadu.ca](mailto:jsnell@ocadu.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:17:27 PM

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Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the Draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 12, 2021 12:43 PM  
**To:** [jsnell@ocadu.ca](mailto:jsnell@ocadu.ca)  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

Good morning,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Jeannie Snell,

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

### **Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

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Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). Those who wish to provide comments on the Draft EWR must do so by **June 11, 2021**.

Please find attached the **Notice of Publication of Draft Corktown Station EWR** which provides further information, including a description of the process for submitting comments.

If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a stylized flourish extending to the right.

Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

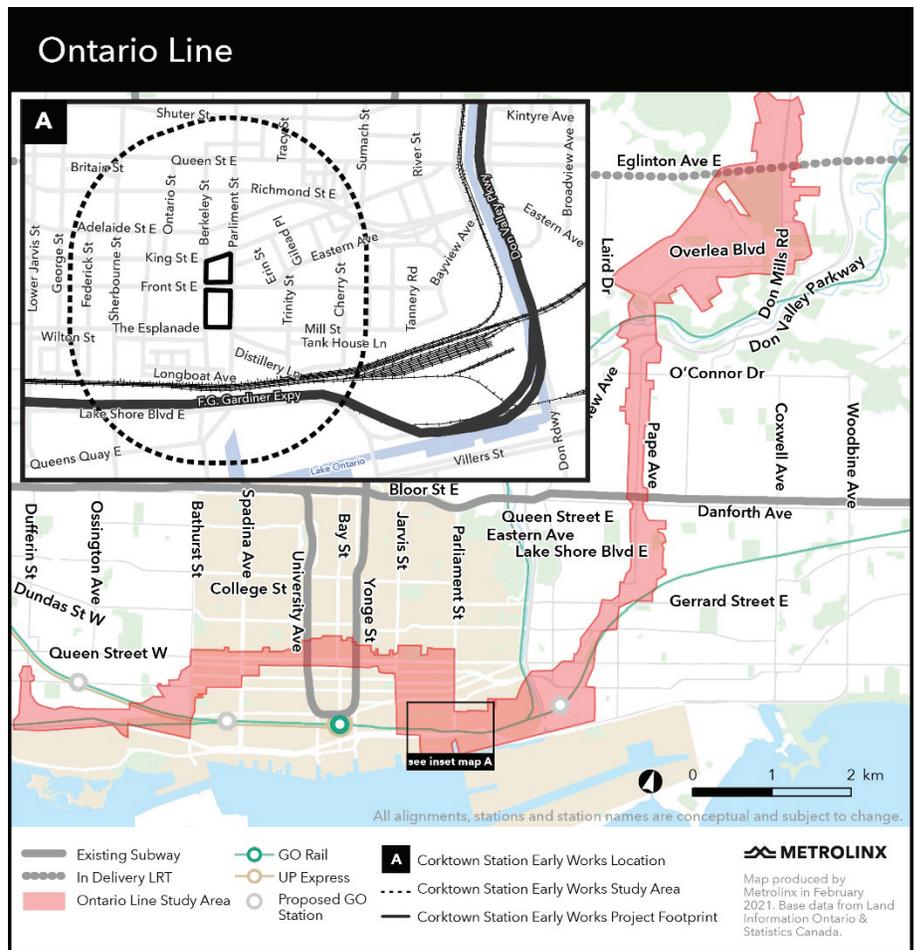
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

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Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



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### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

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Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Ontario Line](#)  
**To:** [jsnell@ocadu.ca](mailto:jsnell@ocadu.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#)  
**Subject:** RE: Corktown Station Early Works Report  
**Date:** Friday, March 19, 2021 5:01:00 PM

---

Good afternoon,

Please see the Corktown Station Early Works Noise and Vibration Report along with the comment tracking sheet uploaded here for your review:

We would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

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

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

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**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** March 10, 2021 6:42 PM  
**To:** jsnell@ocadu.ca  
**Cc:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>  
**Subject:** Corktown Station Early Works Report

Good afternoon,

As part of the Ontario Line Project, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard alignment segments for the Ontario Line, as well as the location of the Corktown Station. 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. Further information on Corktown Station early works and an update on the Ontario Line environmental process is provided in the letter attached and in the Corktown Station Early Works Report linked below.

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The link includes the following reports:

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- Corktown Station Natural Environment Report;
- Corktown Station Air Quality Report;
- Corktown Station Heritage Detailed Design Report; and
- Corktown Station Traffic and Transportation Report.

As noted in the letter, we would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

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

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

## Other Technical Stakeholders

- Ontario Heritage Trust 

**From:** [Ontario Line](#)  
**To:** [Wayne.Kelly@heritagetrust.on.ca](mailto:Wayne.Kelly@heritagetrust.on.ca)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:43:23 PM

---

Good afternoon,

Please note that the public review period for the Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project ends on Friday, June 11, 2021. We ask that any comments on the Draft Corktown Station EWR be provided no later than this date. Please do not hesitate to contact us if you have any questions.

Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 12, 2021 12:42 PM  
**To:** [Wayne.Kelly@heritagetrust.on.ca](mailto:Wayne.Kelly@heritagetrust.on.ca)  
**Cc:** [Maria Zintchenko <Maria.Zintchenko@metrolinx.com>](mailto:Maria.Zintchenko@metrolinx.com); [Merlin Yuen <Merlin.Yuen@metrolinx.com>](mailto:Merlin.Yuen@metrolinx.com); [Crystal Ho <Crystal.Ho@metrolinx.com>](mailto:Crystal.Ho@metrolinx.com)  
**Subject:** Ontario Line - Notice of Draft Corktown Station EWR

Good morning,

The Notice of Draft Corktown Station Early Works Report (EWR) for the Ontario Line Project has been published on May 12, 2021. The Draft EWR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins May 12, 2021 and will continue until June 11, 2021. Attached for your reference is the Notice of Publication of Draft Corktown Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Wayne Kelly,

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

### **Draft Corktown Station Early Works Report**

Ontario Line early works are components of the Ontario Line Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment report process. Early works are defined in O. Reg. 341/20 as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Metrolinx finalized the Exhibition Station Early Works Report in February 2021 and is now proceeding with an Early Works Report for the early works at Corktown Station. 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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the

20 Bay St, Suite 600      416.874.5900  
Toronto, ON M5J 2W3      metrolinx.com

Environmental Assessment Act. Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)). Those who wish to provide comments on the Draft EWR must do so by **June 11, 2021**.

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If you have any questions or concerns, please do not hesitate to contact the Project Team at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Sincerely,



Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

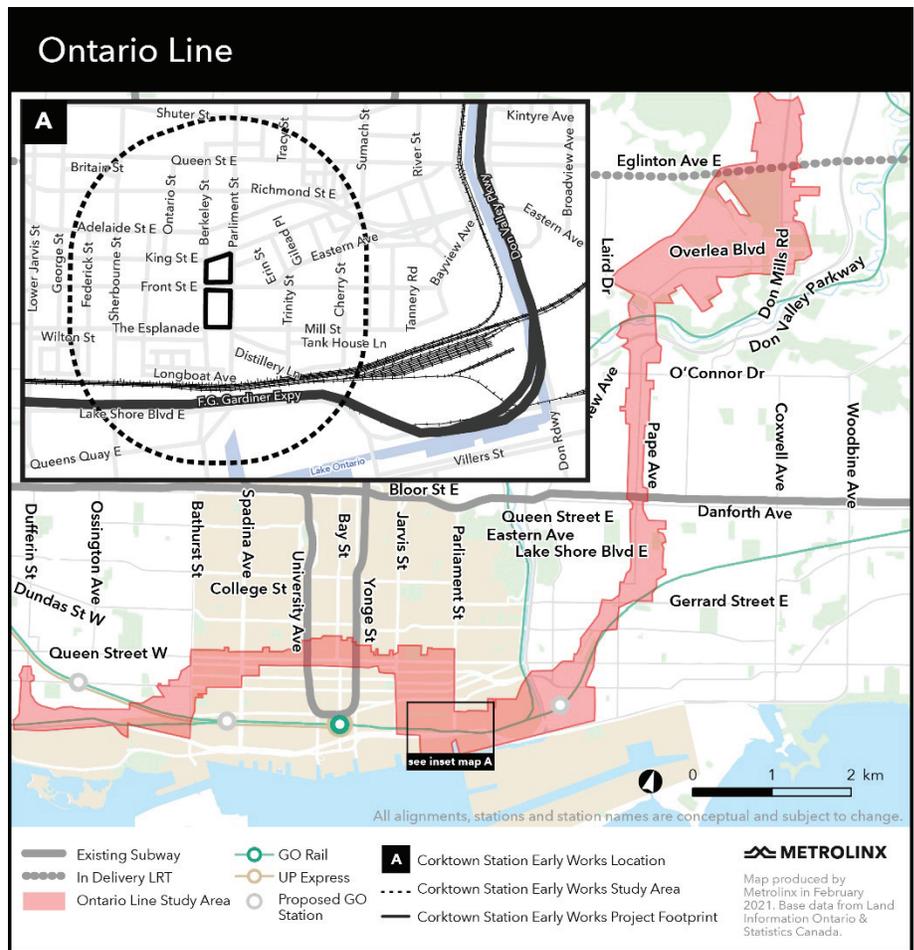
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Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

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To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

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**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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Ontario Line](#)  
**To:** [Thomas.Wicks@heritagetrust.on.ca](mailto:Thomas.Wicks@heritagetrust.on.ca)  
**Cc:** [Merlin Yuen](#); [Maria Zintchenko](#); [Crystal Ho](#); [Bren Daner Lapuz](#)  
**Subject:** RE: Ontario Line - Notice of Draft Corktown Station EWR  
**Date:** Monday, June 7, 2021 11:42:20 PM

---

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Thanks,

**Bren Daner Lapuz**

Summer Student, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
Metrolinx

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** May 12, 2021 12:41 PM  
**To:** [Thomas.Wicks@heritagetrust.on.ca](mailto:Thomas.Wicks@heritagetrust.on.ca)  
**Cc:** [Merlin Yuen <Merlin.Yuen@metrolinx.com>](mailto:Merlin.Yuen@metrolinx.com); [Maria Zintchenko <Maria.Zintchenko@metrolinx.com>](mailto:Maria.Zintchenko@metrolinx.com); [Crystal Ho <Crystal.Ho@metrolinx.com>](mailto:Crystal.Ho@metrolinx.com)  
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**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



## **Subject: Ontario Line - Notice of Publication of Draft Corktown Station Early Works Report**

Dear Thomas Wicks,

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

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Sincerely,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a stylized flourish extending to the right.

Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Merlin Yuen (Metrolinx)  
Crystal Ho (Metrolinx)

Attachment: Notice of Publication of Draft Corktown Station Early Works Report

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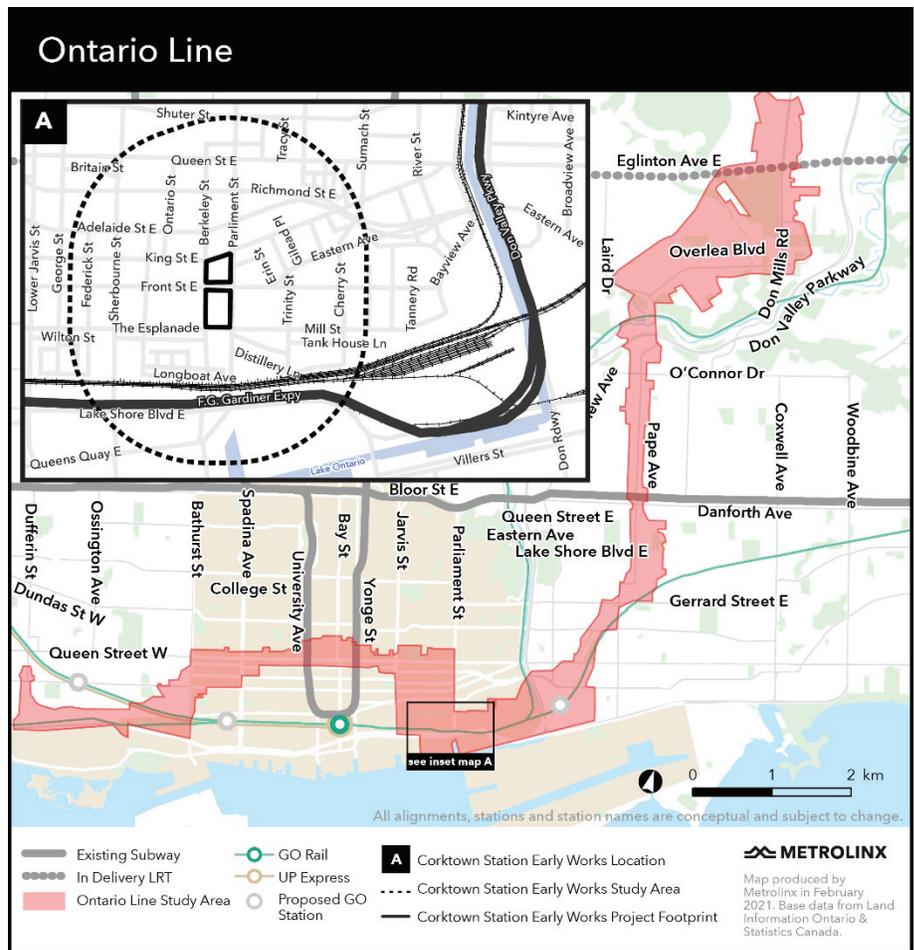
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Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**From:** [Merlin Yuen](#)  
**To:** [Wayne.Kelly@heritagetrust.on.ca](mailto:Wayne.Kelly@heritagetrust.on.ca); [Thomas.Wicks@heritagetrust.on.ca](mailto:Thomas.Wicks@heritagetrust.on.ca)  
**Cc:** [Maria Zintchenko](#); [Crystal Ho](#); [Ontario Line](#)  
**Subject:** Corktown Station Early Works Report  
**Date:** Friday, March 19, 2021 5:56:14 PM  
**Attachments:** [REDACTED]

---

Good afternoon Wayne and Thomas,

As part of the Ontario Line Project, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard alignment segments for the Ontario Line, as well as the location of the Corktown Station. 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. Further information on Corktown Station early works and an update on the Ontario Line environmental process is provided in the letter attached and in the Corktown Station Early Works Report linked below.

Please find the initial drafts of the Corktown Station Early Works Report and corresponding comment tracking sheet uploaded to the following link for your review:

[REDACTED]

The Corktown Station Noise and Vibration Report can be accessed in the following link:

[REDACTED]

The links includes the following reports:

- Corktown Station Early Works Report;
- Corktown Station Natural Environment Report;
- Corktown Station Air Quality Report;
- Corktown Station Heritage Detailed Design Report; and
- Corktown Station Traffic and Transportation Report.
- Corktown Station Noise and Vibration Report

As noted in the letter, we would appreciate if you could provide your comments using the comment tracking sheet by **April 9, 2021**.

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

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823

[REDACTED]

## **Elected Officials**

- **Councillor Anthony Peruzza**
- **Councillor Brad Bradford**
- **Councillor Denzil Minnan-Wong**
- **Councillor Gary Crawford**
- **Councillor Jaye Robinson**
- **Councillor Joe Cressy**
- **Councillor Kristyn Wong-Tam**
- **Councillor Michael Ford**
- **Councillor Paula Fletcher**
- **Member of Provincial Parliament (MPP) Chris Glover**
- **MPP Kathleen Wynne**
- **MPP Michael Coteau**
- **MPP Peter Tabuns**
- **MPP Suze Morrison**

## **Elected Officials**

- **Councillor Anthony Peruzza**



**BCC:**councillor\_perruzza@toronto.ca

**From:** Ontario Line

**Sent:** May 12, 2021 12:10 PM

**Subject:** Ontario Line Update: Early Works Report -Corktown Station

Good afternoon,

We are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report](#) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [Draft Corktown Station Early Works Report](#) provides details on the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a record of consultation. Corktown Station early works will include demolition of existing buildings, removal of other structures and asphalt, decommissioning of utilities, soil removal and/or remediation where required, within the Corktown Station early works project footprint. These early works are being advanced to prepare the site for archeological investigations in advance of future construction staging and laydown to support tunneling and work associated with the future Corktown Station.

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The release of the draft Early Works report initiates a consultation period in which the public are invited to share their feedback on its findings and recommendations. **Feedback is requested by June 11, 2021.** The public will be notified of the consultation opportunity through a direct mailer to addresses within 500m of the station, ads in the Toronto Star and community papers, as well as through web updates, Ontario Line e-newsletters and our social media channels.

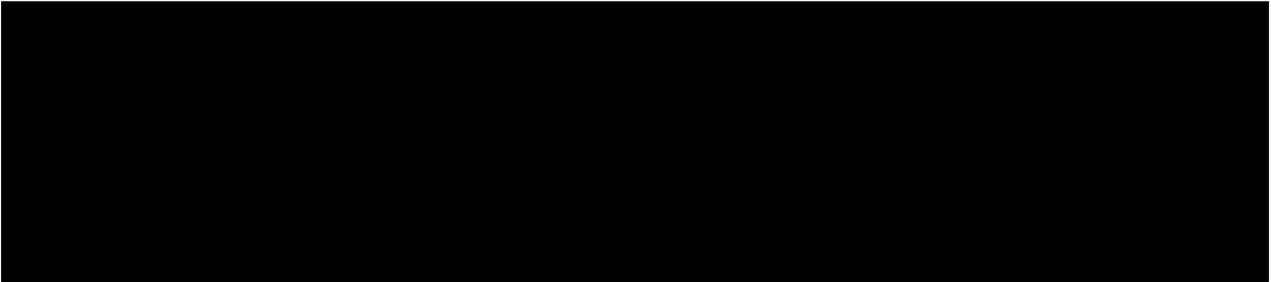
Please do not hesitate to let us know if you have any questions regarding the report or would like to set up time for us to brief you on it.

Stay safe!

The Ontario Line Community Relations team

## **Elected Officials**

- **Councillor Brad Bradford**



**BCC:** 'Councillor Bradford' <Councillor\_Bradford@toronto.ca>;

**From:** Ontario Line

**Sent:** May 12, 2021 12:10 PM

**Subject:** Ontario Line Update: Early Works Report -Corktown Station

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Stay safe!

The Ontario Line Community Relations team

## **Elected Officials**

- **Councillor Denzil Minnan-Wong**



**BCC:** 'councillor\_minnan-wong@toronto.ca'

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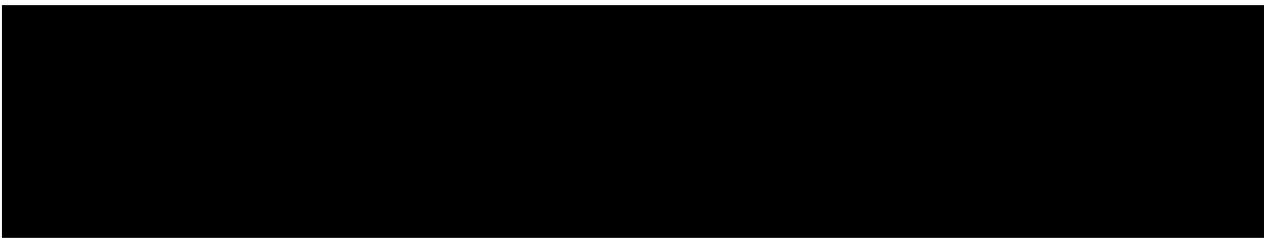
Please do not hesitate to let us know if you have any questions regarding the report or would like to set up time for us to brief you on it.

Stay safe!

The Ontario Line Community Relations team

## **Elected Officials**

- **Councillor Gary Crawford**



**BCC:** councillor\_crawford@toronto.ca

**From:** Ontario Line

**Sent:** May 12, 2021 12:10 PM

**Subject:** Ontario Line Update: Early Works Report -Corktown Station

Good afternoon,

We are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report](#) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [Draft Corktown Station Early Works Report](#) provides details on the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a record of consultation. Corktown Station early works will include demolition of existing buildings, removal of other structures and asphalt, decommissioning of utilities, soil removal and/or remediation where required, within the Corktown Station early works project footprint. These early works are being advanced to prepare the site for archeological investigations in advance of future construction staging and laydown to support tunneling and work associated with the future Corktown Station.

As you likely know, the First Parliament site located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

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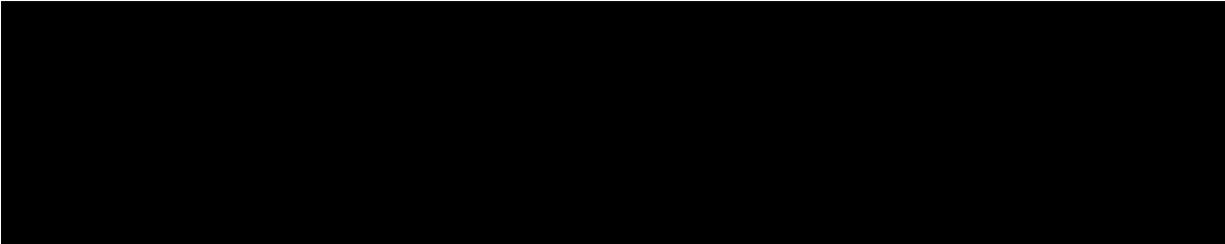
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Stay safe!

The Ontario Line Community Relations team

## **Elected Officials**

- **Councillor Jaye Robinson**



**BCC:** 'Councillor\_Robinson@toronto.ca' <councillor\_robinson@toronto.ca>

**From:** Ontario Line

**Sent:** May 12, 2021 12:10 PM

**Subject:** Ontario Line Update: Early Works Report -Corktown Station

Good afternoon,

We are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report](#) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

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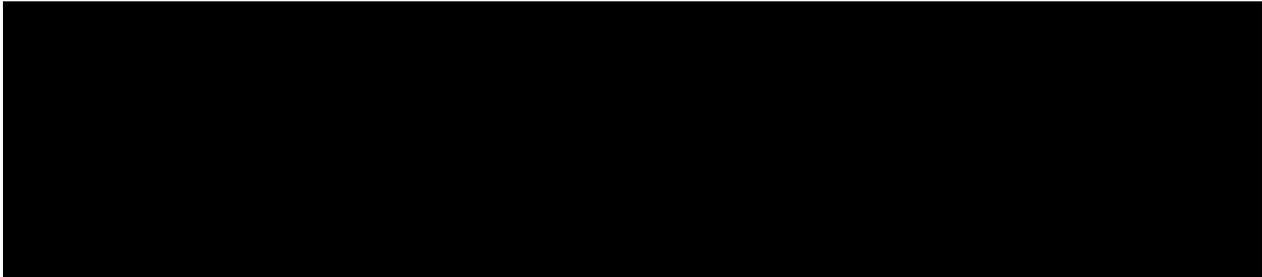
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Stay safe!

The Ontario Line Community Relations team

## Elected Officials

- **Councillor Joe Cressy**



**BCC:** 'councillor\_cressy@toronto.ca';'

**From:** Ontario Line

**Sent:** May 12, 2021 12:10 PM

**Subject:** Ontario Line Update: Early Works Report -Corktown Station

Good afternoon,

We are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report](#) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

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Please do not hesitate to let us know if you have any questions regarding the report or would like to set up time for us to brief you on it.

Stay safe!

The Ontario Line Community Relations team



**BCC:** 'Anthony.MacMahon@toronto.ca'

**From:** Ontario Line

**Sent:** May 12, 2021 12:10 PM

**Subject:** Ontario Line Update: Early Works Report -Corktown Station

Good afternoon,

We are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report](#) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [Draft Corktown Station Early Works Report](#) provides details on the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a record of consultation. Corktown Station early works will include demolition of existing buildings, removal of other structures and asphalt, decommissioning of utilities, soil removal and/or remediation where required, within the Corktown Station early works project footprint. These early works are being advanced to prepare the site for archeological investigations in advance of future construction staging and laydown to support tunneling and work associated with the future Corktown Station.

As you likely know, the First Parliament site located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

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Please do not hesitate to let us know if you have any questions regarding the report or would like to set up time for us to brief you on it.

Stay safe!

The Ontario Line Community Relations team



**BCC:** Brent.Gilliard@toronto.ca

**From:** Ontario Line

**Sent:** May 12, 2021 12:10 PM

**Subject:** Ontario Line Update: Early Works Report -Corktown Station

Good afternoon,

We are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report](#) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

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As you likely know, the First Parliament site located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

The release of the draft Early Works report initiates a consultation period in which the public are invited to share their feedback on its findings and recommendations. **Feedback is requested by June 11, 2021.** The public will be notified of the consultation opportunity through a direct mailer to addresses within 500m of the station, ads in the Toronto Star and community papers, as well as through web updates, Ontario Line e-newsletters and our social media channels.

Please do not hesitate to let us know if you have any questions regarding the report or would like to set up time for us to brief you on it.

Stay safe!

The Ontario Line Community Relations team

**From:** Ontario Line

**Sent:** May 10, 2021 10:30 AM

**To:** 'councillor\_cressy@toronto.ca' <councillor\_cressy@toronto.ca>

**Cc:** Josh Vandezande <Josh.Vandezande@metrolinx.com>

**Subject:** Ontario Line Update: Early Works Report - Corktown Station

Dear Councillor Cressy,

Hope this email finds you and your team safe and well.

As the next step in the environmental assessment process for the Ontario Line, I am writing to inform you that on Wednesday, May 12<sup>th</sup>, Metrolinx will be releasing the draft Corktown Station Early Works Report for public consultation.

The Draft Corktown Station Early Works Report provides details on the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a record of consultation. Corktown Station early works will include demolition of existing buildings, removal of other structures and asphalt, decommissioning of utilities, soil removal and/or remediation where required, within the Corktown Station early works project footprint. These early works are being advanced to prepare the site for archeological investigations in advance of future construction staging and laydown to support tunneling and work associated with the future Corktown Station. All works will be overseen by a licensed archaeologist.

As you likely know, the First Parliament site located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

The release of the draft Early Works report initiates a consultation period in which the public are invited to share their feedback on its findings and recommendations. **Feedback is requested by June 11, 2021.** The public will be notified of the consultation opportunity through a direct mailer to addresses within 500m of the station, ads in the Toronto Star and community papers, as well as through web updates, Ontario Line e-newsletters and our social media channels.

For your information, we have worked with the leadership of the West Don Lands Committee leadership to arrange a meeting with community groups and BIA's in the area, to provide an overview of this report and the environmental due diligence and archaeological plans for the site. It

will be held on May 12<sup>th</sup> at 4pm and you or your staff are welcome to join us. Here is the Teams meeting link:

**Join on your computer or mobile app**

[REDACTED]

Please do not hesitate to let us know if you have any questions regarding the report or would like to set up time for us to brief you on it.

Best,  
Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

## Elected Officials

- **Councillor Kristyn Wong-Tam**



**BCC:** councillor\_wongtam@toronto.ca

**From:** Ontario Line

**Sent:** May 12, 2021 12:10 PM

**Subject:** Ontario Line Update: Early Works Report -Corktown Station

Good afternoon,

We are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report](#) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

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Stay safe!

The Ontario Line Community Relations team



**From:** Ontario Line  
**Sent:** June 3, 2021 2:46 PM  
**To:** Edward LaRusic <Edward.LaRusic@toronto.ca>  
**Subject:** Following Up

Hi Eddie,

Hope your week is going well.

I just wanted to follow up on a few items from the First Parliament Working Group Meeting on Monday:

1. Here is the link to the form we would appreciate if the members of the working group could fill out to provide feedback on the proposed approach to developing the Heritage Interpretation and Commemoration Plan (ICP): 

Would you like to send it out to the working group or would you prefer if I emailed everyone on the email chain confirming the meeting? As a reminder, the deadline to complete the form is June 11th 2021.

2. 

3. I noted that in the 'Metrolinx Key Dates' section of the TOR, there has been an addition that reads "First Parliament Early Works Report: July 2021". I would suggest that this be reworded as "Final Corktown Station Early Works Report released - July 2021" as these are

the same report. If it was added to refer to something else, let me know what it is and I am happy to clarify.

Best,

Bismah

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**From:** Edward LaRusic <Edward.LaRusic@toronto.ca>

**Sent:** May 31, 2021 10:53 AM

**To:** Ontario Line <ontarioline@metrolinx.com>

**Cc:** SoMei Quan <squan@createto.ca>

**Subject:** Re: May 31st Working Group Meeting

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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 Bismah,

That should not be a problem!

If you would like as a backup, you can send me the presentation(s) and I can open it as required.

Stay safe,

- Eddie

Edward LaRusic  
Advisor, Constituency & Planning

**City Councillor Kristyn Wong-Tam**  
Ward 13, Toronto Centre  
tel: 416.392.7903

*If you have scheduled a meeting with anyone in Councillor Wong-Tam's Office, you may be required to register as a Lobbyist. The City of Toronto's definition of lobbying is quite broad. You are advised to check for more information online <http://www.toronto.ca/lobbying/> or phone (416) 338-5858.*

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**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** Monday, May 31, 2021 10:52 AM  
**To:** Edward LaRusic  
**Cc:** SoMei Quan  
**Subject:** RE: May 31st Working Group Meeting

Hi Eddie and SoMei,

Hope you had a great weekend!

We received the updated invite and agenda and it looks good, thank you! Can you confirm that our teams will be able to share presentation materials on screen?

Talk to you soon,

Bismah

---

**From:** Edward LaRusic <[Edward.LaRusic@toronto.ca](mailto:Edward.LaRusic@toronto.ca)>  
**Sent:** May 31, 2021 9:50 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** SoMei Quan <[squan@createto.ca](mailto:squan@createto.ca)>  
**Subject:** Re: May 31st Working Group Meeting

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Hi Bismah, SoMei,

Per your request I've allocated 25 minutes to each of the three pieces (Metroinx Draft Corktown Station Early Works Report, CreateTO First Parliament HIS/Master Plan and Metrolinx Heritage Interpretation and Commemoration Plan) to today's meeting. Hopefully you've gotten the updated invite with the agenda attached.

I've provided 25 mins for each section; the intent is to provide 20 minutes for each presentation and allow some time for some quick Q&A in between. I am hoping we can speed through the early part of the agenda to give a bit more wiggle room for Q&A.

Stay safe and see you this afternoon,

- Eddie

Edward LaRusic  
Advisor, Constituency & Planning

**City Councillor Kristyn Wong-Tam**  
Ward 13, Toronto Centre  
tel: 416.392.7903

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**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** Thursday, May 27, 2021 4:25 PM  
**To:** Edward LaRusic  
**Subject:** May 31st Working Group Meeting

Hi Eddie,

For Monday's meeting, I have confirmed that our Environmental Programs and Assessments (EPA) team is happy to do a quick overview of the Draft Corktown Station Early Works Report, as well as share our initial thinking about the approach to developing the heritage Interpretation and Commemoration Plan (ICP). You may already be aware through Anthony but SoMei Quan suggested to us this morning that it may be helpful if she did a presentation on the Heritage Interpretation Strategy on Monday between our presentations on the Early Works Report and Interpretation and Commemoration plan. We anticipate that our combined presentations would take about one hour (20 minutes per segment). We are hoping for some feedback from the group on the Interpretation and Commemoration Plan approach either at this meeting or at the next meeting once people have a chance to think about it. Looking forward to your thoughts on whether this works for the upcoming meeting or whether it would be better to segment it out across future meetings.

One question on this: if the Interpretation and Commemoration Plan is on the agenda for Monday, is it okay if our EPA team is accompanied by a cultural heritage specialist and an archaeologist who are supporting with the work on the site and the development of the Interpretation and Commemoration Plan?

As requested, please see below for some milestones for Corktown station and the First Parliament site:

- June 11 2021 – Close of public review period for Draft Corktown Early Works Report
- Starting Spring/Summer 2021 – Development of First Parliament Interpretation & Commemoration Plan

- August 31– Timeline for possession of properties on First Parliament site
- Starting Fall 2021 – Beginning of archeological investigation and environmental remediation work. Regular updates to community about results of archaeological assessments
- Starting Fall 2021 – Beginning of Corktown Early Works (includes demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required)
- Mid 2022 – South Civis Financial Close
- Mid 2023 – Major Construction to begin for South Civis. Timelines and details for Corktown TBC pending announcement of ProjectCo

Best,

Bismah

**Bismah Haq**

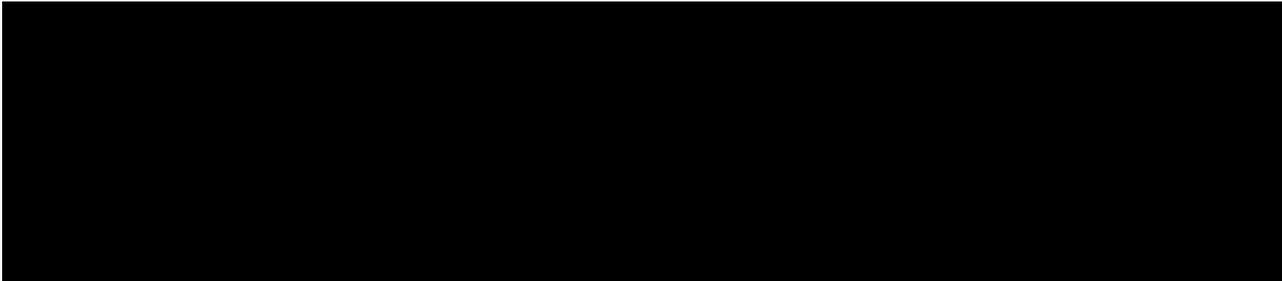
Community Relations and Issues Specialist - Ontario Line



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**From:** Ontario Line  
**Sent:** May 28, 2021 10:12 AM  
**To:** Councillor Wongtam <councillor\_wongtam@toronto.ca>  
**Subject:** RE: May 31st Working Group Meeting

Thank you, Robyn!

Bismah

---

**From:** Councillor Wongtam <[councillor\\_wongtam@toronto.ca](mailto:councillor_wongtam@toronto.ca)>  
**Sent:** May 28, 2021 10:10 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** RE: May 31st Working Group Meeting

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Thanks Bismah!

I'll make sure the Councillor sees this.

Warm regards,  
Robyn

Robyn Bidgood  
Administrative Coordinator  
City Councillor Kristyn Wong-Tam  
Ward 13, Toronto Centre  
tel: 416.392.7903  
email: [councillor\\_wongtam@toronto.ca](mailto:councillor_wongtam@toronto.ca)  
Stay informed! Sign up for updates:  
[www.kristynwongtam.ca](http://www.kristynwongtam.ca)

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*If you have scheduled a meeting with anyone in Councillor Wong-Tam's Office, you may be required to register as a Lobbyist. The City of Toronto's definition of lobbying is quite broad. You are advised to check for more information online <http://www.toronto.ca/lobbying/> or phone (416) 338-5858.*

---

**From:** Ontario Line [<mailto:ontarioline@metrolinx.com>]  
**Sent:** May 27, 2021 4:35 PM  
**To:** Councillor Wongtam <[councillor\\_wongtam@toronto.ca](mailto:councillor_wongtam@toronto.ca)>  
**Subject:** FW: May 31st Working Group Meeting

Hi Team Wong-Tam,

Just passing on seeing as I got Eddie's out-of-office. Please let me know if you have any questions or thoughts on the below approach.

Best,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

---

**From:** Ontario Line  
**Sent:** May 27, 2021 4:25 PM  
**To:** 'Edward.LaRusic@toronto.ca' <[Edward.LaRusic@toronto.ca](mailto:Edward.LaRusic@toronto.ca)>  
**Subject:** May 31st Working Group Meeting

Hi Eddie,

For Monday's meeting, I have confirmed that our Environmental Programs and Assessments (EPA) team is happy to do a quick overview of the Draft Corktown Station Early Works Report, as well as share our initial thinking about the approach to developing the heritage Interpretation and Commemoration Plan (ICP). You may already be aware through Anthony but SoMei Quan suggested to us this morning that it may be helpful if she did a presentation on the Heritage Interpretation Strategy on Monday between our presentations on the Early Works Report and Interpretation and Commemoration plan. We anticipate that our combined presentations would take about one hour (20 minutes per segment). We are hoping for some feedback from the group on the Interpretation and Commemoration Plan approach either at this meeting or at the next meeting once people have a chance to think about it. Looking forward to your thoughts on whether this works for the upcoming meeting or whether it would be better to segment it out across future meetings.

One question on this: if the Interpretation and Commemoration Plan is on the agenda for Monday, is it okay if our EPA team is accompanied by a cultural heritage specialist and an archaeologist who are supporting with the work on the site and the development of the Interpretation and Commemoration Plan?

As requested, please see below for some milestones for Corktown station and the First Parliament site:

- June 11 2021 – Close of public review period for Draft Corktown Early Works Report
- Starting Spring/Summer 2021 – Development of First Parliament Interpretation & Commemoration Plan
- August 31– Timeline for possession of properties on First Parliament site
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- Mid 2023 – Major Construction to begin for South Civis. Timelines and details for Corktown TBC pending announcement of ProjectCo

Best,

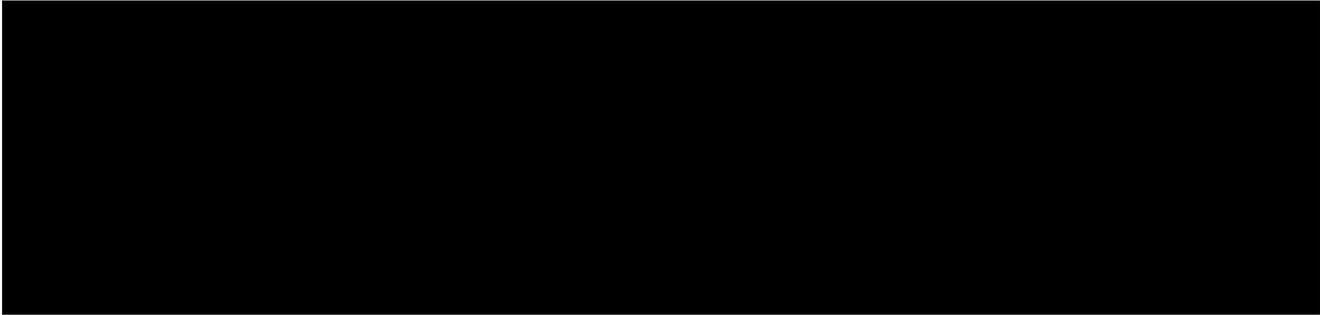
Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

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**From:** Ontario Line  
**Sent:** May 21, 2021 1:55 PM  
**To:** Edward LaRusic <Edward.LaRusic@toronto.ca>  
**Subject:** RE: First Parliament Working Group Meeting #1 (EBL)

Hi Eddie,

That works well. Below is a Teams link we can use.

Microsoft Teams meeting



Hope you have a great long weekend,

Bismah

---

**From:** Edward LaRusic <[Edward.LaRusic@toronto.ca](mailto:Edward.LaRusic@toronto.ca)>  
**Sent:** May 21, 2021 1:44 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: First Parliament Working Group Meeting #1 (EBL)

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Hi Bismah,

I can make 10am Wednesday work. If you have a particular virtual meeting platform you prefer please send it along.

Stay safe,

- Eddie

Edward LaRusic  
Advisor, Constituency & Planning

**City Councillor Kristyn Wong-Tam**  
Ward 13, Toronto Centre  
tel: 416.392.7903

*If you have scheduled a meeting with anyone in Councillor Wong-Tam's Office, you may be required to register as a Lobbyist. The City of Toronto's definition of lobbying is quite broad. You are advised to check for more information online <http://www.toronto.ca/lobbying/> or phone (416) 338-5858.*

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**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** Thursday, May 20, 2021 5:15 PM  
**To:** Edward LaRusic  
**Subject:** RE: First Parliament Working Group Meeting #1 (EBL)

Hi Eddie,

Thanks for these. I'm working with the team to get you the timeline/milestones, as well as what makes sense for us to present at the May 31<sup>st</sup> meeting.

I'd like to propose it would be helpful for us to have a quick check-in call early next week. Joining me would be Franca, the director for our team. Would Tuesday at 11am or Wednesday at 10am work? If neither work, happy to find another time.

Hope you have a lovely evening,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

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**From:** Edward LaRusic <[Edward.LaRusic@toronto.ca](mailto:Edward.LaRusic@toronto.ca)>  
**Sent:** May 19, 2021 1:15 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: First Parliament Working Group Meeting #1 (EBL)

**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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Oh apologies,

It got lost in the shuffle of last week, but one item I thought Metrolinx may want to bring a short presentation to for feedback is the Early Works Report that I understand is currently up for comment. The working group may be a good forum to get some feedback on it.

If that sounds good to you let me know and I'll make sure it's put on the agenda for May 31.

Stay safe,

- Eddie

Edward LaRusic  
Advisor, Constituency & Planning

**City Councillor Kristyn Wong-Tam**  
Ward 13, Toronto Centre  
tel: 416.392.7903

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**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** Wednesday, May 19, 2021 10:09 AM  
**To:** Edward LaRusic  
**Subject:** Re: First Parliament Working Group Meeting #1 (EBL)

Hi Eddie,

Hope your week is going well!

Thanks for sharing the meeting materials. As requested below, I will be the primary point of contact from Metrolinx for the purposes of the Working Group going forward. I'd ask that you please share updates with me through this email and I will loop in others from Metrolinx for the meetings based on the agenda items. You can also reach me here for anything else your team or the Councillor would like to discuss.



Terms of Reference; I believe I confused things by trying to title slides underneath their agenda number and used decimals when there were multiple slides for one agenda item (i.e. 5.1, 5.2...). I've removed this and any decimal number should only reference the ToR section to hopefully provide clarity.

I added a few notes during the meetings to the slides but have removed them here. They have been recorded in my notes otherwise.

As a small amount of additional homework, please check to see if your name, title, etc. is correct. If you know if you'll be the primary or alternative member for the working group, please let me know.

For City Staff/Metrolinx/IO, while we do expect some rotation if you could please let our office know if there are two specific staff that can act as the primary/alternate "go to" person in your organizations please let us know. For Metrolinx and IO in particular I may not have all the contact information for everyone so if someone wishes to be kept in the loop please make sure you send it.

Apologies for any errors in the contact/attendance list; I could not type on my laptop while controlling the presentation and so was making notes (poorly) on an ipad. All mistakes are mine and I'm happy to correct them.

Thanks and stay safe,

- Eddie

Edward LaRusic  
Advisor, Constituency & Planning

**City Councillor Kristyn Wong-Tam**  
Ward 13, Toronto Centre  
tel: 416.392.7903

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**From:** Councillor Wongtam

**Sent:** Thursday, May 6, 2021 10:27 AM









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**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Sent:** January 19, 2021 10:22 AM  
**To:** Edward LaRusic <Edward.LaRusic@toronto.ca>  
**Cc:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** RE: Ontario Line Working Group + Stakeholder outreach

Hi Eddie,

I hear you - everything seems to take twice as long these days. Thanks for your patience. Attached is a draft of how we see these groups shaping up. Would appreciate the opportunity to chat about the structure, mandate and membership with you. Daryl reminded me that we discussed having co-chairs so wanted to get your thoughts on the following:

Two co-chairs will be chosen for the Toronto Centre committee: one from Metrolinx and one from among the community representatives. Co-chairs will work together to develop meeting agendas and take turns leading the meeting, on a rotating basis. Co-chairs are responsible for: setting a positive tone, guiding discussion, ensuring the code of conduct is followed, mediating differing perspectives and approving meeting notes.

The committee for your ward will include the following Ontario Line stations: Queen, Moss Park and Corktown as well as the new bridges over the Don River behind Corktown Common. While some meetings will get into station specific details, many of the early meetings will be more general and can include representatives for all areas. We can also look at how we segment the agendas so that people can join/drop off based on their area of interest.

Wanted to flag one other thing for you. I learned there was an upcoming [city consultation event](#) related to the future of the First Parliament site. I've reached out to my contacts in the Transit Expansion Office to question whether the team leading this event was aware of Metrolinx' plans for the site and how this would be addressed at the meeting. I haven't heard anything back yet but it's particularly relevant given that we expect to start some geotechnical investigation at the site later this week. We will be sharing the attached notice with your office formally later today but wanted to send it to you now in case you had questions.

I'm available today if you want to chat.

Thanks  
Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

---

**From:** Edward LaRusic <Edward.LaRusic@toronto.ca>  
**Sent:** Sunday, January 17, 2021 2:34 PM  
**To:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Cc:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re: Ontario Line Working Group + Stakeholder outreach

Hi Josh,

Apologies as the holidays got away from me a lot. Do you have a draft terms of reference for a Ward 13 working group ready to share?

Thanks,

- Eddie

Edward LaRusic  
Advisor, Constituency & Planning

**City Councillor Kristyn Wong-Tam**  
Ward 13, Toronto Centre  
tel: 416.392.7903

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**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Sent:** Tuesday, December 1, 2020 7:22 AM  
**To:** Edward LaRusic  
**Cc:** Ontario Line  
**Subject:** RE: Ontario Line Working Group + Stakeholder outreach

Hi Edward,

Good to hear from you. We spent the balance of October getting through the public engagement on the Environmental Conditions Report. The final version, which now includes a record of feedback received was just [REDACTED] yesterday. We recently met with the St. Lawrence Market BIA and the St. Lawrence Neighbourhood Association

which gave us the opportunity to give a brief overview of the project, hear residents and businesses' questions about the project and get to know the community a bit better. Similar to our conversations with the Councillor and your office, people want to better understand plans, timing and impacts of construction. While some of these questions are things we can answer already, many will be addressed through forthcoming environmental reports in mid-2021. We conducted a survey of businesses along the alignment to understand their preliminary concerns about the Ontario Line and establish connections so we can keep them updated as the project moves ahead.

Our outreach efforts will continue in December, mostly online due to the public health restrictions. Daryl, copied here, has also been developing some outreach ideas for the Moss Park area and we'd like to get your input on those before we implement.

Thanks for checking in about the working group. We are hoping to get a draft terms of reference out to you this week and then setup a time to discuss. Let us know if you have any questions in the meantime.

Hope you're staying warm and safe,

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

---

**From:** Edward LaRusic <[Edward.LaRusic@toronto.ca](mailto:Edward.LaRusic@toronto.ca)>  
**Sent:** Thursday, November 26, 2020 11:43 AM  
**To:** Josh Vandezande <[josh.vandezande@metrolinx.com](mailto:josh.vandezande@metrolinx.com)>  
**Subject:** Ontario Line Working Group + Stakeholder outreach

Hi Josh,

This is Edward from Councillor Wong-Tam's office. Can you provide me an update on consultation efforts with stakeholders since we last met? You had mentioned that initial outreach was going to occur in October so any update there would be appreciated.

Councillor Wong-Tam is also interested in forming a working group for the three Ontario Line stations in Ward 13 (Corktown, Moss Park and Queen). I understand that there was a Terms of Reference for a similar working group with regards to the Crosstown LRT. Can you share that with us so we can review?

Thanks,

- Eddie

Edward LaRusic  
Advisor, Constituency & Planning

**City Councillor Kristyn Wong-Tam**  
Ward 13, Toronto Centre  
tel: 416.392.7903

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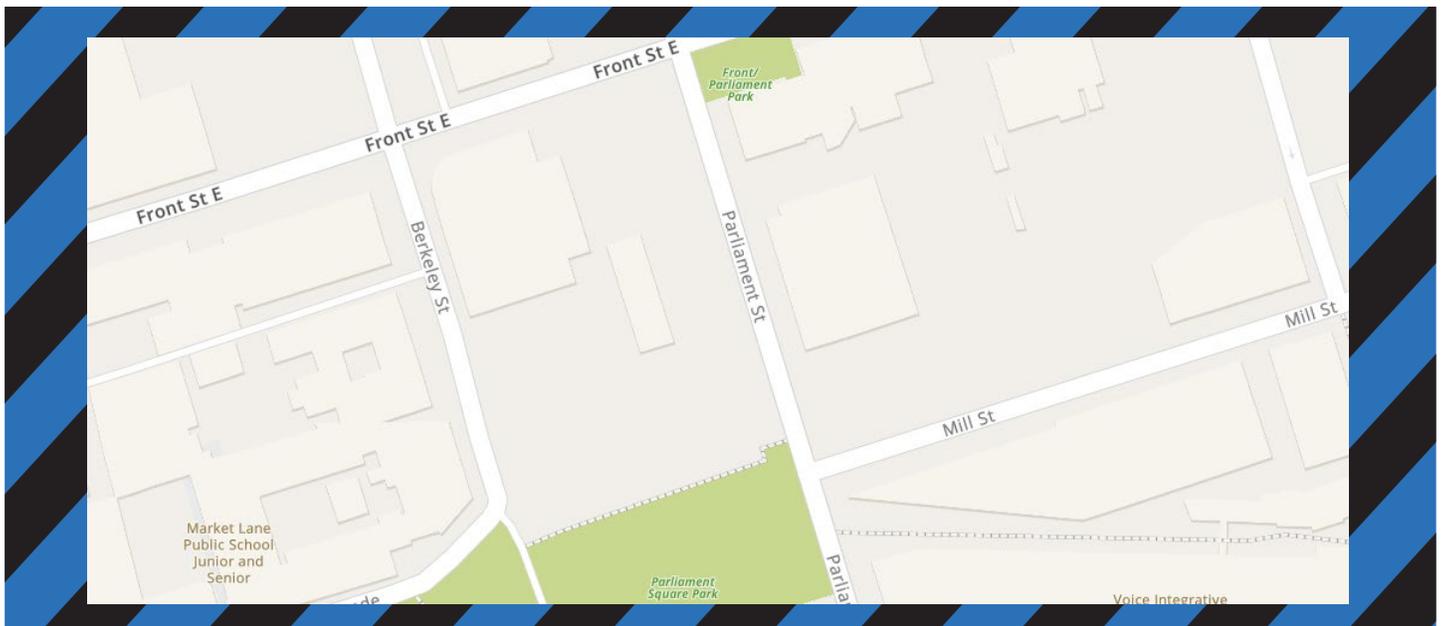
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# Drilling work in the parking lots south of Front Street between Parliament Street and Berkeley Street

Beginning January 21, 2021



## What is the Ontario Line Transit Project?

The Ontario Line will connect communities with 15.5 kilometres of transit service, making it faster and easier for hundreds of thousands of people to get where they need to be each day. It will also help alleviate congestion on transit and roads by providing 17 new connections to GO trains and TTC service. To stay updated, please visit our [website](#) and sign up for our e-newsletter.

## What is happening?

To advance design concepts and other structural plans for the Ontario Line, Metrolinx will be using small drill rigs to conduct geotechnical and environmental investigations. Using this information, Metrolinx can determine the optimal construction approach for this project.

## Working in an Area of Archaeological Potential

These parking lots feature below-ground known and potential archaeological resources associated with the First and Second Parliament Buildings of Upper Canada (1797-1824), the Home District Gaol (1837-1887), and Consumers' Gas company buildings (1880-1950s). The surface of the property is currently occupied by automotive businesses, including a car dealership, car wash, and surface parking lot. A licensed archaeologist will be on-site to monitor drilling activities.



## WHAT TO EXPECT

- Throughout the duration of the work, some parking spots will be unavailable in the marked work areas. Access to the parking area and property will be maintained.
- Work equipment may be left on-site until work is completed.
- Please take care when walking near construction areas. Watch for additional signs directing pedestrians, as detours may be required.
- A licensed archaeologist will be on-site to monitor drilling activities and ensure that all potential or known resources are protected.
- Residents and businesses near the work site can expect to hear noise caused by a drill rig, trucks and other construction equipment related to this work.

## TIMING

- Work is scheduled to start January 21, 2021 and last up to four months.
- Work will occur between 7 a.m. and 6 p.m., Monday to Friday. Specific work times may depend on permits from the City of Toronto.
- Work could be rescheduled and delayed due to weather conditions or any unforeseen circumstances.

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Cet avis de travaux de construction est disponible en français sur demande. Si vous êtes intéressé, veuillez envoyer un courriel à [OntarioLine@metrolinx.com](mailto:OntarioLine@metrolinx.com).

### Contact Us:

Write to us at: [OntarioLine@metrolinx.com](mailto:OntarioLine@metrolinx.com)

Call us at: 416-202-5100

Visit the website: [www.metrolinx.com/en/greaterregion/projects/ontario-line.aspx](http://www.metrolinx.com/en/greaterregion/projects/ontario-line.aspx)

Metrolinx is beginning the process of establishing community committees to help facilitate effective communication along the Ontario Line route. Once formalized, the committees will provide a forum where Metrolinx (and its third-party construction teams, once selected) can share information about the Ontario Line project, where community representatives can bring local concerns and question, and where all parties can proactively and regularly communicate about project plans, designs, construction activities, schedules, updates and community impacts.

### **Mandate**

- Sharing project information, including design concepts, construction timelines and impacts.
- Identifying local priorities and concerns from the community and working together to identify solutions that are within the projects' purview.
- Providing community input and feedback at key milestones in the lifecycle of the project.
- Working cooperatively to inform and review efforts by the project team and Metrolinx to mitigate the short and long-term impacts of works and activities.
- Promoting safety at and around construction sites.

### **Membership**

The committees will be comprised of members who represent Metrolinx, the community and the project team, including: Metrolinx staff, technical contractors, project constructor, community members, Elected Officials and their representatives. Staff from the City of Toronto's Transit Expansion Office or various city departments are invited to participate, as needed.

Metrolinx will work with the community to determine membership for the committee. Generally speaking, members should be engaged in or represent the community within 1 km of the Ontario Line alignment and be willing to make a long-term commitment of 18-24 months.

### **Meetings, Scope of Discussions & Code of Conduct**

The committee will meet approximately every two months until construction starts when the frequency will likely increase to monthly. Meetings will usually last for 90 minutes. A formal terms of reference will be developed and reviewed as required to ensure that the committee mandate and membership remain current and appropriate.

A code of conduct will help ensure that discussions are respectful, productive:

- Participate fully and openly in discussions, while also creating an environment where all members are encouraged to contribute and share their views.
- Participate in a respectful manner, including refraining from use of foul language and derogatory comments.
- Keep requested agenda and discussion items within the mandate of the committee.
- Maintain confidentiality of sensitive issues, when requested by participants.
- Represent their community's diverse perspectives and interests.
- Refrain from speaking to the media or engaging on social media regarding their role or any information they obtained as a results of being a member.
- Commit to equity, diversity, overcoming systemic racism and supporting the participation of the whole community regardless of race, gender, class, sexuality, age or ability.

## **Responsibilities of Metrolinx and Community Participants**

### Metrolinx, Contractors and the Ontario Line Project Team

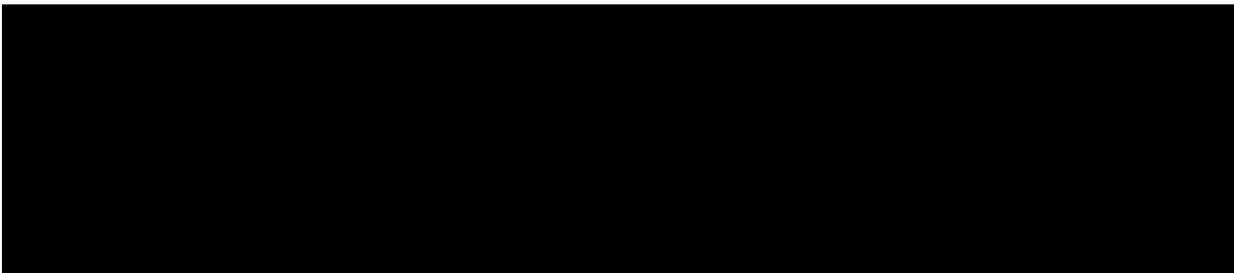
- Set a positive collaborative tone.
- Provide accurate, understandable and timely information.
- Develop agendas and materials based on available project information.
- Make Project Sponsors and other staff available to support discussions.
- Be open to feedback and give careful consideration to ideas presented. If ideas cannot be implemented, have an open and honest dialogue about why the decision was made.
- Take accurate meeting notes and provide them to members in a timely fashion. Make meeting summaries broadly available to the public.
- Adhere to all aspects of the Terms of Reference and the Code of Conduct.

### Community Participants

- Participate actively in regular meetings and provide input and feedback to improve the project.
- Provide space for each member to participate in a fair and equitable manner.
- Liaise and act as a representative of pre-identified organization/community/business or stakeholder group by providing feedback to the project team and formally communicating relevant information back to their respective groups.
- Be open and receptive to ideas.
- Adhere to all aspects of the Terms of Reference and Code of Conduct.

## **Elected Officials**

- **Councillor Michael Ford**



**BCC:** councillor\_mford@toronto.ca

**From:** Ontario Line

**Sent:** May 12, 2021 12:10 PM

**Subject:** Ontario Line Update: Early Works Report -Corktown Station

Good afternoon,

We are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report](#) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [Draft Corktown Station Early Works Report](#) provides details on the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a record of consultation. Corktown Station early works will include demolition of existing buildings, removal of other structures and asphalt, decommissioning of utilities, soil removal and/or remediation where required, within the Corktown Station early works project footprint. These early works are being advanced to prepare the site for archeological investigations in advance of future construction staging and laydown to support tunneling and work associated with the future Corktown Station.

As you likely know, the First Parliament site located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

The release of the draft Early Works report initiates a consultation period in which the public are invited to share their feedback on its findings and recommendations. **Feedback is requested by June 11, 2021.** The public will be notified of the consultation opportunity through a direct mailer to addresses within 500m of the station, ads in the Toronto Star and community papers, as well as through web updates, Ontario Line e-newsletters and our social media channels.

Please do not hesitate to let us know if you have any questions regarding the report or would like to set up time for us to brief you on it.

Stay safe!

The Ontario Line Community Relations team

## **Elected Officials**

- **Councillor Paula Fletcher**



**BCC:** 'councillor\_Fletcher@toronto.ca'

**From:** Ontario Line

**Sent:** May 12, 2021 12:10 PM

**Subject:** Ontario Line Update: Early Works Report -Corktown Station

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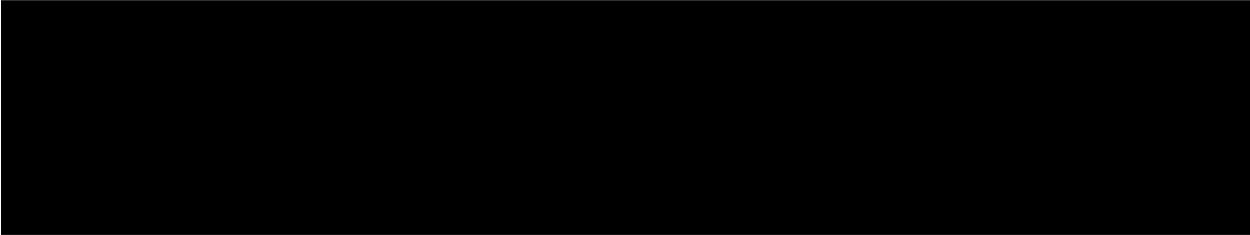
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The Ontario Line Community Relations team

## **Elected Officials**

- **Member of Provincial Parliament (MPP) Chris Glover**



**BCC:** 'CGlover-CO@ndp.on.ca';

**From:** Ontario Line

**Sent:** May 12, 2021 12:10 PM

**Subject:** Ontario Line Update: Early Works Report -Corktown Station

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The Ontario Line Community Relations team



**BCC:** "Bakaraju , Pranav"<PBakaraju@ndp.on.ca>

**From:** Ontario Line

**Sent:** May 12, 2021 12:10 PM

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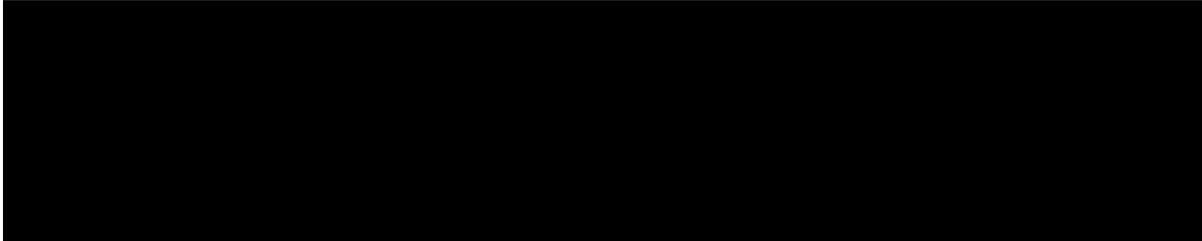
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Stay safe!

The Ontario Line Community Relations team

## Elected Officials

- **MPP Kathleen Wynne**



**BCC:** 'Wynne-CO, Kathleen'<kwynne.mpp.co@liberal.ola.org>;

**From:** Ontario Line

**Sent:** May 12, 2021 12:10 PM

**Subject:** Ontario Line Update: Early Works Report -Corktown Station

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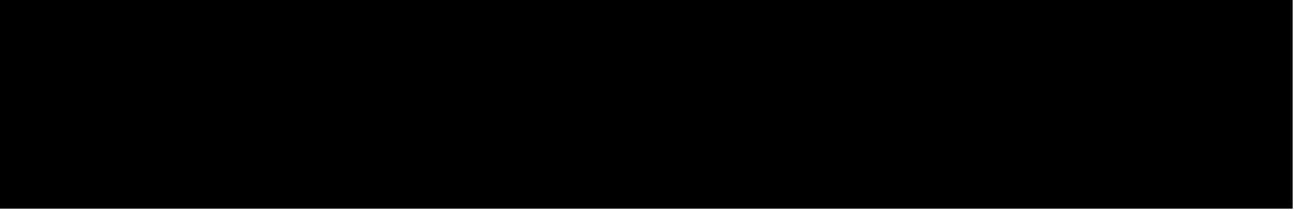
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Stay safe!

The Ontario Line Community Relations team

## Elected Officials

- MPP Michael Coteau



**BCC:**'mcoteau.mpp.co@liberal.ola.org'

**From:** Ontario Line

**Sent:** May 12, 2021 12:10 PM

**Subject:** Ontario Line Update: Early Works Report -Corktown Station

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The release of the draft Early Works report initiates a consultation period in which the public are invited to share their feedback on its findings and recommendations. **Feedback is requested by June 11, 2021.** The public will be notified of the consultation opportunity through a direct mailer to addresses within 500m of the station, ads in the Toronto Star and community papers, as well as through web updates, Ontario Line e-newsletters and our social media channels.

Please do not hesitate to let us know if you have any questions regarding the report or would like to set up time for us to brief you on it.

Stay safe!

The Ontario Line Community Relations team

## Elected Officials

- **MPP Peter Tabuns**



**BCC:** 'tabunsp-co@ndp.on.ca'

**From:** Ontario Line

**Sent:** May 12, 2021 12:10 PM

**Subject:** Ontario Line Update: Early Works Report -Corktown Station

Good afternoon,

We are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report](#) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [Draft Corktown Station Early Works Report](#) provides details on the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a record of consultation. Corktown Station early works will include demolition of existing buildings, removal of other structures and asphalt, decommissioning of utilities, soil removal and/or remediation where required, within the Corktown Station early works project footprint. These early works are being advanced to prepare the site for archeological investigations in advance of future construction staging and laydown to support tunneling and work associated with the future Corktown Station.

As you likely know, the First Parliament site located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

The release of the draft Early Works report initiates a consultation period in which the public are invited to share their feedback on its findings and recommendations. **Feedback is requested by June 11, 2021.** The public will be notified of the consultation opportunity through a direct mailer to addresses within 500m of the station, ads in the Toronto Star and community papers, as well as through web updates, Ontario Line e-newsletters and our social media channels.

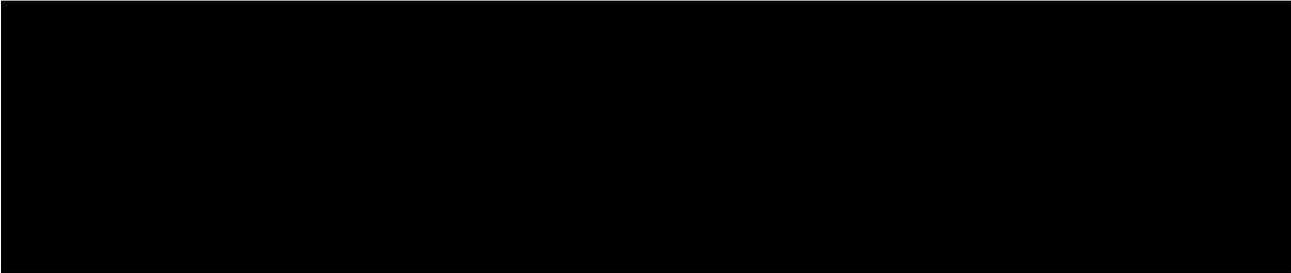
Please do not hesitate to let us know if you have any questions regarding the report or would like to set up time for us to brief you on it.

Stay safe!

The Ontario Line Community Relations team

## **Elected Officials**

- **MPP Suze Morrison**



**BCC:** SMorrison-QP@ndp.on.ca'

**From:** Ontario Line

**Sent:** May 12, 2021 12:10 PM

**Subject:** Ontario Line Update: Early Works Report -Corktown Station

Good afternoon,

We are writing to inform you that today [Metrolinx has released the draft Corktown Station Early Works Report](#) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [Draft Corktown Station Early Works Report](#) provides details on the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a record of consultation. Corktown Station early works will include demolition of existing buildings, removal of other structures and asphalt, decommissioning of utilities, soil removal and/or remediation where required, within the Corktown Station early works project footprint. These early works are being advanced to prepare the site for archeological investigations in advance of future construction staging and laydown to support tunneling and work associated with the future Corktown Station.

As you likely know, the First Parliament site located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

The release of the draft Early Works report initiates a consultation period in which the public are invited to share their feedback on its findings and recommendations. **Feedback is requested by June 11, 2021.** The public will be notified of the consultation opportunity through a direct mailer to addresses within 500m of the station, ads in the Toronto Star and community papers, as well as through web updates, Ontario Line e-newsletters and our social media channels.

Please do not hesitate to let us know if you have any questions regarding the report or would like to set up time for us to brief you on it.

Stay safe!

The Ontario Line Community Relations team

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**From:** Ontario Line

**Sent:** May 10, 2021 10:27 AM

**To:** 'SMorrison-QP@ndp.on.ca' <SMorrison-QP@ndp.on.ca>; 'SMorrison-CO@ndp.on.ca' <SMorrison-CO@ndp.on.ca>

**Cc:** Josh Vandezande <Josh.Vandezande@metrolinx.com>

**Subject:** Ontario Line Update: Early Works Report -Corktown Station

Dear MPP Morrison,

Hope this email finds you and your team safe and well.

As the next step in the environmental assessment process for the Ontario Line, I am writing to inform you that on Wednesday, May 12<sup>th</sup>, Metrolinx will be releasing the draft Corktown Station Early Works Report for public consultation.

The Draft Corktown Station Early Works Report provides details on the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a record of consultation. Corktown Station early works will include demolition of existing buildings, removal of other structures and asphalt, decommissioning of utilities, soil removal and/or remediation where required, within the Corktown Station early works project footprint. These early works are being advanced to prepare the site for archeological investigations in advance of future construction staging and laydown to support tunneling and work associated with the future Corktown Station. All works will be overseen by a licensed archaeologist.

As you likely know, the First Parliament site located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

The release of the draft Early Works report initiates a consultation period in which the public are invited to share their feedback on its findings and recommendations. **Feedback is requested by June 11, 2021.** The public will be notified of the consultation opportunity through a direct mailer to addresses within 500m of the station, ads in the Toronto Star and community papers, as well as through web updates, Ontario Line e-newsletters and our social media channels.

For your information, we have worked with the leadership of the West Don Lands Committee leadership to arrange a meeting with community groups and BIA's in the area, to provide an

overview of this report and the environmental due diligence and archaeological plans for the site. It will be held on May 12<sup>th</sup> at 4pm and you or your staff are welcome to join us. Here is the Teams meeting link:

**Join on your computer or mobile app**

[REDACTED]

Please do not hesitate to let us know if you have any questions regarding the report or would like to set up time for us to brief you on it.

Best,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

## Indigenous Nations

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

## Indigenous Nations

- **Indigenous Nations  
Correspondence Table**
- **Indigenous Nations  
Correspondence Record**

| Indigenous Nations             | Date           | Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------------------|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Alderville First Nation        | March 11, 2021 | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with an update on the Project scope, specifically related to Corktown Station early works, and invitation to participate in upcoming archaeological field work</li> <li>• Metrolinx provided a link to the Draft Corktown Early Works Report and requested feedback be sent by April 15, 2021</li> </ul>                                                                                                           |
| Alderville First Nation        | March 23, 2021 | <ul style="list-style-type: none"> <li>• Metrolinx provided a link to the Draft Noise and Vibration Report</li> </ul>                                                                                                                                                                                                                                                                                                                                                                          |
| Alderville First Nation        | April 12, 2021 | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with an overview of the archaeological work being conducted at the First Parliament Site and Lime Kiln Site, and extended an invitation to meet and provide feedback on the commemoration of the First Parliament Site and any significance the Site may have to their Nation</li> <li>• Metrolinx reminded that feedback on the Draft Corktown Early Works Report should be provided by April 15, 2021</li> </ul> |
| Alderville First Nation        | May 12, 2021   | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with Project updates</li> <li>• Metrolinx provided the Notice of Publication of Draft Corktown Station Early Works Report</li> <li>• Metrolinx provided a link to the Draft Corktown Station Early Works Report and requested comments by June 11, 2021</li> <li>• Metrolinx provided an overview of expected environmental impacts and proposed mitigations</li> </ul>                                            |
| Beausoleil First Nation        | March 11, 2021 | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with an update on the Project scope, specifically related to Corktown Station early works, and invitation to participate in upcoming archaeological field work</li> <li>• Metrolinx provided a link to the Draft Corktown Early Works Report and requested feedback be sent by April 15, 2021</li> </ul>                                                                                                           |
| Beausoleil First Nation        | March 22, 2021 | <ul style="list-style-type: none"> <li>• Metrolinx provided a link to the Draft Noise and Vibration Report</li> </ul>                                                                                                                                                                                                                                                                                                                                                                          |
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| Chippewas of Georgina Island   | March 11, 2021 | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with an update on the Project scope, specifically related to Corktown Station early works, and invitation to participate in upcoming archaeological field work</li> <li>• Metrolinx provided a link to the Draft Corktown Early Works Report and requested feedback be sent by April 15, 2021</li> </ul>                                                                                                           |
| Chippewas of Georgina Island   | March 22, 2021 | <ul style="list-style-type: none"> <li>• Metrolinx provided a link to the Draft Noise and Vibration Report</li> </ul>                                                                                                                                                                                                                                                                                                                                                                          |
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| Chippewas of Rama First Nation | March 11, 2021 | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with an update on the Project scope, specifically related to Corktown Station early works, and invitation to participate in upcoming archaeological field work</li> <li>• Metrolinx provided a link to the Draft Corktown Early Works Report and requested feedback be sent by April 15, 2021</li> </ul>                                                                                                           |
| Chippewas of Rama First Nation | March 22, 2021 | <ul style="list-style-type: none"> <li>• Metrolinx provided a link to the Draft Noise and Vibration Report</li> </ul>                                                                                                                                                                                                                                                                                                                                                                          |
| Chippewas of Rama First Nation | April 12, 2021 | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with an overview of the archaeological work being conducted at the First Parliament Site and Lime Kiln Site, and extended an invitation to meet and provide feedback on the commemoration of the First Parliament Site and any significance the Site may have to their Nation</li> <li>• Metrolinx reminded that feedback on the Draft Corktown Early Works Report should be provided by April 15, 2021</li> </ul> |
| Chippewas of Rama First Nation | May 12, 2021   | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with Project updates</li> <li>• Metrolinx provided the Notice of Publication of Draft Corktown Station Early Works Report</li> <li>• Metrolinx provided a link to the Draft Corktown Station Early Works Report and requested comments by June 11, 2021</li> <li>• Metrolinx provided an overview of expected environmental impacts and proposed mitigations</li> </ul>                                            |

| Indigenous Nations                       | Date           | Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Curve Lake First Nation                  | March 11, 2021 | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with an update on the Project scope, specifically related to Corktown Station early works, and invitation to participate in upcoming archaeological field work</li> <li>• Metrolinx provided a link to the Draft Corktown Early Works Report and requested feedback be sent by April 15, 2021</li> </ul>                                                                                                           |
| Curve Lake First Nation                  | March 22, 2021 | <ul style="list-style-type: none"> <li>• Metrolinx provided a link to the Draft Noise and Vibration Report</li> </ul>                                                                                                                                                                                                                                                                                                                                                                          |
| Curve Lake First Nation                  | April 12, 2021 | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with an overview of the archaeological work being conducted at the First Parliament Site and Lime Kiln Site, and extended an invitation to meet and provide feedback on the commemoration of the First Parliament Site and any significance the Site may have to their Nation</li> <li>• Metrolinx reminded that feedback on the Draft Corktown Early Works Report should be provided by April 15, 2021</li> </ul> |
| Curve Lake First Nation                  | April 13, 2021 | <ul style="list-style-type: none"> <li>• Curve Lake First Nation thanked Metrolinx for providing information related to the First Parliament Site and noted it could be an agenda item for the next meeting</li> </ul>                                                                                                                                                                                                                                                                         |
| Curve Lake First Nation                  | May 12, 2021   | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with Project updates</li> <li>• Metrolinx provided the Notice of Publication of Draft Corktown Station Early Works Report</li> <li>• Metrolinx provided the Draft Corktown Station Early Works Report in the shared Dropbox and requested comments by June 11, 2021</li> <li>• Metrolinx provided an overview of expected environmental impacts and proposed mitigations</li> </ul>                                |
| Haudenosaunee Confederacy Chiefs Council | March 11, 2021 | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with an update on the Project scope, specifically related to Corktown Station early works, and invitation to participate in upcoming archaeological field work</li> <li>• Metrolinx provided a link to the Draft Corktown Early Works Report and requested feedback be sent by April 15, 2021</li> </ul>                                                                                                           |
| Haudenosaunee Confederacy Chiefs Council | March 22, 2021 | <ul style="list-style-type: none"> <li>• Metrolinx provided a link to the Draft Noise and Vibration Report</li> </ul>                                                                                                                                                                                                                                                                                                                                                                          |
| Haudenosaunee Confederacy Chiefs Council | April 12, 2021 | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with an overview of the archaeological work being conducted at the First Parliament Site and Lime Kiln Site, and extended an invitation to meet and provide feedback on the commemoration of the First Parliament Site and any significance the Site may have to their Nation</li> <li>• Metrolinx reminded that feedback on the Draft Corktown Early Works Report should be provided by April 15, 2021</li> </ul> |
| Haudenosaunee Confederacy Chiefs Council | May 12, 2021   | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with Project updates</li> <li>• Metrolinx provided the Notice of Publication of Draft Corktown Station Early Works Report</li> <li>• Metrolinx provided a link to the Draft Corktown Station Early Works Report and requested comments by June 11, 2021</li> <li>• Metrolinx provided an overview of expected environmental impacts and proposed mitigations</li> </ul>                                            |
| Hiawatha First Nation                    | March 11, 2021 | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with an update on the Project scope, specifically related to Corktown Station early works, and invitation to participate in upcoming archaeological field work</li> <li>• Metrolinx provided a link to the Draft Corktown Early Works Report and requested feedback be sent by April 15, 2021</li> </ul>                                                                                                           |
| Hiawatha First Nation                    | March 22, 2021 | <ul style="list-style-type: none"> <li>• Metrolinx provided a link to the Draft Noise and Vibration Report</li> </ul>                                                                                                                                                                                                                                                                                                                                                                          |
| Hiawatha First Nation                    | April 12, 2021 | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with an overview of the archaeological work being conducted at the First Parliament Site and Lime Kiln Site, and extended an invitation to meet and provide feedback on the commemoration of the First Parliament Site and any significance the Site may have to their Nation</li> <li>• Metrolinx reminded that feedback on the Draft Corktown Early Works Report should be provided by April 15, 2021</li> </ul> |
| Hiawatha First Nation                    | May 12, 2021   | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with Project updates</li> <li>• Metrolinx provided the Notice of Publication of Draft Corktown Station Early Works Report</li> <li>• Metrolinx provided a link to the Draft Corktown Station Early Works Report and requested comments by June 11, 2021</li> <li>• Metrolinx provided an overview of expected environmental impacts and proposed mitigations</li> </ul>                                            |
| Huron-Wendat Nation                      | March 11, 2021 | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with an update on the Project scope, specifically related to Corktown Station early works, and invitation to participate in upcoming archaeological field work</li> <li>• Metrolinx provided a link to the Draft Corktown Early Works Report and requested feedback be sent by April 15, 2021</li> </ul>                                                                                                           |
| Huron-Wendat Nation                      | March 22, 2021 | <ul style="list-style-type: none"> <li>• Metrolinx provided a link to the Draft Noise and Vibration Report</li> </ul>                                                                                                                                                                                                                                                                                                                                                                          |
| Huron-Wendat Nation                      | April 12, 2021 | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with an overview of the archaeological work being conducted at the First Parliament Site and Lime Kiln Site, and extended an invitation to meet and provide feedback on the commemoration of the First Parliament Site and any significance the Site may have to their Nation</li> <li>• Metrolinx reminded that feedback on the Draft Corktown Early Works Report should be provided by April 15, 2021</li> </ul> |
| Huron-Wendat Nation                      | May 12, 2021   | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with Project updates</li> <li>• Metrolinx provided the Notice of Publication of Draft Corktown Station Early Works Report</li> </ul>                                                                                                                                                                                                                                                                               |

| Indigenous Nations                             | Date                                | Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|------------------------------------------------|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                |                                     | <ul style="list-style-type: none"> <li>• Metrolinx provided a link to the Draft Corktown Station Early Works Report and requested comments by June 11, 2021</li> <li>• Metrolinx provided an overview of expected environmental impacts and proposed mitigations</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Huron-Wendat Nation</b>                     | May 13, 2021<br><b>Meeting</b>      | <ul style="list-style-type: none"> <li>• Metrolinx provided a presentation on the Subways Program with a focus on the Ontario Line Project, including the proposed First Parliament/Corktown Station, Don Valley River crossings and next steps</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Kawartha Nishnawbe First Nation</b>         | March 11, 2021                      | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with an update on the Project scope, specifically related to Corktown Station early works, and invitation to participate in upcoming archaeological field work</li> <li>• Metrolinx provided a link to the Draft Corktown Early Works Report and requested feedback be sent by April 15, 2021</li> </ul>                                                                                                                                                                                                                                                                                                                |
| <b>Kawartha Nishnawbe First Nation</b>         | March 23, 2021                      | <ul style="list-style-type: none"> <li>• Metrolinx provided a link to the Draft Noise and Vibration Report</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Kawartha Nishnawbe First Nation</b>         | April 12, 2021                      | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with an overview of the archaeological work being conducted at the First Parliament Site and Lime Kiln Site, and extended an invitation to meet and provide feedback on the commemoration of the First Parliament Site and any significance the Site may have to their Nation</li> <li>• Metrolinx reminded that feedback on the Draft Corktown Early Works Report should be provided by April 15, 2021</li> </ul>                                                                                                                                                                                                      |
| <b>Kawartha Nishnawbe First Nation</b>         | May 12, 2021                        | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with Project updates</li> <li>• Metrolinx provided the Notice of Publication of Draft Corktown Station Early Works Report</li> <li>• Metrolinx provided a link to the Draft Corktown Station Early Works Report and requested comments by June 11, 2021</li> <li>• Metrolinx provided an overview of expected environmental impacts and proposed mitigations</li> </ul>                                                                                                                                                                                                                                                 |
| <b>Métis Nation of Ontario</b>                 | March 11, 2021                      | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with an update on the Project scope, specifically related to Corktown Station early works, and invitation to participate in upcoming archaeological field work</li> <li>• Metrolinx provided a link to the Draft Corktown Early Works Report and requested feedback be sent by April 15, 2021</li> </ul>                                                                                                                                                                                                                                                                                                                |
| <b>Métis Nation of Ontario</b>                 | March 22, 2021                      | <ul style="list-style-type: none"> <li>• Metrolinx provided a link to the Draft Noise and Vibration Report</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Métis Nation of Ontario</b>                 | April 12, 2021                      | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with an overview of the archaeological work being conducted at the First Parliament Site and Lime Kiln Site, and extended an invitation to meet and provide feedback on the commemoration of the First Parliament Site and any significance the Site may have to their Nation</li> <li>• Metrolinx reminded that feedback on the Draft Corktown Early Works Report should be provided by April 15, 2021</li> </ul>                                                                                                                                                                                                      |
| <b>Métis Nation of Ontario</b>                 | May 12, 2021                        | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with Project updates</li> <li>• Metrolinx provided the Notice of Publication of Draft Corktown Station Early Works Report</li> <li>• Metrolinx provided a link to the Draft Corktown Station Early Works Report and requested comments by June 11, 2021</li> <li>• Metrolinx provided an overview of expected environmental impacts and proposed mitigations</li> </ul>                                                                                                                                                                                                                                                 |
| <b>Mississaugas of the Credit First Nation</b> | February 23, 2021<br><b>Meeting</b> | <ul style="list-style-type: none"> <li>• Metrolinx provided a presentation on the Subways Program with a focus on the Ontario Line and Eglinton Crosstown West Extension projects, including works occurring in the Don and Humber River systems.</li> <li>• Metrolinx indicated that there are opportunities to commemorate Indigenous Peoples at the First Parliament site</li> <li>• Mississaugas of the Credit First Nation indicated that they are interested in participating in all archaeological fieldwork for the Ontario Line Project</li> <li>• Metrolinx confirmed that the Nation will be invited to all archaeological fieldwork associated with the Ontario Line Project</li> </ul> |
| <b>Mississaugas of the Credit First Nation</b> | March 11, 2021                      | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with an update on the Project scope, specifically related to Corktown Station early works, and invitation to participate in upcoming archaeological field work</li> <li>• Metrolinx provided a link to the Draft Corktown Early Works Report and requested feedback be sent by April 15, 2021</li> </ul>                                                                                                                                                                                                                                                                                                                |
| <b>Mississaugas of the Credit First Nation</b> | March 17, 2021                      | <ul style="list-style-type: none"> <li>• Mississaugas of the Credit First Nation confirmed their review of the archaeological information provided as part of the Draft Corktown Station Early Works Report and stated that they have no further comments related to the proposed scope of work</li> <li>• Mississaugas of the Credit First Nation confirmed interest in participating in future archaeological assessment activities associated with the Ontario Line project and requested that Metrolinx continue to provide updates</li> </ul>                                                                                                                                                  |
| <b>Mississaugas of the Credit First Nation</b> | March 17, 2021                      | <ul style="list-style-type: none"> <li>• Metrolinx confirmed that they would continue to update Mississaugas of the Credit First Nation as the project progresses</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Mississaugas of the Credit First Nation</b> | March 22, 2021                      | <ul style="list-style-type: none"> <li>• Metrolinx provided a link to the Draft Noise and Vibration Report</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Mississaugas of the Credit First Nation</b> | April 12, 2021                      | <ul style="list-style-type: none"> <li>• Metrolinx provided a formal letter with an overview of the archaeological work being conducted at the First Parliament Site and Lime Kiln Site, and extended an invitation to meet and provide feedback on the commemoration of the First Parliament Site and any significance the Site may have to their Nation</li> <li>• Metrolinx reminded that feedback on the Draft Corktown Early Works Report should be provided by April 15, 2021</li> </ul>                                                                                                                                                                                                      |

| Indigenous Nations                         | Date                         | Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|--------------------------------------------|------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Mississaugas of the Credit First Nation    | May 12, 2021                 | <ul style="list-style-type: none"> <li>Metrolinx provided a formal letter with Project updates</li> <li>Metrolinx provided the Notice of Publication of Draft Corktown Station Early Works Report</li> <li>Metrolinx provided a link to the Draft Corktown Station Early Works Report and requested comments by June 11, 2021</li> <li>Metrolinx provided an overview of expected environmental impacts and proposed mitigations</li> </ul>                                                                                                                                                  |
| Mississaugas of the Credit First Nation    | May 12, 2021                 | <ul style="list-style-type: none"> <li>Mississaugas of the Credit First Nation thanked Metrolinx for providing information regarding the Draft Corktown Station Early Works Report</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                |
| Mississaugas of Scugog Island First Nation | March 11, 2021               | <ul style="list-style-type: none"> <li>Metrolinx provided a formal letter with an update on the Project scope, specifically related to Corktown Station early works, and invitation to participate in upcoming archaeological field work</li> <li>Metrolinx provided a link to the Draft Corktown Early Works Report and requested feedback be sent by April 15, 2021</li> </ul>                                                                                                                                                                                                             |
| Mississaugas of Scugog Island First Nation | March 22, 2021               | <ul style="list-style-type: none"> <li>Metrolinx provided a link to the Draft Noise and Vibration Report</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Mississaugas of Scugog Island First Nation | April 12, 2021               | <ul style="list-style-type: none"> <li>Metrolinx provided a formal letter with an overview of the archaeological work being conducted at the First Parliament Site and Lime Kiln Site, and extended an invitation to meet and provide feedback on the commemoration of the First Parliament Site and any significance the Site may have to their Nation</li> <li>Metrolinx reminded that feedback on the Draft Corktown Early Works Report should be provided by April 15, 2021</li> </ul>                                                                                                   |
| Mississaugas of Scugog Island First Nation | May 12, 2021                 | <ul style="list-style-type: none"> <li>Metrolinx provided a formal letter with Project updates</li> <li>Metrolinx provided the Notice of Publication of Draft Corktown Station Early Works Report</li> <li>Metrolinx provided a link to the Draft Corktown Station Early Works Report and requested comments by June 11, 2021</li> <li>Metrolinx provided an overview of expected environmental impacts and proposed mitigations</li> </ul>                                                                                                                                                  |
| Six Nations of the Grand River             | September 17, 2020           | <ul style="list-style-type: none"> <li>Metrolinx provided the Notice of Publication of Draft Environmental Conditions Report for the Ontario Line Project</li> <li>Metrolinx provided a link to the Draft Environmental Conditions Report for the Ontario Line Project and requested comments by October 17, 2020</li> <li>Metrolinx provided an overview of expected environmental impacts and proposed mitigations</li> </ul>                                                                                                                                                              |
| Six Nations of the Grand River             | September 17, 2020           | <ul style="list-style-type: none"> <li>Six Nations of the Grand River noted that a letter that was previously provided to Metrolinx outlines the stance of Six Nations of the Grand River regarding projects, treaty territories and Indigenous rights</li> <li>Six Nations of the Grand River noted that it will not meet the feedback deadline for the Draft Environmental Conditions Report for the Ontario Line Project due to a lack of available resources to analyze technical documents</li> </ul>                                                                                   |
| Six Nations of the Grand River             | September 17, 2020           | <ul style="list-style-type: none"> <li>Metrolinx acknowledged the concerns of the Six Nations of the Grand River regarding resources and the volume of reports being provided by Metrolinx</li> <li>Metrolinx acknowledged the concerns of the Six Nations of the Grand River regarding meaningful engagement with the Nation</li> <li>Metrolinx noted looking forward to the meeting scheduled for October 20, 2020 to discuss and further understand issues and concerns of Six Nations of the Grand River to determine the best approach for reviewing documents going forward</li> </ul> |
| Six Nations of the Grand River             | September 18, 2020           | <ul style="list-style-type: none"> <li>Six Nations of the Grand River acknowledged Metrolinx's response to the concerns raised by the Nation</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Six Nations of the Grand River             | November 25, 2020<br>Meeting | <ul style="list-style-type: none"> <li>Metrolinx provided a presentation on issues and concerns of the Six Nations of the Grand River to identify opportunities to support meaningful engagement with the Nation</li> <li>Six Nations of the Grand River noted that specific treaty information (related to Treaty 13, Nanfan Treaty, and the Fort Albany Treaty of 1701, which may be relevant to the Ontario Line Study Area) was not included in the archaeological assessments that supports the Ontario Line</li> </ul>                                                                 |
| Six Nations of the Grand River             | March 11, 2021               | <ul style="list-style-type: none"> <li>Metrolinx provided a formal letter with an update on the Project scope, specifically related to Corktown Station early works, and invitation to participate in upcoming archaeological field work</li> <li>Metrolinx provided a link to the Draft Corktown Early Works Report and requested feedback be sent by April 15, 2021</li> </ul>                                                                                                                                                                                                             |
| Six Nations of the Grand River             | March 22, 2021               | <ul style="list-style-type: none"> <li>Metrolinx provided a link to the Draft Noise and Vibration Report</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Six Nations of the Grand River             | April 12, 2021               | <ul style="list-style-type: none"> <li>Metrolinx provided a formal letter with an overview of the archaeological work being conducted at the First Parliament Site and Lime Kiln Site, and extended an invitation to meet and provide feedback on the commemoration of the First Parliament Site and any significance the Site may have to their Nation</li> <li>Metrolinx reminded that feedback on the Draft Corktown Early Works Report should be provided by April 15, 2021</li> </ul>                                                                                                   |
| Six Nations of the Grand River             | May 12, 2021                 | <ul style="list-style-type: none"> <li>Metrolinx provided a formal letter with Project updates</li> <li>Metrolinx provided the Notice of Publication of Draft Corktown Station Early Works Report</li> <li>Metrolinx provided a link to the Draft Corktown Station Early Works Report and requested comments by June 11, 2021</li> <li>Metrolinx provided an overview of expected environmental impacts and proposed mitigations</li> </ul>                                                                                                                                                  |

## Indigenous Nations

- Alderville First Nation

**From:** [Indigenous Relations](#)  
**To:** [Dave Mowat](#)  
**Cc:** [Dave Simpson](#); [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Ontario Line: Draft Corktown Station Early Works Report for Review  
**Date:** Wednesday, May 12, 2021 4:47:14 PM  
**Attachments:** 

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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 share the Draft Corktown Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback.

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.

We ask that you provide any comments no later than June 11, 2021.

The reports are available at the following link:



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 the Indigenous Relations Office.

Miigwetch,

Fallon

**Fallon Melander**

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



May 12, 2021

Chief Dave Mowat  
Alderville First Nation  
11696 2<sup>nd</sup> 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 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 15.6 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 the Draft Corktown Station Early Works Report (EWR).

**Project Description**

The Ontario Line will stretch from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line is proposed to include 15 stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the Eglinton Crosstown LRT, and streetcar lines. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable commutes. More information on the Project can be found on our website: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)

The initial draft of the Corktown Station EWR and a letter outlining Corktown Station early works were shared with Alderville First Nation on March 11, 2021. As outlined in

the letter, 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*.

### Draft Corktown Station Early Works Report

In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared a Draft Corktown Station EWR that documents the assessment of Corktown Station early works.

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station. The location of the Corktown Station early works project footprint and study area can be viewed below in **Figure 1**.

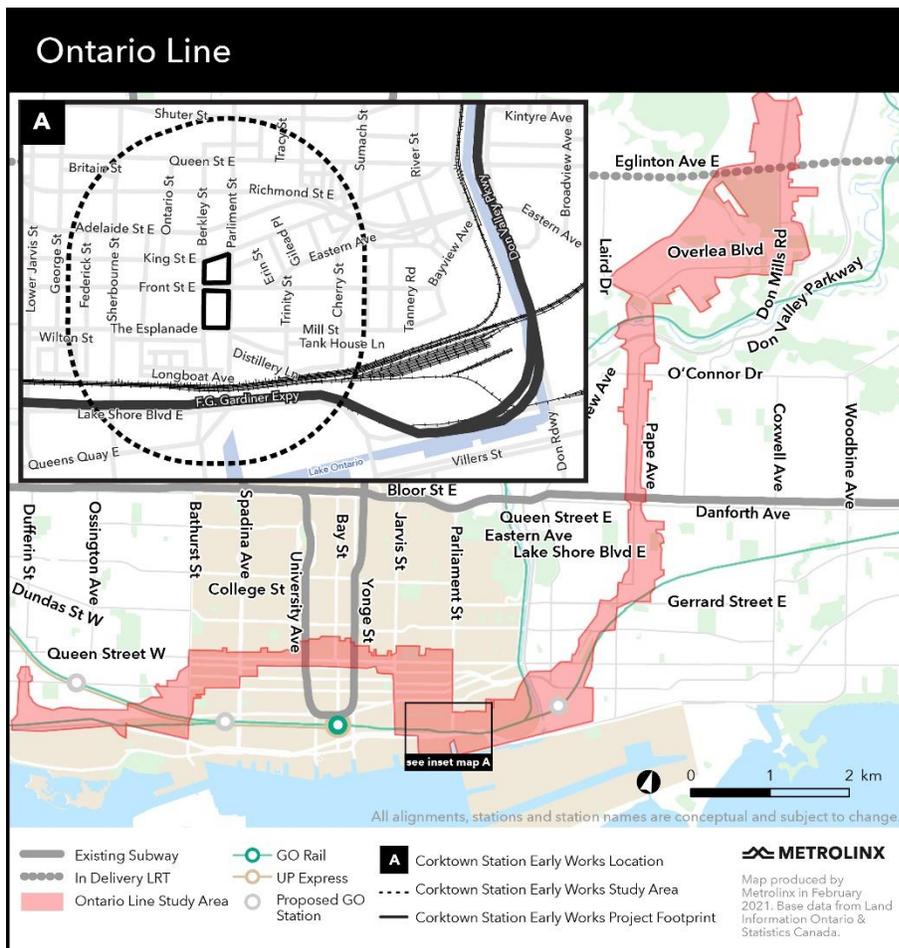




Figure 1: *Map of Corktown Station Early Works*

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

The EWR documents the assessment of Corktown Station early works and outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

The Draft EWR is available for your review and can be found via the Dropbox link shared in the body of the email that is associated with this letter. We welcome any additional comments you may have on the Draft EWR. The Draft EWR is available for review and comment starting **May 12, 2021** and ending on **June 11, 2021**. The Notice of Publication of Draft Corktown Station EWR is provided in **Attachment 1**. The Draft EWR will be updated following the review period, and the Final EWR will be published on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)) and shared with Alderville First Nation.

#### Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft EWR that may be of interest to *Alderville First Nation*. If *Alderville First 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.

#### Revisions to the Initial Draft of the Corktown Station Early Works Report

In accordance with O. Reg. 341/20, Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR.



To streamline capacity for Alderville First Nation to provide comments or feedback, a summary of revisions to the EWR since the circulation of the initial draft of the EWR is as follows:

- Minor editorial changes to address grammatical and syntax errors and updates to reflect comments received from agencies;
- Clarification that the project operations, construction of Corktown Station and other project components will be assessed in the Ontario Line Environmental Impact Assessment Report;
- Inclusion of information on the Parkland Strategy (City of Toronto, 2019), First Parliament Master Plan (City of Toronto, 2020) and additional information on planned community services and facilities in the Corktown Station Early Works Study Area;
- Edits to the text to reflect that the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) Minister's Consent has been granted for the demolition and removal of the non-heritage buildings at 265 Front Street East and removal of the heritage attributes at 265 Front Street East, 271 Front Street East and 25 Berkeley Street located on the First Parliament Site, and affirming Metrolinx's commitment to fulfilling the conditions outlined in the Minister's Consent, including completion of archaeological requirements;
- Additional mitigation measures for environmental disciplines such as archaeology, air quality and traffic and transportation, that include:
  - Coordination and completion of required archaeological investigations, early works activities and/or activities that have the potential for vibration effects such that buried archaeological resources are appropriately considered;
  - Use of non-chloride dust suppressants; and
  - Consultation with the City of Toronto to minimize potential impacts during special events (e.g., the Toronto Christmas Market at the Distillery District) should closures or long-term impacts be required.
- Revision of traffic and transportation figures to include additional information such as intersection names and inclusion of an additional noise and vibration figure to show representative receptor locations.

## 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](mailto:IndigenousRelations@metrolinx.com).

Metrolinx welcomes any comments or feedback on the Draft EWR from Alderville First Nation. Please provide these in writing no later than **June 11, 2021**. Comments and information regarding this draft report will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. 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*.

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 flourish 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, Metrolinx  
Merlin Yuen, Project Coordinator, Metrolinx  
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Corktown Station  
Early Works Report  
Attachment 2 - Draft Corktown Station Early Works Report Natural  
Environment Potential Effects, Mitigation Measures and Monitoring  
Attachment 3 - Draft Corktown Station Early Works Report Archaeology  
Potential Effects, Mitigation Measures and Monitoring

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

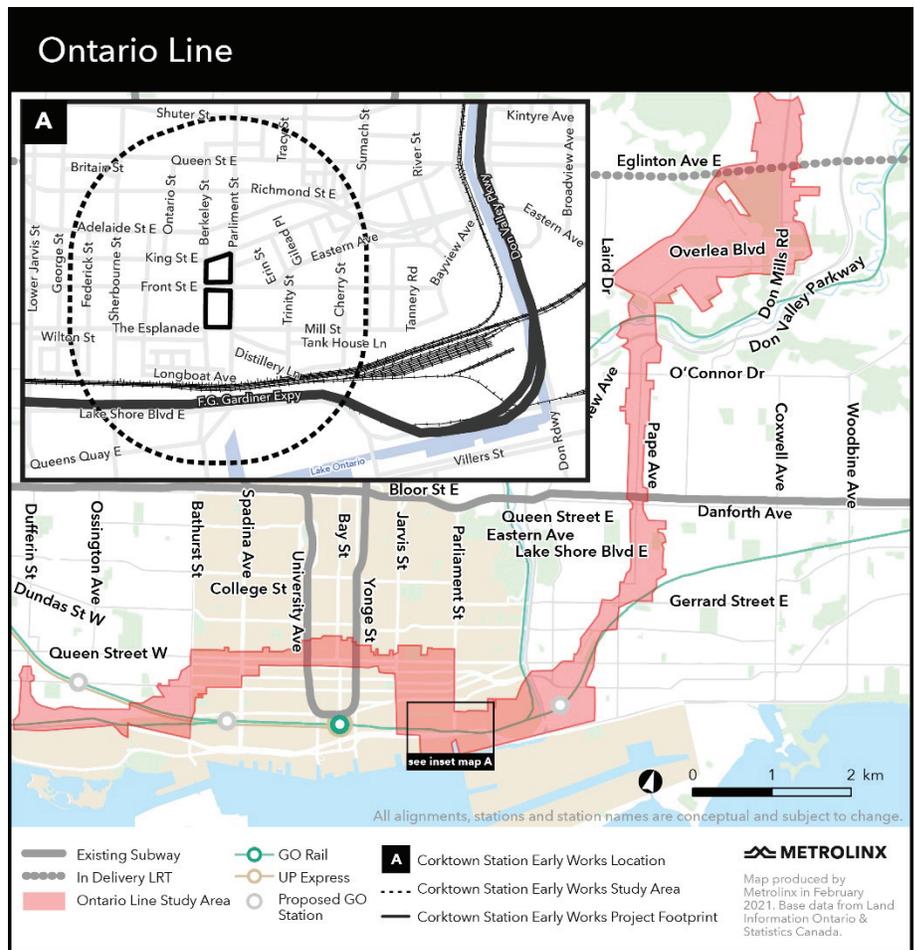
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**Table ES-1: Potential Impacts, Mitigation Measures and Monitoring Activities for the Corktown Station Early Works**

| Environmental Component                                                                                             | Potential Impacts                                                                                                                                                                                          | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture (I.S.A.) Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height (DBH) which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> </ul>                                                                   | <ul style="list-style-type: none"> <li>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.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Environmental Component                                      | Potential Impacts                                                                                               | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                              | <ul style="list-style-type: none"> <li>Introduction or spread of invasive species</li> </ul>                    | <ul style="list-style-type: none"> <li>Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                                                                                                                                                                                                                                                                                                               | <p>Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.</p> <ul style="list-style-type: none"> <li>Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul>                                                                                                                     |
| <p><b>Wildlife and Wildlife Habitat – General</b></p>        | <ul style="list-style-type: none"> <li>Disturbance, displacement or mortality of wildlife</li> </ul>            | <ul style="list-style-type: none"> <li>Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>If wildlife is encountered, measures will be implemented to avoid 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.</li> </ul>                                                                                                                                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>Regular on-site inspection by environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>On-site 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 minimize impacts.</li> </ul> |
| <p><b>Significant Wildlife Habitat: Common Nighthawk</b></p> | <ul style="list-style-type: none"> <li>Removal of candidate nesting habitat for Common Nighthawk</li> </ul>     | <ul style="list-style-type: none"> <li>Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>Demolition of buildings should be scheduled outside of 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"> <li>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.</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                 |
| <p><b>Migratory Breeding Birds and Nests</b></p>             | <ul style="list-style-type: none"> <li>Disturbance or destruction of migratory bird nests</li> </ul>            | <ul style="list-style-type: none"> <li>All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>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.</li> <li>If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                            |
| <p><b>Species at Risk – General</b></p>                      | <ul style="list-style-type: none"> <li>Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul> | <ul style="list-style-type: none"> <li>All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>On-site 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 minimize impacts.</li> <li>Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul>                           |

| Environmental Component         | Potential Impacts                                                                                                        | Mitigation Measure(s)                                             | Monitoring Activities                                             |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-------------------------------------------------------------------|
| <b>Wetlands and Waterbodies</b> | <ul style="list-style-type: none"> <li>■ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |
| <b>Fish and Fish Habitat</b>    | <ul style="list-style-type: none"> <li>■ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component                | Potential Impact                                                                                                                                                            | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Archaeological Potential</b></p> | <ul style="list-style-type: none"> <li>▪ Potential for the disturbance of registered archaeological sites and/or archaeological resources previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>. Work plans shall be developed for the next stages of archaeological work on the First Parliament and Lime Kiln Works Sites and will be made available for review by the City of Toronto Heritage Planning, in addition to ongoing consultation with the City of Toronto, Indigenous Nations and other parties.                         <ul style="list-style-type: none"> <li>– The majority of the Corktown Station Early Works Project Footprint retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, the Consumers’ Gas company buildings, and other registered archaeological sites.</li> <li>– The Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit will be consulted prior to any ground disturbing activities within areas identified as having archaeological potential.</li> </ul> </li> <li>▪ All archaeology on the First Parliament site on 265 Front Street East, 271 Front Street East and 25 Berkeley Street will be in accordance with the following conditions of the Minister of Heritage, Sport, Tourism and Culture Industries’ Consent:                         <ul style="list-style-type: none"> <li>– All archaeological assessments are undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of previously completed archaeological assessment reports.</li> <li>– Prior to commencing any archaeological fieldwork, the licensed consultant archaeologist will submit a detailed strategy for review and approval by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. Additionally, where new conditions or situations are encountered that are not covered by an approved strategy, a revised strategy will be submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit for approval prior to proceeding with fieldwork.</li> <li>– Any construction excavation must be preceded by archaeological fieldwork according to a strategy approved by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit or must be accompanied by an excavation and monitoring strategy.</li> <li>– Excavation by a licensed consultant archaeologist or under the direction of a licensed consultant archaeologist will proceed to a point that is to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. In the event that the Project will not require total excavation of the site, an avoidance and protection strategy must be implemented for the remainder of the archaeological site to the satisfaction of the ministry. Archaeological assessments on other areas within the Corktown Station Early Works Footprint will be undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of the previously completed archaeological assessment reports and in advance of ground disturbance activities.</li> </ul> </li> <li>▪ The Mississaugas of the Credit First Nation, and other Indigenous Nations will be invited to participate in archaeological fieldwork. All future archaeological assessment findings and reports will be shared</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

| Environmental Component                | Potential Impact                                                                                                                   | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                        |                                                                                                                                    | <p>with the Mississaugas of the Credit First Nation and other Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</p> <ul style="list-style-type: none"> <li>▪ Metrolinx and the Ontario Heritage Trust will develop an Interpretation and Commemoration Plan for the First Parliament Site, in consultation with the City of Toronto Heritage Planning, and as appropriate, with Indigenous communities and other parties.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                       |
| <p><b>Archaeological Resources</b></p> | <ul style="list-style-type: none"> <li>▪ Potential recovery of unexpected archaeological resources during construction.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately cease work and notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services, in accordance with the Funeral, Burial, and Cremation Services Act. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> <li>▪</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

**From:** [Indigenous Relations](#)  
**To:** [Dave Mowat](#)  
**Cc:** [Dave Simpson](#); [k.a.sandy-mckenzie@rogers.com](mailto: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:** [REDACTED]

---

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 2<sup>nd</sup> 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](http://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](mailto: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.

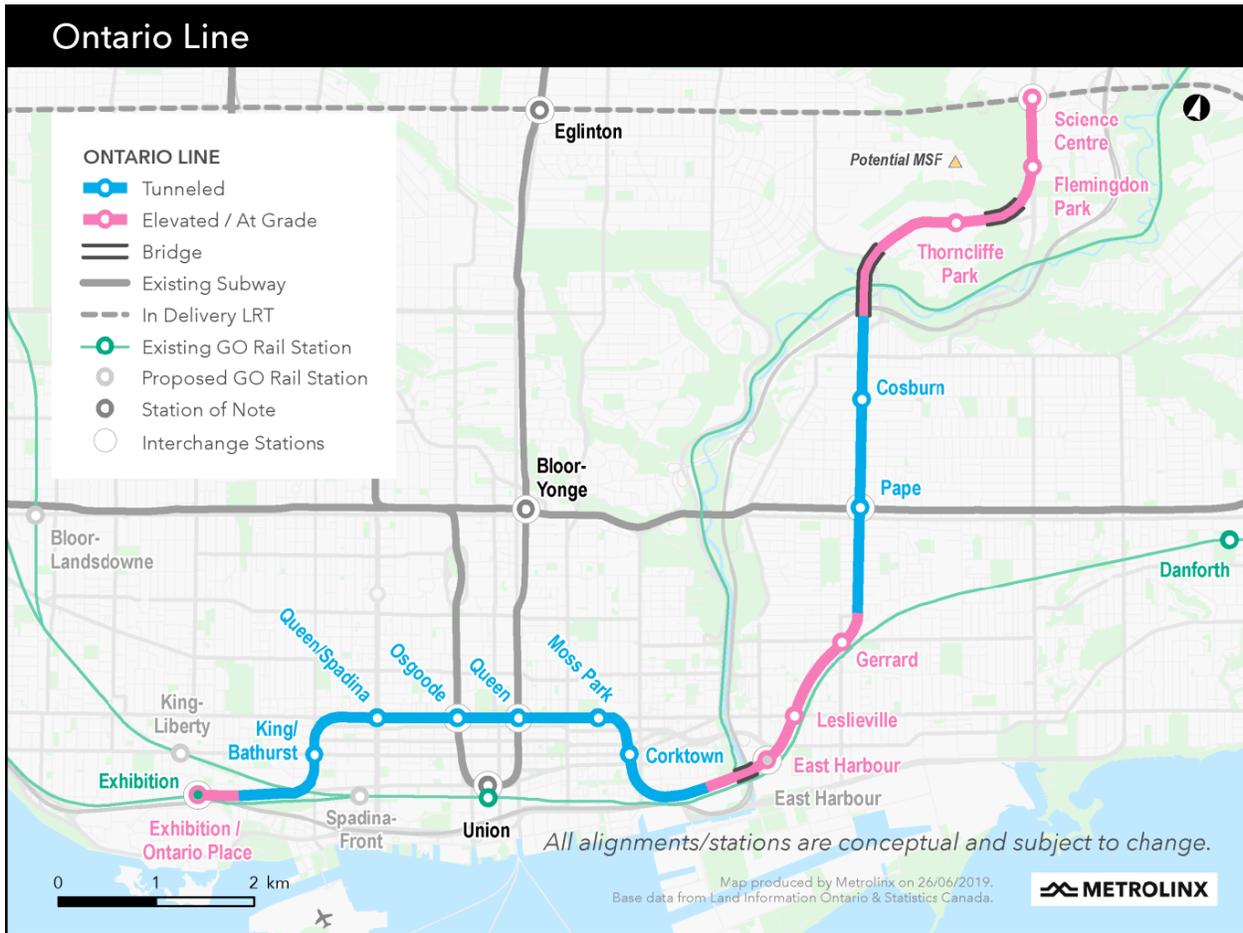
Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a long, sweeping underline.

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:** [Jaimi O'Hara](#)  
**To:** [Dave Mowat](#)  
**Cc:** [Dave Simpson](#); [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [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:** Tuesday, March 23, 2021 9:17:07 AM

---

Dear Chief Mowat,

Please note that the Noise and Vibration Report is now available for review as outlined below.

It can be found at the following link:

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

Miigwetch,

Fallon

**Fallon Melander**

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302

---

**From:** Jaimi O'Hara  
**Sent:** March-11-21 1:49 PM  
**To:** Dave Mowat <[dmowat@alderville.ca](mailto:dmowat@alderville.ca)>  
**Cc:** Dave Simpson <[consultation@alderville.ca](mailto:consultation@alderville.ca)>; [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [Maria Zintchenko](#) <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; [Merlin Yuen](#) <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; [Crystal Ho](#) <[Crystal.Ho@metrolinx.com](mailto: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 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:

[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



March 11, 2021

Chief Dave Mowat  
Alderville First Nation  
11696 2<sup>nd</sup> 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](http://www.metrolinx.com/ontarioline)

### **Ontario Line Environmental Assessment Process and Reports**

10 Bay Street  
Toronto, ON M5J 2N8

416.202.4967  
metrolinx.com



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**.

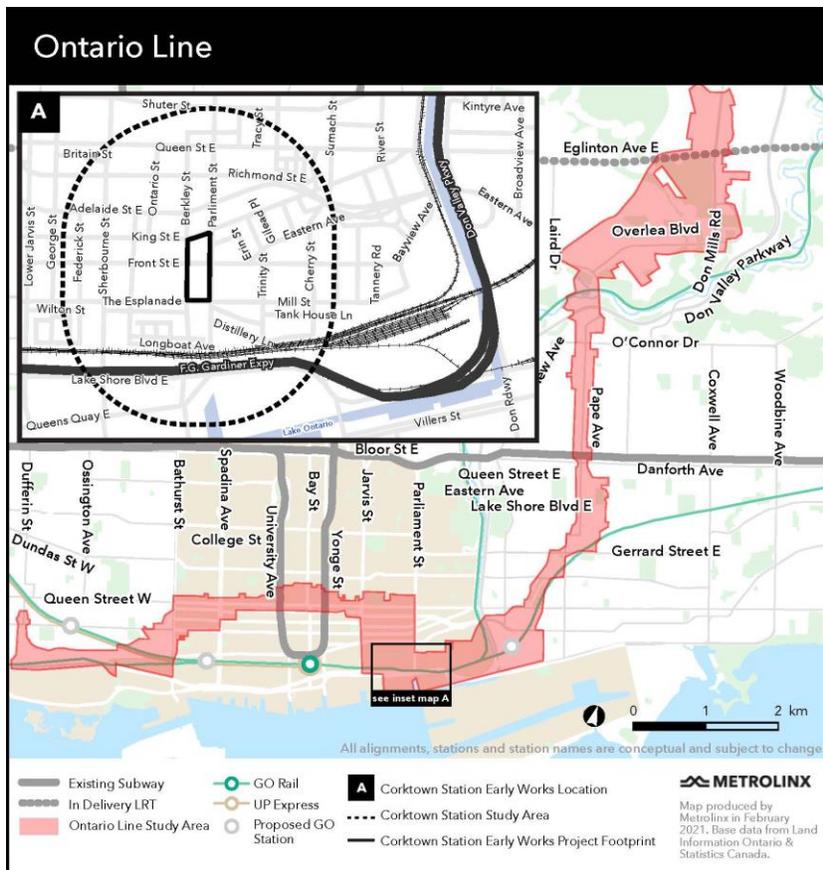


Figure 2: Map of Corktown Station Early Works

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 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](mailto: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 underline.

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



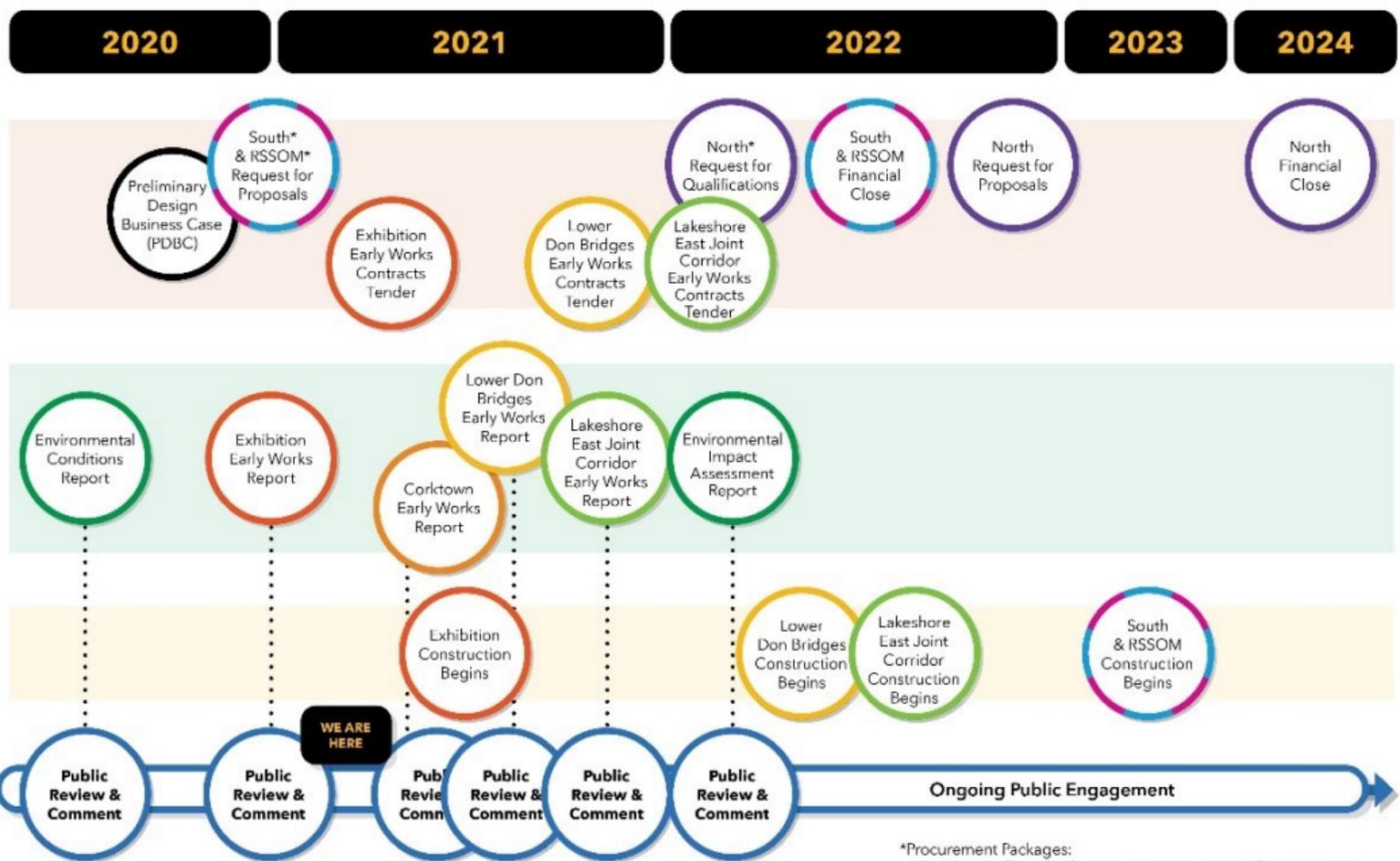
Procurement & Design



Environmental Assessment



Construction



\*Procurement Packages:  
 • RSSOM - Rolling Stock, Systems, Operations and Maintenance  
 • South - Southern Civil, Stations and Tunnel  
 • North - Northern Civil, Stations and Tunnel

Timelines are subject to change

**Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment**

| Environmental Component                                                                                            | Potential Impact                                                                                                                                                                                           | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                    | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                      | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |

| Environmental Component                                      | Potential Impact                                                                                                                                                                                 | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Vegetation Communities</b></p>                         | <ul style="list-style-type: none"> <li>▪ Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> <li>▪ Introduction or spread of Invasive Species</li> </ul> | <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>▪ All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                  | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul> |
| <p><b>Wildlife and Wildlife Habitat – General</b></p>        | <ul style="list-style-type: none"> <li>▪ Disturbance, displacement or mortality of wildlife</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>▪ If wildlife is encountered, measures will be implemented to avoid 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 from wildlife.</li> </ul>                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>▪ On-site 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 minimize impacts.</li> </ul>                     |
| <p><b>Significant Wildlife Habitat: Common Nighthawk</b></p> | <ul style="list-style-type: none"> <li>▪ Removal of candidate nesting habitat for Common Nighthawk</li> </ul>                                                                                    | <ul style="list-style-type: none"> <li>▪ Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>▪ Demolition of buildings should be scheduled outside of 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:</li> <li>▪ 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.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                             |
| <p><b>Migratory Breeding Birds and Nests</b></p>             | <ul style="list-style-type: none"> <li>▪ Disturbance or destruction of migratory bird nests</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>▪ 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.</li> <li>▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>▪ Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                                                        |

| Environmental Component          | Potential Impact                                                                                                         | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                    | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Species at Risk – General</b> | <ul style="list-style-type: none"> <li>▪ Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul>        | <ul style="list-style-type: none"> <li>▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul> | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul> |
| <b>Wetlands and Waterbodies</b>  | <ul style="list-style-type: none"> <li>▪ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Fish and Fish Habitat</b>     | <ul style="list-style-type: none"> <li>▪ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |

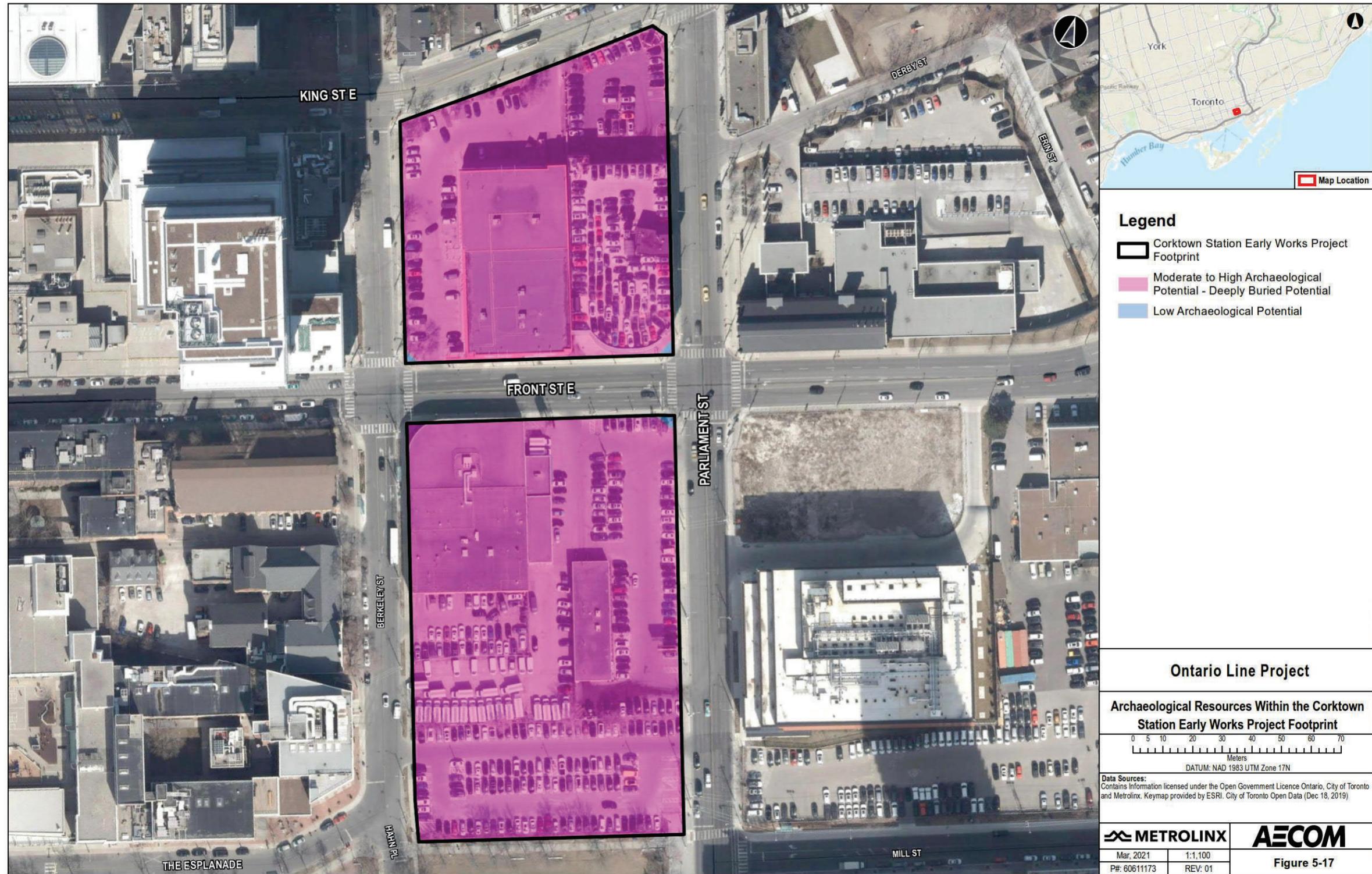
Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component         | Potential Impact                                                                                                                                                              | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Monitoring Activities                                                                                                                                                                                                             |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Archaeological Potential</b> | <ul style="list-style-type: none"> <li>Potential for the disturbance of registered archaeological sites and/or archaeological resources not previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>, and include the following. Should ground disturbing activities<sup>29</sup> be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities.               <ul style="list-style-type: none"> <li>The majority of the Corktown Station Early Works Project Footprint on either side of Front Street retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, and the Consumers' Gas company buildings.</li> </ul> </li> <li>Given the significance of the First Parliament Site, all previous site specific archaeological assessments should be reviewed to determine what additional archaeological work is required.</li> <li>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 any ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present.</li> <li>Indigenous Nations will be invited to participate in monitoring requirements for any subsequent archaeological work is recommended. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</li> </ul> | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |
| <b>Archaeological Resources</b> | <ul style="list-style-type: none"> <li>Potential recovery of unexpected archaeological resources during construction.</li> </ul>                                              | <ul style="list-style-type: none"> <li>Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

<sup>29</sup> Ground disturbing activities can be defined as any and all activities that will or have the potential to impact/disturb the area below the surface. Example of activities include, but is not limited to, heavy machine movement/weight, clearing, grading, excavating, trenching, drilling, and transporting and filling of land.

Figure 5-17: Archaeological Resources Within the Corktown Station Early Works Project Footprint



## Indigenous Nations

- **Beausoleil First Nation**

**From:** [Indigenous Relations](#)  
**To:** [bfchief@chimnissing.ca](mailto:bfchief@chimnissing.ca)  
**Cc:** [danamonague@chimnissing.ca](mailto:danamonague@chimnissing.ca); [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Ontario Line: Draft Corktown Station Early Works Report for Review  
**Date:** Wednesday, May 12, 2021 4:48:14 PM  
**Attachments:** 

---

Dear Chief Monague,

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 share the Draft Corktown Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback.

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.

We ask that you provide any comments no later than June 11, 2021.

The reports are available at the following link:



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 the Indigenous Relations Office.

Miigwetch,

Fallon

**Fallon Melander**

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

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

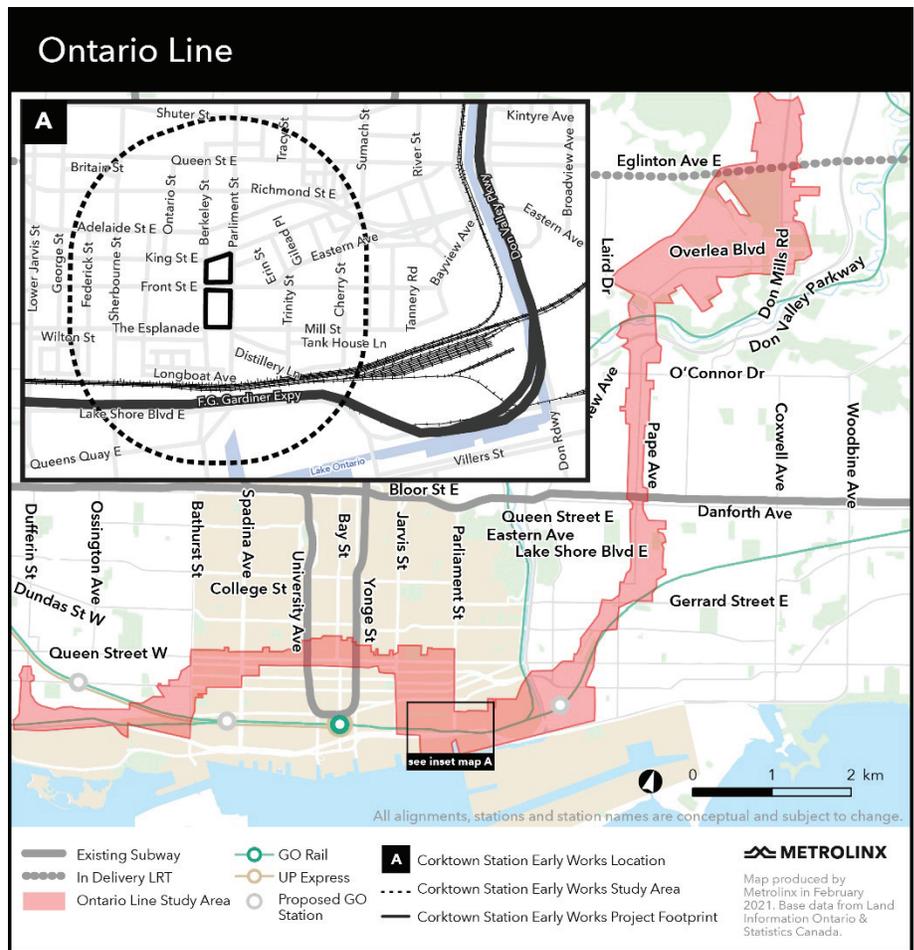
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**Table ES-1: Potential Impacts, Mitigation Measures and Monitoring Activities for the Corktown Station Early Works**

| Environmental Component                                                                                             | Potential Impacts                                                                                                                                                                                          | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture (I.S.A.) Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height (DBH) which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> </ul>                                                                   | <ul style="list-style-type: none"> <li>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.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Environmental Component                               | Potential Impacts                                                                                               | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                       | <ul style="list-style-type: none"> <li>Introduction or spread of invasive species</li> </ul>                    | <ul style="list-style-type: none"> <li>Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                                                                                                                                                                                                                                                                                                               | <p>Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.</p> <ul style="list-style-type: none"> <li>Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul>                                                                                                                     |
| <b>Wildlife and Wildlife Habitat – General</b>        | <ul style="list-style-type: none"> <li>Disturbance, displacement or mortality of wildlife</li> </ul>            | <ul style="list-style-type: none"> <li>Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>If wildlife is encountered, measures will be implemented to avoid 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.</li> </ul>                                                                                                                                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>Regular on-site inspection by environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>On-site 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 minimize impacts.</li> </ul> |
| <b>Significant Wildlife Habitat: Common Nighthawk</b> | <ul style="list-style-type: none"> <li>Removal of candidate nesting habitat for Common Nighthawk</li> </ul>     | <ul style="list-style-type: none"> <li>Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>Demolition of buildings should be scheduled outside of 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"> <li>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.</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Migratory Breeding Birds and Nests</b>             | <ul style="list-style-type: none"> <li>Disturbance or destruction of migratory bird nests</li> </ul>            | <ul style="list-style-type: none"> <li>All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>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.</li> <li>If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                            |
| <b>Species at Risk – General</b>                      | <ul style="list-style-type: none"> <li>Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul> | <ul style="list-style-type: none"> <li>All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>On-site 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 minimize impacts.</li> <li>Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul>                           |

| Environmental Component         | Potential Impacts                                                                                                        | Mitigation Measure(s)                                             | Monitoring Activities                                             |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-------------------------------------------------------------------|
| <b>Wetlands and Waterbodies</b> | <ul style="list-style-type: none"> <li>■ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |
| <b>Fish and Fish Habitat</b>    | <ul style="list-style-type: none"> <li>■ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component                | Potential Impact                                                                                                                                                            | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Archaeological Potential</b></p> | <ul style="list-style-type: none"> <li>▪ Potential for the disturbance of registered archaeological sites and/or archaeological resources previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>. Work plans shall be developed for the next stages of archaeological work on the First Parliament and Lime Kiln Works Sites and will be made available for review by the City of Toronto Heritage Planning, in addition to ongoing consultation with the City of Toronto, Indigenous Nations and other parties.               <ul style="list-style-type: none"> <li>– The majority of the Corktown Station Early Works Project Footprint retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, the Consumers’ Gas company buildings, and other registered archaeological sites.</li> <li>– The Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit will be consulted prior to any ground disturbing activities within areas identified as having archaeological potential.</li> </ul> </li> <li>▪ All archaeology on the First Parliament site on 265 Front Street East, 271 Front Street East and 25 Berkeley Street will be in accordance with the following conditions of the Minister of Heritage, Sport, Tourism and Culture Industries’ Consent:               <ul style="list-style-type: none"> <li>– All archaeological assessments are undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of previously completed archaeological assessment reports.</li> <li>– Prior to commencing any archaeological fieldwork, the licensed consultant archaeologist will submit a detailed strategy for review and approval by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. Additionally, where new conditions or situations are encountered that are not covered by an approved strategy, a revised strategy will be submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit for approval prior to proceeding with fieldwork.</li> <li>– Any construction excavation must be preceded by archaeological fieldwork according to a strategy approved by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit or must be accompanied by an excavation and monitoring strategy.</li> <li>– Excavation by a licensed consultant archaeologist or under the direction of a licensed consultant archaeologist will proceed to a point that is to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. In the event that the Project will not require total excavation of the site, an avoidance and protection strategy must be implemented for the remainder of the archaeological site to the satisfaction of the ministry. Archaeological assessments on other areas within the Corktown Station Early Works Footprint will be undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of the previously completed archaeological assessment reports and in advance of ground disturbance activities.</li> </ul> </li> <li>▪ The Mississaugas of the Credit First Nation, and other Indigenous Nations will be invited to participate in archaeological fieldwork. All future archaeological assessment findings and reports will be shared</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

| Environmental Component                | Potential Impact                                                                                                                   | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                        |                                                                                                                                    | <p>with the Mississaugas of the Credit First Nation and other Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</p> <ul style="list-style-type: none"> <li>▪ Metrolinx and the Ontario Heritage Trust will develop an Interpretation and Commemoration Plan for the First Parliament Site, in consultation with the City of Toronto Heritage Planning, and as appropriate, with Indigenous communities and other parties.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                       |
| <p><b>Archaeological Resources</b></p> | <ul style="list-style-type: none"> <li>▪ Potential recovery of unexpected archaeological resources during construction.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately cease work and notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services, in accordance with the Funeral, Burial, and Cremation Services Act. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> <li>▪</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |



May 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 - Notice of Publication of Draft 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 15.6 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 the Draft Corktown Station Early Works Report (EWR).

**Project Description**

The Ontario Line will stretch from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line is proposed to include 15 stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the Eglinton Crosstown LRT, and streetcar lines. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable commutes. More information on the Project can be found on our website:

[www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)

The initial draft of the Corktown Station EWR and a letter outlining Corktown Station early works were shared with Beausoleil First Nation on March 11, 2021. As outlined in the letter, 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*.

### Draft Corktown Station Early Works Report

In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared a Draft Corktown Station EWR that documents the assessment of Corktown Station early works.

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station. The location of the Corktown Station early works project footprint and study area can be viewed below in **Figure 1**.



Figure 1: Map of Corktown Station Early Works



The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

The EWR documents the assessment of Corktown Station early works and outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

The Draft EWR is available for your review and can be found via the Dropbox link shared in the body of the email that is associated with this letter. We welcome any additional comments you may have on the Draft EWR. The Draft EWR is available for review and comment starting **May 12, 2021** and ending on **June 11, 2021**. The Notice of Publication of Draft Corktown Station EWR is provided in **Attachment 1**. The Draft EWR will be updated following the review period, and the Final EWR will be published on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)) and shared with Beausoleil First Nation.

#### Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft EWR that may be of interest to *Beausoleil First Nation*. If *Beausoleil First 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.

#### Revisions to the Initial Draft of the Corktown Station Early Works Report

In accordance with O. Reg. 341/20, Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR.

To streamline capacity for Beausoleil First Nation to provide comments or feedback, a summary of revisions to the EWR since the circulation of the initial draft of the EWR is as follows:

- Minor editorial changes to address grammatical and syntax errors and updates to reflect comments received from agencies;
- Clarification that the project operations, construction of Corktown Station and other project components will be assessed in the Ontario Line Environmental Impact Assessment Report;
- Inclusion of information on the Parkland Strategy (City of Toronto, 2019), First Parliament Master Plan (City of Toronto, 2020) and additional information on planned community services and facilities in the Corktown Station Early Works Study Area;
- Edits to the text to reflect that the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) Minister's Consent has been granted for the demolition and removal of the non-heritage buildings at 265 Front Street East and removal of the heritage attributes at 265 Front Street East, 271 Front Street East and 25 Berkeley Street located on the First Parliament Site, and affirming Metrolinx's commitment to fulfilling the conditions outlined in the Minister's Consent, including completion of archaeological requirements;
- Additional mitigation measures for environmental disciplines such as archaeology, air quality and traffic and transportation, that include:
  - Coordination and completion of required archaeological investigations, early works activities and/or activities that have the potential for vibration effects such that buried archaeological resources are appropriately considered;
  - Use of non-chloride dust suppressants; and
  - Consultation with the City of Toronto to minimize potential impacts during special events (e.g., the Toronto Christmas Market at the Distillery District) should closures or long-term impacts be required.
- Revision of traffic and transportation figures to include additional information such as intersection names and inclusion of an additional noise and vibration figure to show representative receptor locations.

## 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](mailto:IndigenousRelations@metrolinx.com).



Metrolinx welcomes any comments or feedback on the Draft EWR from Beausoleil First Nation. Please provide these in writing no later than **June 11, 2021**. Comments and information regarding this draft report will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. 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*.

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 underline.

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, Metrolinx  
Merlin Yuen, Project Coordinator, Metrolinx  
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Corktown Station  
Early Works Report  
Attachment 2 - Draft Corktown Station Early Works Report Natural  
Environment Potential Effects, Mitigation Measures and Monitoring  
Attachment 3 - Draft Corktown Station Early Works Report Archaeology  
Potential Effects, Mitigation Measures and Monitoring

**From:** [Indigenous Relations](#)  
**To:** [bfchief@chimnissing.ca](mailto:bfchief@chimnissing.ca)  
**Cc:** [danamonague@chimnissing.ca](mailto:danamonague@chimnissing.ca); [k.a.sandy-mckenzie@rogers.com](mailto: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:** [REDACTED]

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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](http://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](mailto: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.

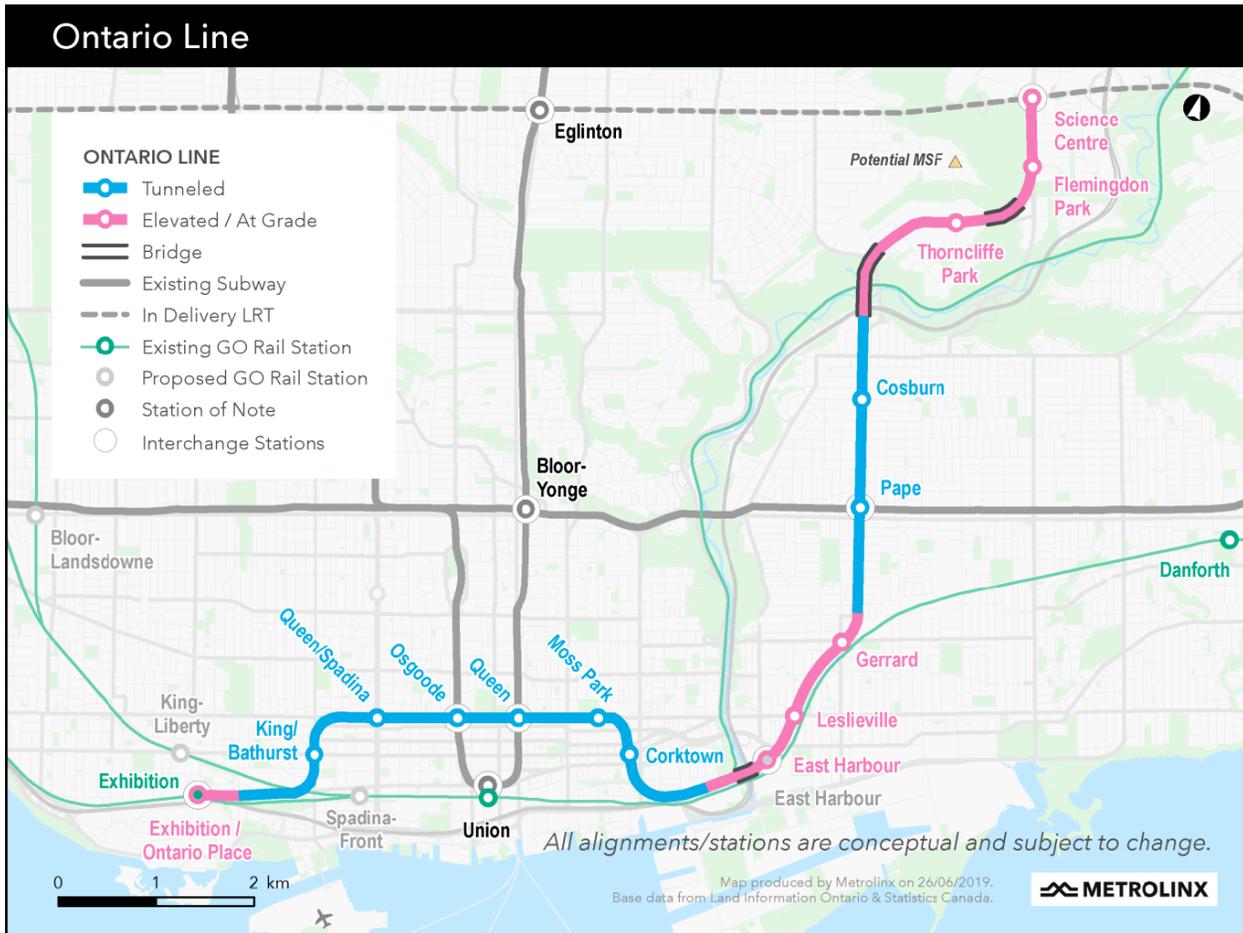
Yours Truly,

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](mailto:bfchief@chimnissing.ca)  
**Cc:** [danamonague@chimnissing.ca](mailto:danamonague@chimnissing.ca); [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [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 22, 2021 11:38:38 AM

---

Dear Chief Monague,

Please note that the Noise and Vibration Report is now available for review as outlined below.

It can be found at the following link:

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

Miigwetch,

Fallon

**Fallon Melander**

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

---

**From:** Indigenous Relations  
**Sent:** March-11-21 1:59 PM  
**To:** 'bfchief@chimnissing.ca' <bfchief@chimnissing.ca>  
**Cc:** 'danamonague@chimnissing.ca' <danamonague@chimnissing.ca>; 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 - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork

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:

[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



March 11, 2021

Chief Guy Monague  
Beausoleil First Nation  
11 O'Gema Miiikaan  
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](http://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**.

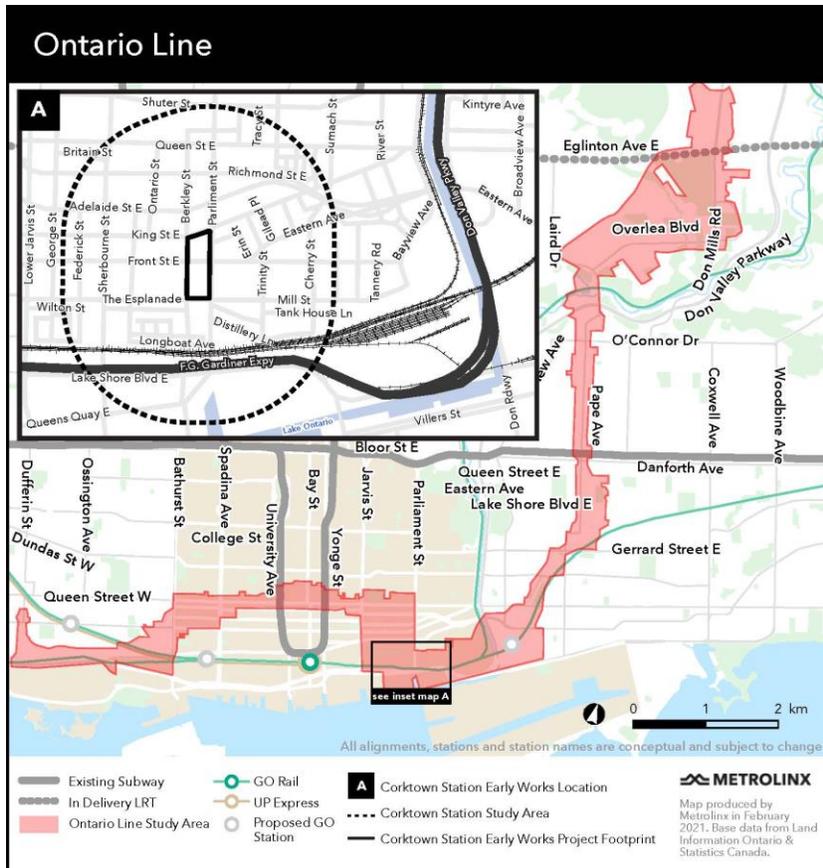


Figure 2: Map of Corktown Station Early Works

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](mailto: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 underline.

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



Procurement & Design



Environmental Assessment



Construction



\*Procurement Packages:  
 • RSSOM - Rolling Stock, Systems, Operations and Maintenance  
 • South - Southern Civil, Stations and Tunnel  
 • North - Northern Civil, Stations and Tunnel

Timelines are subject to change

**Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment**

| Environmental Component                                                                                            | Potential Impact                                                                                                                                                                                           | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                    | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                      | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |

| Environmental Component                               | Potential Impact                                                                                                                                                                                 | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Vegetation Communities</b>                         | <ul style="list-style-type: none"> <li>▪ Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> <li>▪ Introduction or spread of Invasive Species</li> </ul> | <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>▪ All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                  | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul> |
| <b>Wildlife and Wildlife Habitat – General</b>        | <ul style="list-style-type: none"> <li>▪ Disturbance, displacement or mortality of wildlife</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>▪ If wildlife is encountered, measures will be implemented to avoid 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 from wildlife.</li> </ul>                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>▪ On-site 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 minimize impacts.</li> </ul>                     |
| <b>Significant Wildlife Habitat: Common Nighthawk</b> | <ul style="list-style-type: none"> <li>▪ Removal of candidate nesting habitat for Common Nighthawk</li> </ul>                                                                                    | <ul style="list-style-type: none"> <li>▪ Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>▪ Demolition of buildings should be scheduled outside of 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:</li> <li>▪ 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.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Migratory Breeding Birds and Nests</b>             | <ul style="list-style-type: none"> <li>▪ Disturbance or destruction of migratory bird nests</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>▪ 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.</li> <li>▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>▪ Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                                                        |

| Environmental Component          | Potential Impact                                                                                                         | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                    | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Species at Risk – General</b> | <ul style="list-style-type: none"> <li>▪ Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul>        | <ul style="list-style-type: none"> <li>▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul> | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul> |
| <b>Wetlands and Waterbodies</b>  | <ul style="list-style-type: none"> <li>▪ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Fish and Fish Habitat</b>     | <ul style="list-style-type: none"> <li>▪ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |

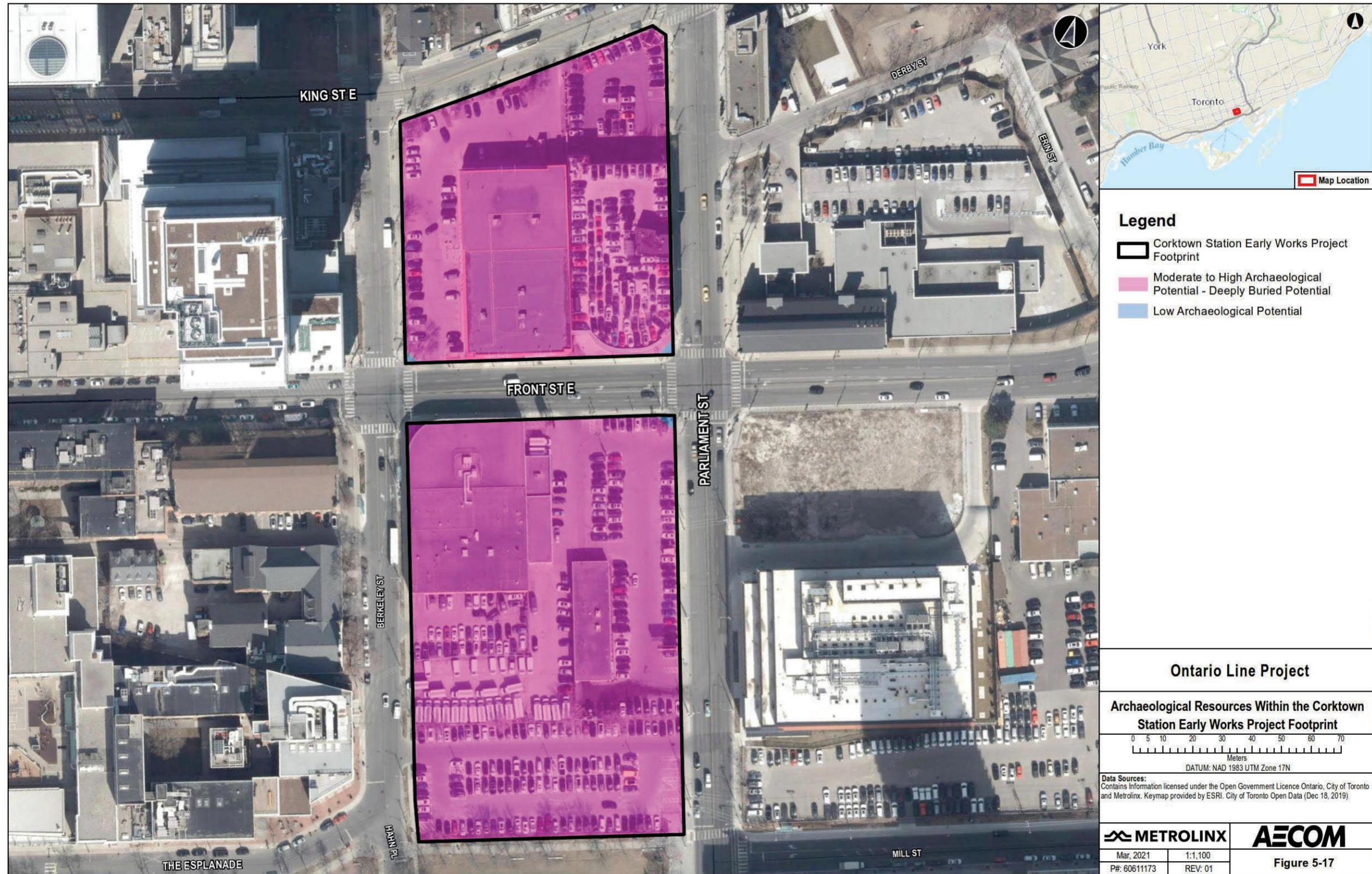
Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component         | Potential Impact                                                                                                                                                              | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Monitoring Activities                                                                                                                                                                                                             |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Archaeological Potential</b> | <ul style="list-style-type: none"> <li>Potential for the disturbance of registered archaeological sites and/or archaeological resources not previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>, and include the following. Should ground disturbing activities<sup>29</sup> be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities.               <ul style="list-style-type: none"> <li>The majority of the Corktown Station Early Works Project Footprint on either side of Front Street retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, and the Consumers' Gas company buildings.</li> </ul> </li> <li>Given the significance of the First Parliament Site, all previous site specific archaeological assessments should be reviewed to determine what additional archaeological work is required.</li> <li>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 any ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present.</li> <li>Indigenous Nations will be invited to participate in monitoring requirements for any subsequent archaeological work is recommended. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</li> </ul> | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |
| <b>Archaeological Resources</b> | <ul style="list-style-type: none"> <li>Potential recovery of unexpected archaeological resources during construction.</li> </ul>                                              | <ul style="list-style-type: none"> <li>Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

<sup>29</sup> Ground disturbing activities can be defined as any and all activities that will or have the potential to impact/disturb the area below the surface. Example of activities include, but is not limited to, heavy machine movement/weight, clearing, grading, excavating, trenching, drilling, and transporting and filling of land.

Figure 5-17: Archaeological Resources Within the Corktown Station Early Works Project Footprint



## Indigenous Nations

- Chippewas of Georgina Island

**From:** [Indigenous Relations](#)  
**To:** [donna.bigcanoe@georginaisland.com](mailto:donna.bigcanoe@georginaisland.com)  
**Cc:** [natasha.charles@georginaisland.com](mailto:natasha.charles@georginaisland.com); [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Ontario Line: Draft Corktown Station Early Works Report for Review  
**Date:** Wednesday, May 12, 2021 4:48:00 PM  
**Attachments:** 

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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 share the Draft Corktown Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback.

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.

We ask that you provide any comments no later than June 11, 2021.

The reports are available at the following link:



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 the Indigenous Relations Office.

Miigwetch,

Fallon

**Fallon Melander**

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

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

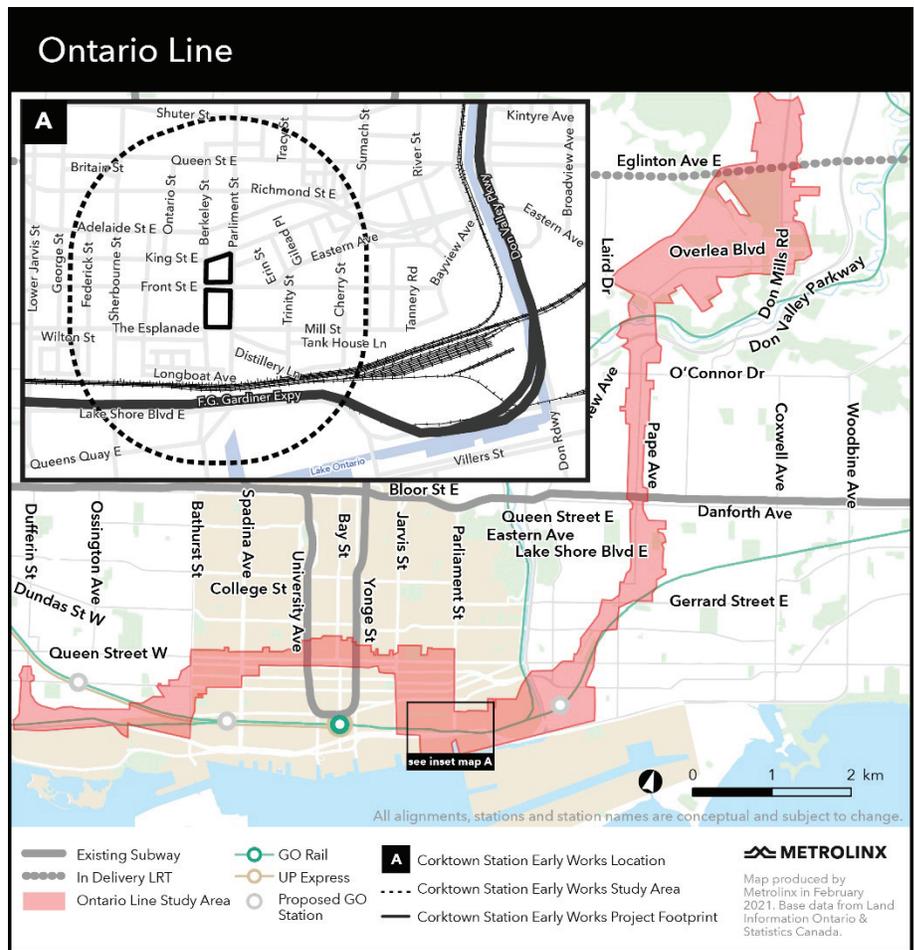
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)



May 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 - Notice of Publication of Draft 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 15.6 kilometres of subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Chippewas of Georgina Island.

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 the Draft Corktown Station Early Works Report (EWR).

**Project Description**

The Ontario Line will stretch from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line is proposed to include 15 stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the Eglinton Crosstown LRT, and streetcar lines. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable commutes. More information on the Project can be found on our website:

[www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)

The initial draft of the Corktown Station EWR and a letter outlining Corktown Station early works were shared with Chippewas of Georgina Island on March 11, 2021. As outlined in the letter, 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*.

## Draft Corktown Station Early Works Report

In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared a Draft Corktown Station EWR that documents the assessment of Corktown Station early works.

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station. The location of the Corktown Station early works project footprint and study area can be viewed below in **Figure 1**.



Figure 1: Map of Corktown Station Early Works



The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

The EWR documents the assessment of Corktown Station early works and outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

The Draft EWR is available for your review and can be found via the Dropbox link shared in the body of the email that is associated with this letter. We welcome any additional comments you may have on the Draft EWR. The Draft EWR is available for review and comment starting **May 12, 2021** and ending on **June 11, 2021**. The Notice of Publication of Draft Corktown Station EWR is provided in **Attachment 1**. The Draft EWR will be updated following the review period, and the Final EWR will be published on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)) and shared with Chippewas of Georgina Island.

#### Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft EWR that may be of interest to *Chippewas of Georgina Island*. If *Chippewas of Georgina Island* 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.

#### Revisions to the Initial Draft of the Corktown Station Early Works Report

In accordance with O. Reg. 341/20, Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR.

To streamline capacity for Chippewas of Georgina Island to provide comments or feedback, a summary of revisions to the EWR since the circulation of the initial draft of the EWR is as follows:

- Minor editorial changes to address grammatical and syntax errors and updates to reflect comments received from agencies;
- Clarification that the project operations, construction of Corktown Station and other project components will be assessed in the Ontario Line Environmental Impact Assessment Report;
- Inclusion of information on the Parkland Strategy (City of Toronto, 2019), First Parliament Master Plan (City of Toronto, 2020) and additional information on planned community services and facilities in the Corktown Station Early Works Study Area;
- Edits to the text to reflect that the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) Minister's Consent has been granted for the demolition and removal of the non-heritage buildings at 265 Front Street East and removal of the heritage attributes at 265 Front Street East, 271 Front Street East and 25 Berkeley Street located on the First Parliament Site, and affirming Metrolinx's commitment to fulfilling the conditions outlined in the Minister's Consent, including completion of archaeological requirements;
- Additional mitigation measures for environmental disciplines such as archaeology, air quality and traffic and transportation, that include:
  - Coordination and completion of required archaeological investigations, early works activities and/or activities that have the potential for vibration effects such that buried archaeological resources are appropriately considered;
  - Use of non-chloride dust suppressants; and
  - Consultation with the City of Toronto to minimize potential impacts during special events (e.g., the Toronto Christmas Market at the Distillery District) should closures or long-term impacts be required.
- Revision of traffic and transportation figures to include additional information such as intersection names and inclusion of an additional noise and vibration figure to show representative receptor locations.

## Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Chippewas of Georgina Island. We appreciate the significant volume of documents related to this Project that have been shared with Chippewas of Georgina Island. We are happy to assist in the review of these documents by meeting with Chippewas of Georgina Island or working to address any questions that Chippewas of Georgina Island 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](mailto:IndigenousRelations@metrolinx.com).



Metrolinx welcomes any comments or feedback on the Draft EWR from Chippewas of Georgina Island. Please provide these in writing no later than **June 11, 2021**.

Comments and information regarding this draft report will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. 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*.

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 underline.

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  
Merlin Yuen, Project Coordinator, Metrolinx  
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Corktown Station  
Early Works Report  
Attachment 2 - Draft Corktown Station Early Works Report Natural  
Environment Potential Effects, Mitigation Measures and Monitoring  
Attachment 3 - Draft Corktown Station Early Works Report Archaeology  
Potential Effects, Mitigation Measures and Monitoring

**Table ES-1: Potential Impacts, Mitigation Measures and Monitoring Activities for the Corktown Station Early Works**

| Environmental Component                                                                                             | Potential Impacts                                                                                                                                                                                          | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture (I.S.A.) Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height (DBH) which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> </ul>                                                                   | <ul style="list-style-type: none"> <li>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.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Environmental Component                               | Potential Impacts                                                                                                 | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                       | <ul style="list-style-type: none"> <li>■ Introduction or spread of invasive species</li> </ul>                    | <ul style="list-style-type: none"> <li>■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>■ All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                                                                                                                                                                                                                                                                                                                 | <p>Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.</p> <ul style="list-style-type: none"> <li>■ Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul>                                                                                                                       |
| <b>Wildlife and Wildlife Habitat – General</b>        | <ul style="list-style-type: none"> <li>■ Disturbance, displacement or mortality of wildlife</li> </ul>            | <ul style="list-style-type: none"> <li>■ Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>■ If wildlife is encountered, measures will be implemented to avoid 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.</li> </ul>                                                                                                                                                                                                                                                                                                                               | <ul style="list-style-type: none"> <li>■ Regular on-site inspection by environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>■ On-site 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 minimize impacts.</li> </ul> |
| <b>Significant Wildlife Habitat: Common Nighthawk</b> | <ul style="list-style-type: none"> <li>■ Removal of candidate nesting habitat for Common Nighthawk</li> </ul>     | <ul style="list-style-type: none"> <li>■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>■ Demolition of buildings should be scheduled outside of 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"> <li>– 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.</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Migratory Breeding Birds and Nests</b>             | <ul style="list-style-type: none"> <li>■ Disturbance or destruction of migratory bird nests</li> </ul>            | <ul style="list-style-type: none"> <li>■ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>■ 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.</li> <li>■ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>■ Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                              |
| <b>Species at Risk – General</b>                      | <ul style="list-style-type: none"> <li>■ Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul> | <ul style="list-style-type: none"> <li>■ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <ul style="list-style-type: none"> <li>■ On-site 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 minimize impacts.</li> <li>■ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul>                           |

| Environmental Component         | Potential Impacts                                                                                                        | Mitigation Measure(s)                                             | Monitoring Activities                                             |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-------------------------------------------------------------------|
| <b>Wetlands and Waterbodies</b> | <ul style="list-style-type: none"> <li>■ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |
| <b>Fish and Fish Habitat</b>    | <ul style="list-style-type: none"> <li>■ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component                | Potential Impact                                                                                                                                                            | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Archaeological Potential</b></p> | <ul style="list-style-type: none"> <li>▪ Potential for the disturbance of registered archaeological sites and/or archaeological resources previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>. Work plans shall be developed for the next stages of archaeological work on the First Parliament and Lime Kiln Works Sites and will be made available for review by the City of Toronto Heritage Planning, in addition to ongoing consultation with the City of Toronto, Indigenous Nations and other parties.               <ul style="list-style-type: none"> <li>– The majority of the Corktown Station Early Works Project Footprint retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, the Consumers’ Gas company buildings, and other registered archaeological sites.</li> <li>– The Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit will be consulted prior to any ground disturbing activities within areas identified as having archaeological potential.</li> </ul> </li> <li>▪ All archaeology on the First Parliament site on 265 Front Street East, 271 Front Street East and 25 Berkeley Street will be in accordance with the following conditions of the Minister of Heritage, Sport, Tourism and Culture Industries’ Consent:               <ul style="list-style-type: none"> <li>– All archaeological assessments are undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of previously completed archaeological assessment reports.</li> <li>– Prior to commencing any archaeological fieldwork, the licensed consultant archaeologist will submit a detailed strategy for review and approval by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. Additionally, where new conditions or situations are encountered that are not covered by an approved strategy, a revised strategy will be submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit for approval prior to proceeding with fieldwork.</li> <li>– Any construction excavation must be preceded by archaeological fieldwork according to a strategy approved by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit or must be accompanied by an excavation and monitoring strategy.</li> <li>– Excavation by a licensed consultant archaeologist or under the direction of a licensed consultant archaeologist will proceed to a point that is to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. In the event that the Project will not require total excavation of the site, an avoidance and protection strategy must be implemented for the remainder of the archaeological site to the satisfaction of the ministry. Archaeological assessments on other areas within the Corktown Station Early Works Footprint will be undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of the previously completed archaeological assessment reports and in advance of ground disturbance activities.</li> </ul> </li> <li>▪ The Mississaugas of the Credit First Nation, and other Indigenous Nations will be invited to participate in archaeological fieldwork. All future archaeological assessment findings and reports will be shared</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

| Environmental Component                | Potential Impact                                                                                                                   | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                        |                                                                                                                                    | <p>with the Mississaugas of the Credit First Nation and other Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</p> <ul style="list-style-type: none"> <li>▪ Metrolinx and the Ontario Heritage Trust will develop an Interpretation and Commemoration Plan for the First Parliament Site, in consultation with the City of Toronto Heritage Planning, and as appropriate, with Indigenous communities and other parties.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                       |
| <p><b>Archaeological Resources</b></p> | <ul style="list-style-type: none"> <li>▪ Potential recovery of unexpected archaeological resources during construction.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately cease work and notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services, in accordance with the Funeral, Burial, and Cremation Services Act. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> <li>▪</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

**From:** [Indigenous Relations](#)  
**To:** [donna.bigcanoe@georginaisland.com](mailto:donna.bigcanoe@georginaisland.com)  
**Cc:** [natasha.charles@georginaisland.com](mailto:natasha.charles@georginaisland.com); [k.a.sandy-mckenzie@rogers.com](mailto: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:** [REDACTED]

---

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](http://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](mailto: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.

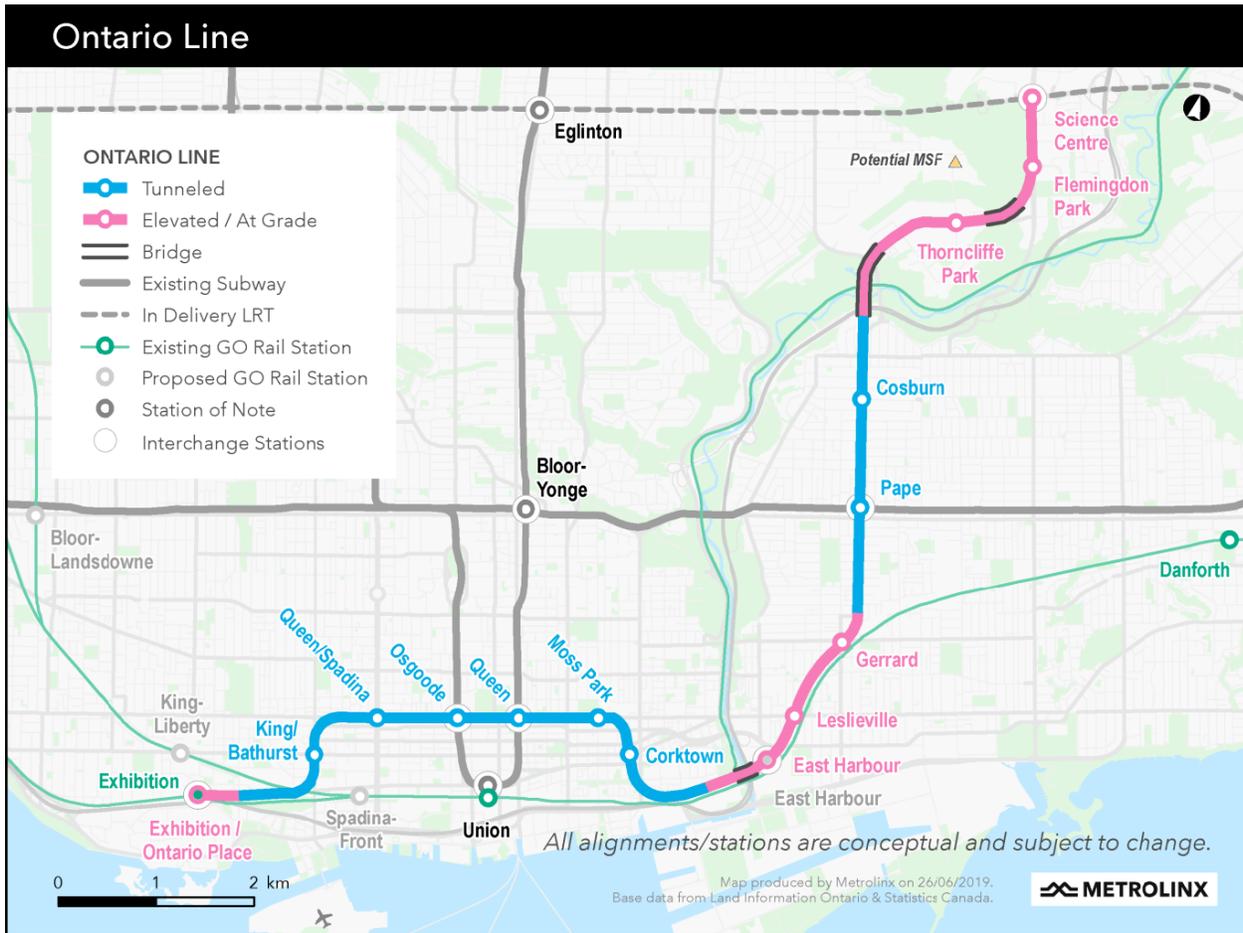
Yours Truly,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a long, sweeping underline.

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](mailto:donna.bigcanoe@georginaisland.com)  
**Cc:** [natasha.charles@georginaisland.com](mailto:natasha.charles@georginaisland.com); [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [Merlin Yuen](#); [Crystal Ho](#); [Maria Zintchenko](#)  
**Subject:** RE: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork  
**Date:** Monday, March 22, 2021 11:39:26 AM

---

Dear Chief Big Canoe,

Please note that the Noise and Vibration Report is now available for review as outlined below.

It can be found at the following link:

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

Miigwetch,

Fallon

**Fallon Melander**

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

---

**From:** Indigenous Relations  
**Sent:** March-11-21 2:30 PM  
**To:** donna.bigcanoe@georginaisland.com  
**Cc:** natasha.charles@georginaisland.com; k.a.sandy-mckenzie@rogers.com; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>  
**Subject:** Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork

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:

[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



March 11, 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 - 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 Chippewas of Georgina Island.

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 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](http://www.metrolinx.com/ontarioline)

**Ontario Line Environmental Assessment Process and Reports**



In 2020, Metrolinx provided Chippewas of Georgina Island 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 Chippewas of Georgina Island 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 Chippewas of Georgina Island. 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 Chippewas of Georgina Island to participate in these assessments should Chippewas of Georgina Island 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**.

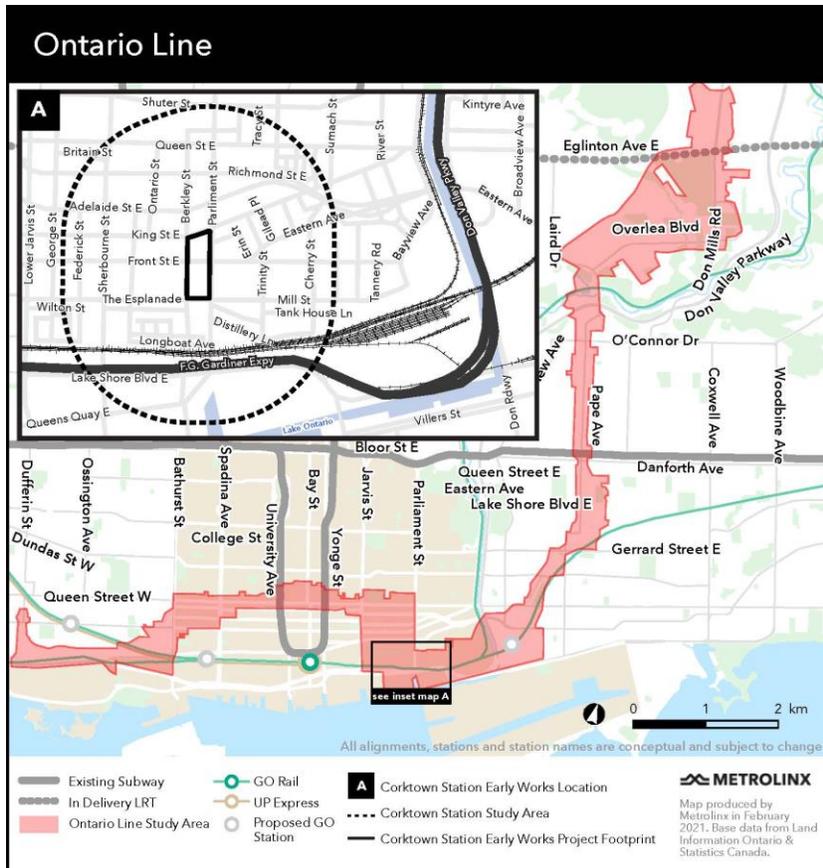


Figure 2: Map of Corktown Station Early Works

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 Chippewas of Georgina Island'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 Chippewas of Georgina Island on **March 19, 2021** for review.



Metrolinx welcomes any comments or feedback on the initial draft of the Corktown Station Early Works Report from Chippewas of Georgina Island. 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 Chippewas of Georgina Island, 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 Chippewas of Georgina Island 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 Chippewas of Georgina Island's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

Metrolinx acknowledges that Chippewas of Georgina Island 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 Chippewas of Georgina Island in draft form, prior to submission to MHSTCI.

### **Engagement**

Metrolinx is committed to an open, respectful, and transparent relationship with Chippewas of Georgina Island. We appreciate the significant volume of documents related to this Project that have been shared with Chippewas of Georgina Island. We are happy to assist in the review of these documents by meeting with Chippewas of Georgina Island or working to address any questions that Chippewas of Georgina Island 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](mailto: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 underline.

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  
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



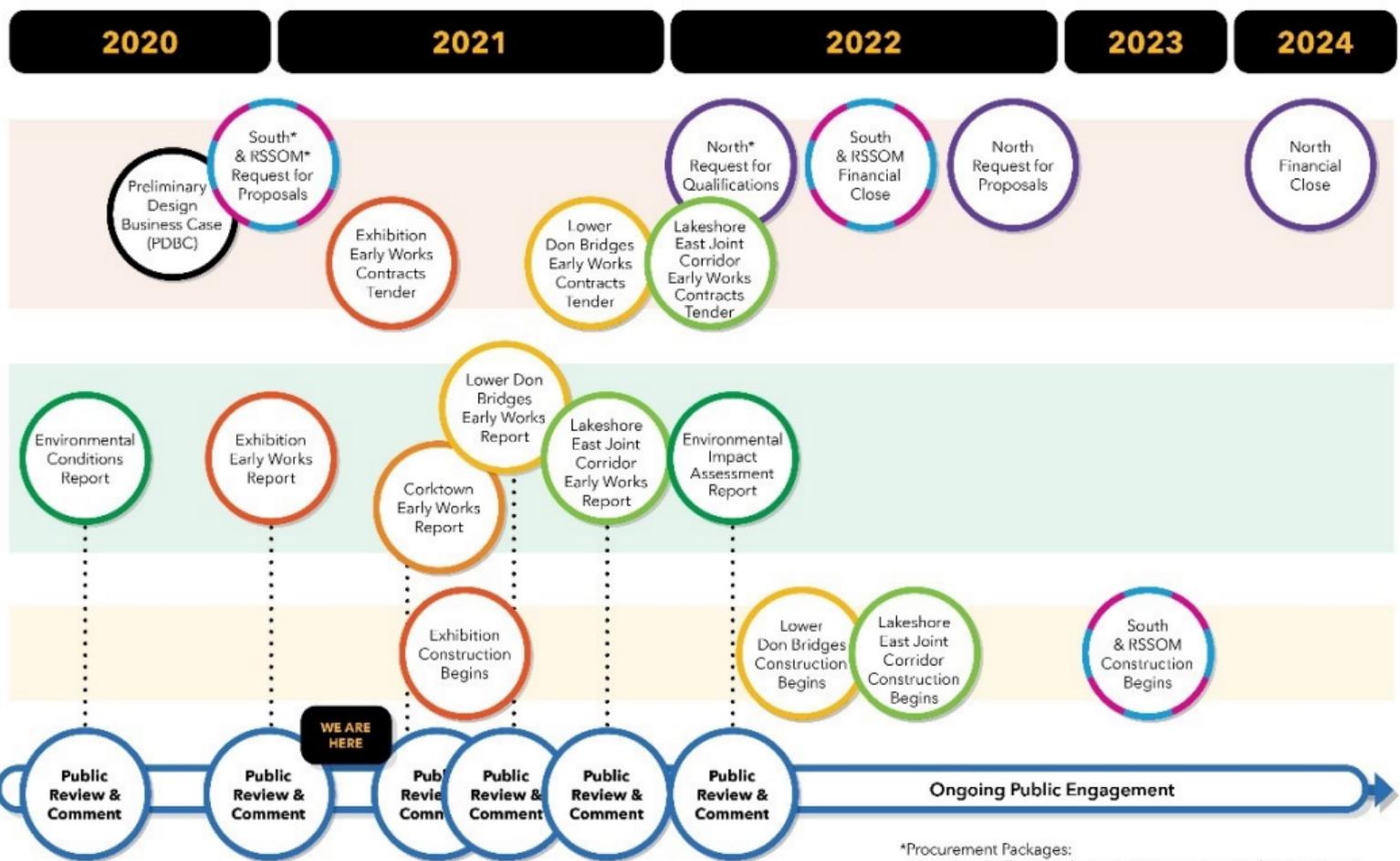
Procurement & Design



Environmental Assessment



Construction



\*Procurement Packages:  
 • RSSOM - Rolling Stock, Systems, Operations and Maintenance  
 • South - Southern Civil, Stations and Tunnel  
 • North - Northern Civil, Stations and Tunnel

Timelines are subject to change

**Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment**

| Environmental Component                                                                                            | Potential Impact                                                                                                                                                                                           | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                    | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                      | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |

| Environmental Component                               | Potential Impact                                                                                                                                                                                 | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Vegetation Communities</b>                         | <ul style="list-style-type: none"> <li>▪ Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> <li>▪ Introduction or spread of Invasive Species</li> </ul> | <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>▪ All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                  | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul> |
| <b>Wildlife and Wildlife Habitat – General</b>        | <ul style="list-style-type: none"> <li>▪ Disturbance, displacement or mortality of wildlife</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>▪ If wildlife is encountered, measures will be implemented to avoid 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 from wildlife.</li> </ul>                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>▪ On-site 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 minimize impacts.</li> </ul>                     |
| <b>Significant Wildlife Habitat: Common Nighthawk</b> | <ul style="list-style-type: none"> <li>▪ Removal of candidate nesting habitat for Common Nighthawk</li> </ul>                                                                                    | <ul style="list-style-type: none"> <li>▪ Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>▪ Demolition of buildings should be scheduled outside of 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:</li> <li>▪ 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.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Migratory Breeding Birds and Nests</b>             | <ul style="list-style-type: none"> <li>▪ Disturbance or destruction of migratory bird nests</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>▪ 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.</li> <li>▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>▪ Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                                                        |

| Environmental Component          | Potential Impact                                                                                                         | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                    | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Species at Risk – General</b> | <ul style="list-style-type: none"> <li>▪ Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul>        | <ul style="list-style-type: none"> <li>▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul> | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul> |
| <b>Wetlands and Waterbodies</b>  | <ul style="list-style-type: none"> <li>▪ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Fish and Fish Habitat</b>     | <ul style="list-style-type: none"> <li>▪ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |

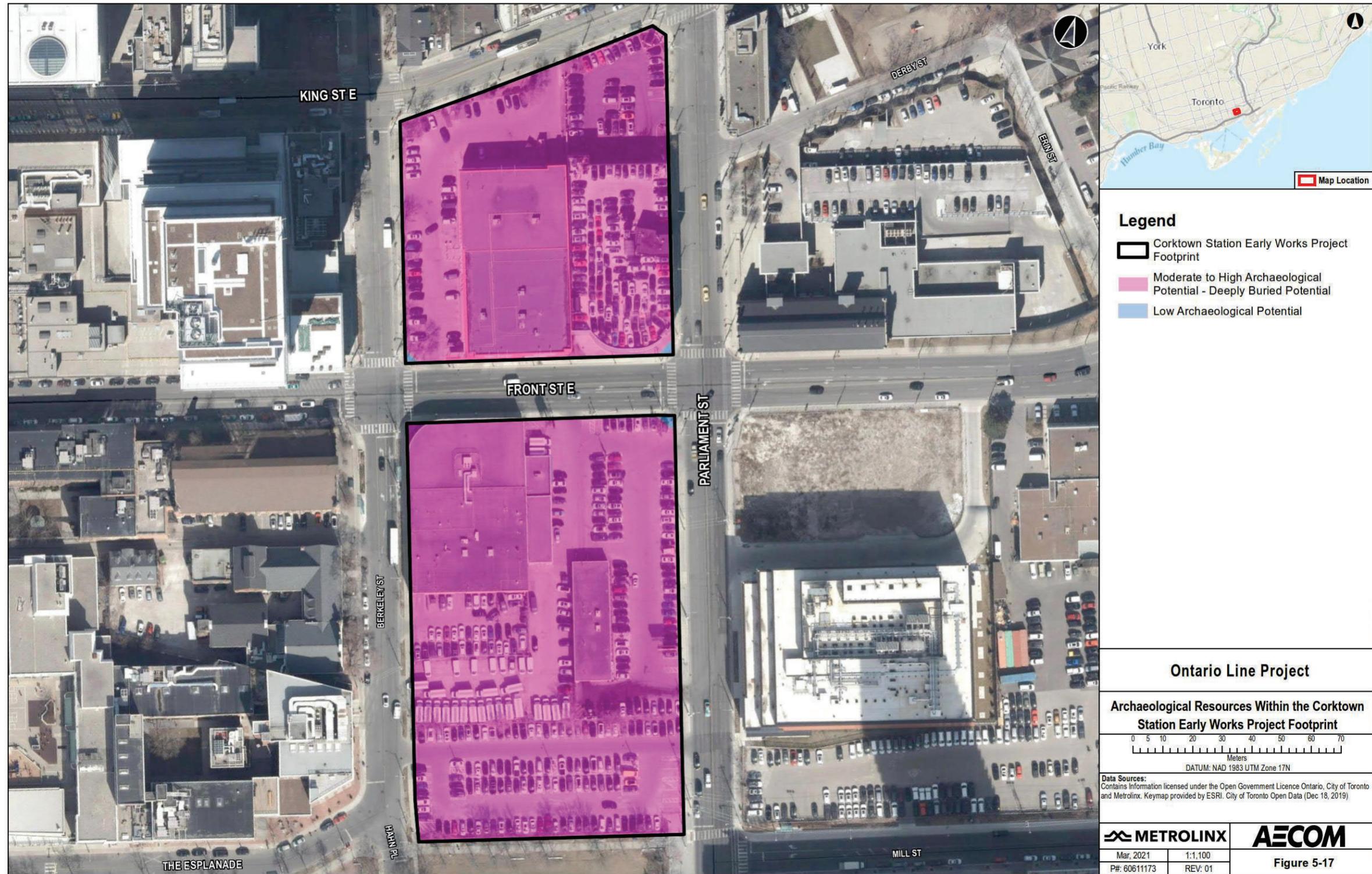
Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component         | Potential Impact                                                                                                                                                              | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Monitoring Activities                                                                                                                                                                                                             |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Archaeological Potential</b> | <ul style="list-style-type: none"> <li>Potential for the disturbance of registered archaeological sites and/or archaeological resources not previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>, and include the following. Should ground disturbing activities<sup>29</sup> be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. <ul style="list-style-type: none"> <li>The majority of the Corktown Station Early Works Project Footprint on either side of Front Street retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, and the Consumers' Gas company buildings.</li> </ul> </li> <li>Given the significance of the First Parliament Site, all previous site specific archaeological assessments should be reviewed to determine what additional archaeological work is required.</li> <li>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 any ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present.</li> <li>Indigenous Nations will be invited to participate in monitoring requirements for any subsequent archaeological work is recommended. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</li> </ul> | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |
| <b>Archaeological Resources</b> | <ul style="list-style-type: none"> <li>Potential recovery of unexpected archaeological resources during construction.</li> </ul>                                              | <ul style="list-style-type: none"> <li>Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

<sup>29</sup> Ground disturbing activities can be defined as any and all activities that will or have the potential to impact/disturb the area below the surface. Example of activities include, but is not limited to, heavy machine movement/weight, clearing, grading, excavating, trenching, drilling, and transporting and filling of land.

Figure 5-17: Archaeological Resources Within the Corktown Station Early Works Project Footprint



## Indigenous Nations

- **Chippewas of Rama First Nation**

**From:** [Indigenous Relations](#)  
**To:** [Sharday James](#)  
**Cc:** [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Ontario Line: Draft Corktown Station Early Works Report for Review  
**Date:** Wednesday, May 12, 2021 4:55:17 PM  
**Attachments:** 

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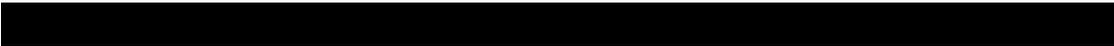
Dear Sharday,

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 share the Draft Corktown Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback. I am working on filling out the consultation form as requested.

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.

We ask that you provide any comments no later than June 11, 2021.

The reports are available at the following link:



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 the Indigenous Relations Office.

Miigwetch,

Fallon

**Fallon Melander**

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

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

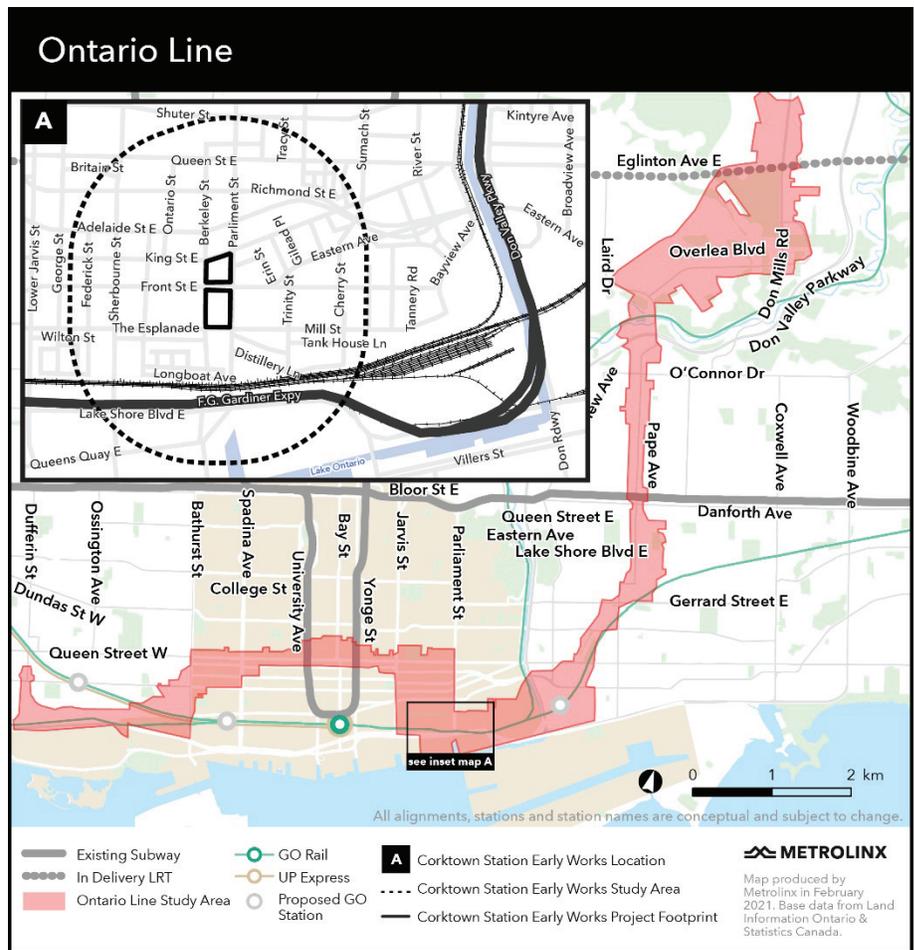
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)



May 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 - Notice of Publication of Draft 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 15.6 kilometres of subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Chippewas of Rama First Nation.

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 the Draft Corktown Station Early Works Report (EWR).

**Project Description**

The Ontario Line will stretch from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line is proposed to include 15 stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the Eglinton Crosstown LRT, and streetcar lines. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable commutes. More information on the Project can be found on our website: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)

The initial draft of the Corktown Station EWR and a letter outlining Corktown Station early works were shared with Chippewas of Rama First Nation on March 11, 2021. As

outlined in the letter, 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*.

### Draft Corktown Station Early Works Report

In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared a Draft Corktown Station EWR that documents the assessment of Corktown Station early works.

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station. The location of the Corktown Station early works project footprint and study area can be viewed below in **Figure 1**.



Figure 1: Map of Corktown Station Early Works



The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

The EWR documents the assessment of Corktown Station early works and outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

The Draft EWR is available for your review and can be found via the Dropbox link shared in the body of the email that is associated with this letter. We welcome any additional comments you may have on the Draft EWR. The Draft EWR is available for review and comment starting **May 12, 2021** and ending on **June 11, 2021**. The Notice of Publication of Draft Corktown Station EWR is provided in **Attachment 1**. The Draft EWR will be updated following the review period, and the Final EWR will be published on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)) and shared with Chippewas of Rama First Nation.

#### Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft EWR that may be of interest to *Chippewas of Rama First Nation*. If *Chippewas of Rama First 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.

#### Revisions to the Initial Draft of the Corktown Station Early Works Report

In accordance with O. Reg. 341/20, Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR.

To streamline capacity for Chippewas of Rama First Nation to provide comments or feedback, a summary of revisions to the EWR since the circulation of the initial draft of the EWR is as follows:



- Minor editorial changes to address grammatical and syntax errors and updates to reflect comments received from agencies;
- Clarification that the project operations, construction of Corktown Station and other project components will be assessed in the Ontario Line Environmental Impact Assessment Report;
- Inclusion of information on the Parkland Strategy (City of Toronto, 2019), First Parliament Master Plan (City of Toronto, 2020) and additional information on planned community services and facilities in the Corktown Station Early Works Study Area;
- Edits to the text to reflect that the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) Minister's Consent has been granted for the demolition and removal of the non-heritage buildings at 265 Front Street East and removal of the heritage attributes at 265 Front Street East, 271 Front Street East and 25 Berkeley Street located on the First Parliament Site, and affirming Metrolinx's commitment to fulfilling the conditions outlined in the Minister's Consent, including completion of archaeological requirements;
- Additional mitigation measures for environmental disciplines such as archaeology, air quality and traffic and transportation, that include:
  - Coordination and completion of required archaeological investigations, early works activities and/or activities that have the potential for vibration effects such that buried archaeological resources are appropriately considered;
  - Use of non-chloride dust suppressants; and
  - Consultation with the City of Toronto to minimize potential impacts during special events (e.g., the Toronto Christmas Market at the Distillery District) should closures or long-term impacts be required.
- Revision of traffic and transportation figures to include additional information such as intersection names and inclusion of an additional noise and vibration figure to show representative receptor locations.

## Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Chippewas of Rama First Nation. We appreciate the significant volume of documents related to this 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 Chippewas of Rama First Nation or working to address any questions that Chippewas of Rama 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](mailto:IndigenousRelations@metrolinx.com).



Metrolinx welcomes any comments or feedback on the Draft EWR from Chippewas of Rama First Nation. Please provide these in writing no later than **June 11, 2021**.

Comments and information regarding this draft report will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. 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*.

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 underline.

Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Karry Sandy-McKenzie, Williams Treaties First Nations  
Indigenous Relations, Metrolinx  
Merlin Yuen, Project Coordinator, Metrolinx  
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Corktown Station  
Early Works Report  
Attachment 2 - Draft Corktown Station Early Works Report Natural  
Environment Potential Effects, Mitigation Measures and Monitoring  
Attachment 3 - Draft Corktown Station Early Works Report Archaeology  
Potential Effects, Mitigation Measures and Monitoring

**Table ES-1: Potential Impacts, Mitigation Measures and Monitoring Activities for the Corktown Station Early Works**

| <b>Environmental Component</b>                                                                                      | <b>Potential Impacts</b>                                                                                                                                                                                   | <b>Mitigation Measure(s)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>Monitoring Activities</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|---------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture (I.S.A.) Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height (DBH) which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> </ul>                                                                   | <ul style="list-style-type: none"> <li>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.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Environmental Component                                      | Potential Impacts                                                                                               | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                              | <ul style="list-style-type: none"> <li>Introduction or spread of invasive species</li> </ul>                    | <ul style="list-style-type: none"> <li>Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                                                                                                                                                                                                                                                                                                               | <p>Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.</p> <ul style="list-style-type: none"> <li>Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul>                                                                                                                     |
| <p><b>Wildlife and Wildlife Habitat – General</b></p>        | <ul style="list-style-type: none"> <li>Disturbance, displacement or mortality of wildlife</li> </ul>            | <ul style="list-style-type: none"> <li>Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>If wildlife is encountered, measures will be implemented to avoid 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.</li> </ul>                                                                                                                                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>Regular on-site inspection by environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>On-site 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 minimize impacts.</li> </ul> |
| <p><b>Significant Wildlife Habitat: Common Nighthawk</b></p> | <ul style="list-style-type: none"> <li>Removal of candidate nesting habitat for Common Nighthawk</li> </ul>     | <ul style="list-style-type: none"> <li>Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>Demolition of buildings should be scheduled outside of 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"> <li>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.</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                 |
| <p><b>Migratory Breeding Birds and Nests</b></p>             | <ul style="list-style-type: none"> <li>Disturbance or destruction of migratory bird nests</li> </ul>            | <ul style="list-style-type: none"> <li>All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>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.</li> <li>If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                            |
| <p><b>Species at Risk – General</b></p>                      | <ul style="list-style-type: none"> <li>Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul> | <ul style="list-style-type: none"> <li>All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>On-site 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 minimize impacts.</li> <li>Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul>                           |

| Environmental Component         | Potential Impacts                                                                                                        | Mitigation Measure(s)                                             | Monitoring Activities                                             |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-------------------------------------------------------------------|
| <b>Wetlands and Waterbodies</b> | <ul style="list-style-type: none"> <li>■ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |
| <b>Fish and Fish Habitat</b>    | <ul style="list-style-type: none"> <li>■ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component                | Potential Impact                                                                                                                                                            | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Archaeological Potential</b></p> | <ul style="list-style-type: none"> <li>▪ Potential for the disturbance of registered archaeological sites and/or archaeological resources previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>. Work plans shall be developed for the next stages of archaeological work on the First Parliament and Lime Kiln Works Sites and will be made available for review by the City of Toronto Heritage Planning, in addition to ongoing consultation with the City of Toronto, Indigenous Nations and other parties.               <ul style="list-style-type: none"> <li>– The majority of the Corktown Station Early Works Project Footprint retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, the Consumers’ Gas company buildings, and other registered archaeological sites.</li> <li>– The Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit will be consulted prior to any ground disturbing activities within areas identified as having archaeological potential.</li> </ul> </li> <li>▪ All archaeology on the First Parliament site on 265 Front Street East, 271 Front Street East and 25 Berkeley Street will be in accordance with the following conditions of the Minister of Heritage, Sport, Tourism and Culture Industries’ Consent:               <ul style="list-style-type: none"> <li>– All archaeological assessments are undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of previously completed archaeological assessment reports.</li> <li>– Prior to commencing any archaeological fieldwork, the licensed consultant archaeologist will submit a detailed strategy for review and approval by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. Additionally, where new conditions or situations are encountered that are not covered by an approved strategy, a revised strategy will be submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit for approval prior to proceeding with fieldwork.</li> <li>– Any construction excavation must be preceded by archaeological fieldwork according to a strategy approved by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit or must be accompanied by an excavation and monitoring strategy.</li> <li>– Excavation by a licensed consultant archaeologist or under the direction of a licensed consultant archaeologist will proceed to a point that is to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. In the event that the Project will not require total excavation of the site, an avoidance and protection strategy must be implemented for the remainder of the archaeological site to the satisfaction of the ministry. Archaeological assessments on other areas within the Corktown Station Early Works Footprint will be undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of the previously completed archaeological assessment reports and in advance of ground disturbance activities.</li> </ul> </li> <li>▪ The Mississaugas of the Credit First Nation, and other Indigenous Nations will be invited to participate in archaeological fieldwork. All future archaeological assessment findings and reports will be shared</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

| Environmental Component                | Potential Impact                                                                                                                   | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                        |                                                                                                                                    | <p>with the Mississaugas of the Credit First Nation and other Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</p> <ul style="list-style-type: none"> <li>▪ Metrolinx and the Ontario Heritage Trust will develop an Interpretation and Commemoration Plan for the First Parliament Site, in consultation with the City of Toronto Heritage Planning, and as appropriate, with Indigenous communities and other parties.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                       |
| <p><b>Archaeological Resources</b></p> | <ul style="list-style-type: none"> <li>▪ Potential recovery of unexpected archaeological resources during construction.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately cease work and notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services, in accordance with the Funeral, Burial, and Cremation Services Act. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> <li>▪</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

**From:** [Indigenous Relations](#)  
**To:** [Sharday James](#)  
**Cc:** [k.a.sandy-mckenzie@rogers.com](mailto: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:** [REDACTED]

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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](http://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](mailto: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.

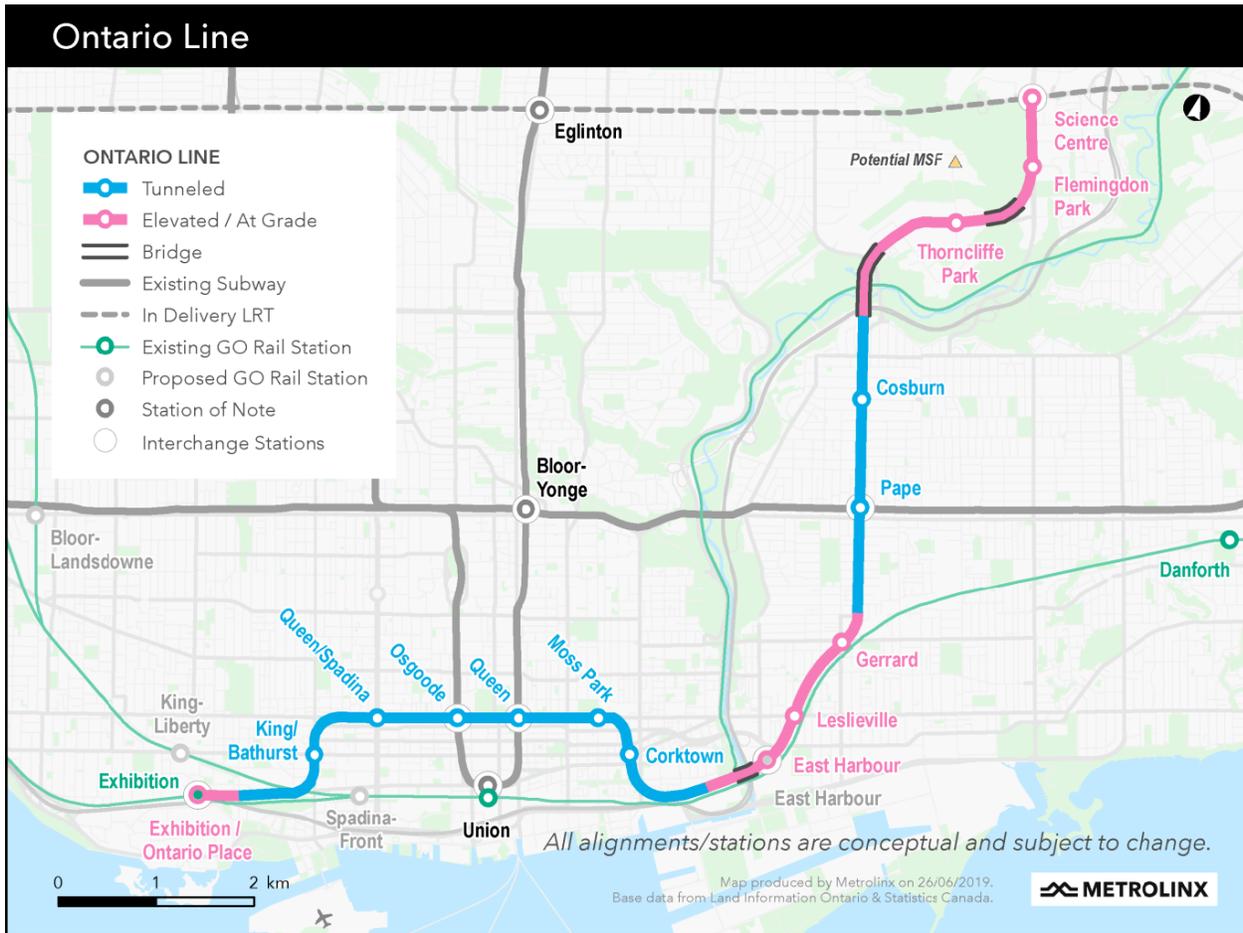
Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko'.

Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: 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](mailto:k.a.sandy-mckenzie@rogers.com); [Merlin Yuen](#); [Crystal Ho](#); [Maria Zintchenko](#)  
**Subject:** RE: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork  
**Date:** Monday, March 22, 2021 11:39:56 AM

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Dear Sharday,

Please note that the Noise and Vibration Report is now available for review as outlined below.

It can be found at the following link:

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

Miigwetch,

Fallon

**Fallon Melander**

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

---

**From:** Indigenous Relations  
**Sent:** March-11-21 2:35 PM  
**To:** Sharday James <[shardayj@ramafirstnation.ca](mailto:shardayj@ramafirstnation.ca)>  
**Cc:** [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [Merlin Yuen <Merlin.Yuen@metrolinx.com>](mailto:Merlin.Yuen@metrolinx.com); [Crystal Ho <Crystal.Ho@metrolinx.com>](mailto:Crystal.Ho@metrolinx.com); [Maria Zintchenko <Maria.Zintchenko@metrolinx.com>](mailto:Maria.Zintchenko@metrolinx.com)  
**Subject:** Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork

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 |

[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



March 11, 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 - 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 Chippewas of Rama First Nation.

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 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](http://www.metrolinx.com/ontarioline)

**Ontario Line Environmental Assessment Process and Reports**

10 Bay Street                      416.202.4967  
Toronto, ON M5J 2N8            metrolinx.com



In 2020, Metrolinx provided Chippewas of Rama 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 Chippewas of Rama 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 Chippewas of Rama 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 Chippewas of Rama First Nation to participate in these assessments should Chippewas of Rama 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**.

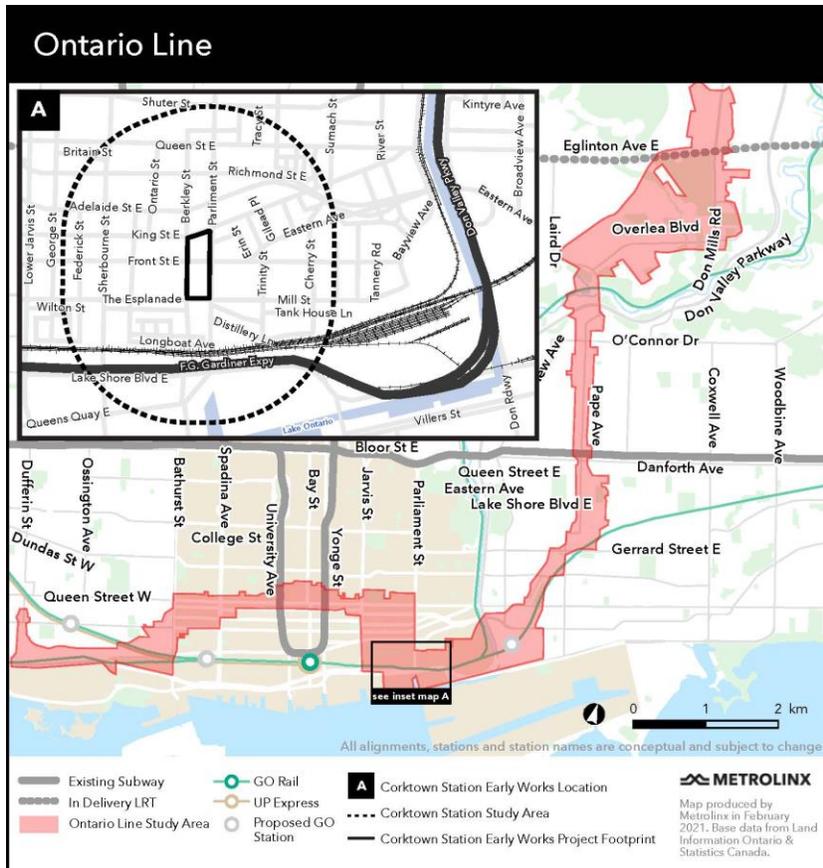


Figure 2: Map of Corktown Station Early Works

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 Chippewas of Rama 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 Chippewas of Rama 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 Chippewas of Rama 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 Chippewas of Rama 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 Chippewas of Rama 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 Chippewas of Rama First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

Metrolinx acknowledges that Chippewas of Rama 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 Chippewas of Rama First Nation in draft form, prior to submission to MHSTCI.

### **Engagement**

Metrolinx is committed to an open, respectful, and transparent relationship with Chippewas of Rama First Nation. We appreciate the significant volume of documents related to this 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 Chippewas of Rama First Nation or working to address any questions that Chippewas of Rama 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](mailto: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 underline.

Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: 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



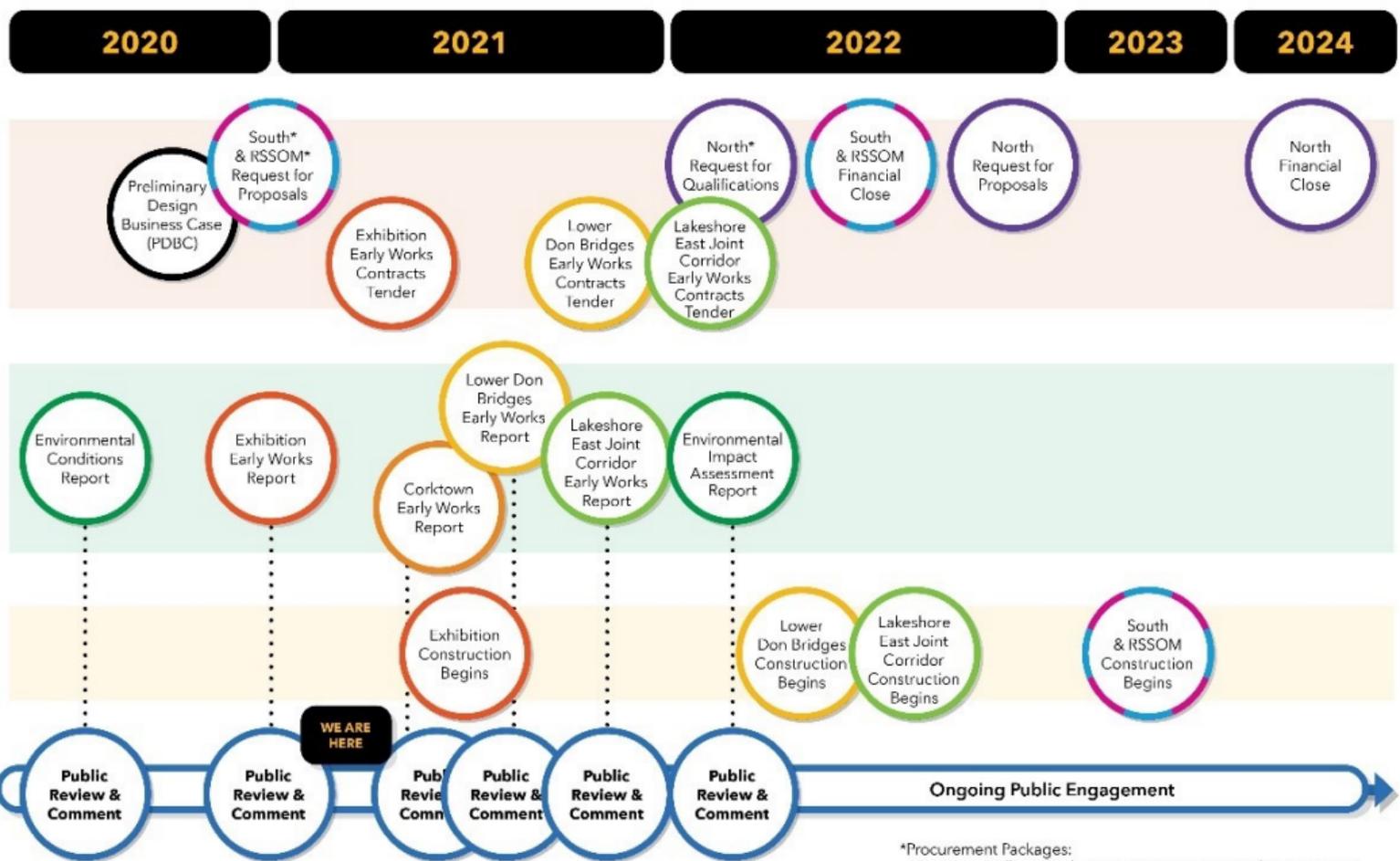
Procurement & Design



Environmental Assessment



Construction



\*Procurement Packages:  
 • RSSOM - Rolling Stock, Systems, Operations and Maintenance  
 • South - Southern Civil, Stations and Tunnel  
 • North - Northern Civil, Stations and Tunnel

Timelines are subject to change

**Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment**

| Environmental Component                                                                                            | Potential Impact                                                                                                                                                                                           | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                    | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                      | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |

| Environmental Component                                      | Potential Impact                                                                                                                                                                                 | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Vegetation Communities</b></p>                         | <ul style="list-style-type: none"> <li>▪ Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> <li>▪ Introduction or spread of Invasive Species</li> </ul> | <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>▪ All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                  | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul> |
| <p><b>Wildlife and Wildlife Habitat – General</b></p>        | <ul style="list-style-type: none"> <li>▪ Disturbance, displacement or mortality of wildlife</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>▪ If wildlife is encountered, measures will be implemented to avoid 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 from wildlife.</li> </ul>                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>▪ On-site 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 minimize impacts.</li> </ul>                     |
| <p><b>Significant Wildlife Habitat: Common Nighthawk</b></p> | <ul style="list-style-type: none"> <li>▪ Removal of candidate nesting habitat for Common Nighthawk</li> </ul>                                                                                    | <ul style="list-style-type: none"> <li>▪ Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>▪ Demolition of buildings should be scheduled outside of 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:</li> <li>▪ 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.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                             |
| <p><b>Migratory Breeding Birds and Nests</b></p>             | <ul style="list-style-type: none"> <li>▪ Disturbance or destruction of migratory bird nests</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>▪ 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.</li> <li>▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>▪ Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                                                        |

| Environmental Component          | Potential Impact                                                                                                         | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                    | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Species at Risk – General</b> | <ul style="list-style-type: none"> <li>▪ Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul>        | <ul style="list-style-type: none"> <li>▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul> | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul> |
| <b>Wetlands and Waterbodies</b>  | <ul style="list-style-type: none"> <li>▪ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Fish and Fish Habitat</b>     | <ul style="list-style-type: none"> <li>▪ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |

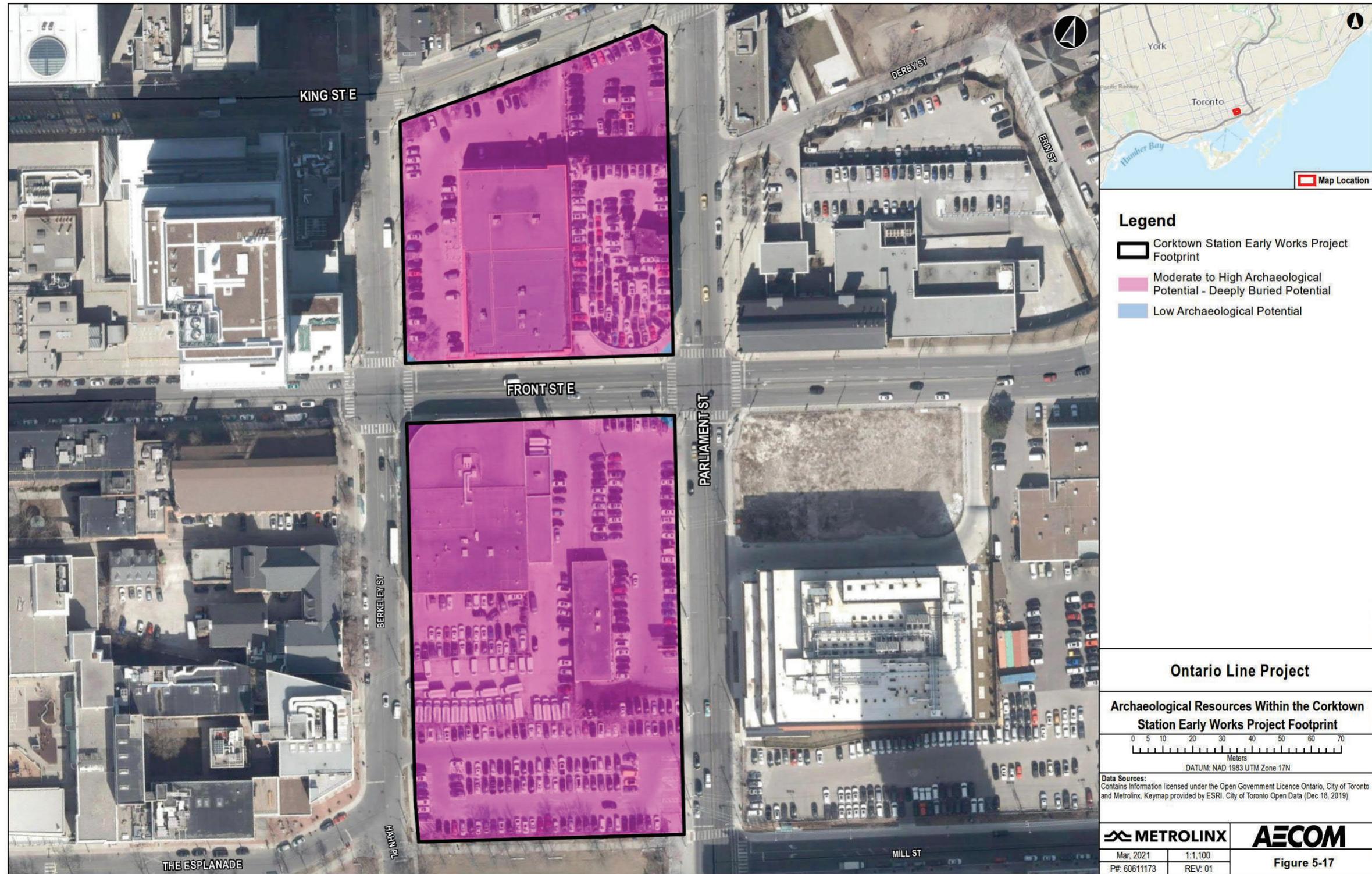
Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component         | Potential Impact                                                                                                                                                              | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Monitoring Activities                                                                                                                                                                                                             |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Archaeological Potential</b> | <ul style="list-style-type: none"> <li>Potential for the disturbance of registered archaeological sites and/or archaeological resources not previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>, and include the following. Should ground disturbing activities<sup>29</sup> be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. <ul style="list-style-type: none"> <li>The majority of the Corktown Station Early Works Project Footprint on either side of Front Street retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, and the Consumers' Gas company buildings.</li> </ul> </li> <li>Given the significance of the First Parliament Site, all previous site specific archaeological assessments should be reviewed to determine what additional archaeological work is required.</li> <li>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 any ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present.</li> <li>Indigenous Nations will be invited to participate in monitoring requirements for any subsequent archaeological work is recommended. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</li> </ul> | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |
| <b>Archaeological Resources</b> | <ul style="list-style-type: none"> <li>Potential recovery of unexpected archaeological resources during construction.</li> </ul>                                              | <ul style="list-style-type: none"> <li>Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

<sup>29</sup> Ground disturbing activities can be defined as any and all activities that will or have the potential to impact/disturb the area below the surface. Example of activities include, but is not limited to, heavy machine movement/weight, clearing, grading, excavating, trenching, drilling, and transporting and filling of land.

Figure 5-17: Archaeological Resources Within the Corktown Station Early Works Project Footprint



## Indigenous Nations

- **Curve Lake First Nation**

**From:** [Indigenous Relations](#)  
**To:** [Julie Kapyrka](#)  
**Cc:** [Emily Whetung](#); [Kaitlin Hill](#); [Jordon MacArthur](#); [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Ontario Line: Draft Corktown Station Early Works Report for Review  
**Date:** Wednesday, May 12, 2021 4:54:09 PM  
**Attachments:** 

---

Dear Julie and 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 share the Draft Corktown Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback. We appreciate that Curve Lake First Nation has indicated that this project falls outside its territory and would like to be kept informed.

To that end I've uploaded the relevant documents and reports to the shared dropbox. 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.

Should you have any comments, please let us know no later than June 11, 2021.

If you have any questions or concerns, please do not hesitate to contact the Indigenous Relations Office.

Miigwetch,

Fallon

**Fallon Melander**

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



May 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 - Notice of Publication of Draft 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 15.6 kilometres of subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Curve Lake First Nation.

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 the Draft Corktown Station Early Works Report (EWR).

**Project Description**

The Ontario Line will stretch from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line is proposed to include 15 stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the Eglinton Crosstown LRT, and streetcar lines. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable commutes. More information on the Project can be found on our website: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)

The initial draft of the Corktown Station EWR and a letter outlining Corktown Station early works were shared with Curve Lake First Nation on March 11, 2021. As outlined in the letter, 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*.

### Draft Corktown Station Early Works Report

In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared a Draft Corktown Station EWR that documents the assessment of Corktown Station early works.

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station. The location of the Corktown Station early works project footprint and study area can be viewed below in **Figure 1**.



Figure 1: Map of Corktown Station Early Works



The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

The EWR documents the assessment of Corktown Station early works and outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

The Draft EWR is available for your review and can be found via the Dropbox link shared in the body of the email that is associated with this letter. We welcome any additional comments you may have on the Draft EWR. The Draft EWR is available for review and comment starting **May 12, 2021** and ending on **June 11, 2021**. The Notice of Publication of Draft Corktown Station EWR is provided in **Attachment 1**. The Draft EWR will be updated following the review period, and the Final EWR will be published on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)) and shared with Curve Lake First Nation.

### Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft EWR that may be of interest to *Curve Lake First Nation*. If *Curve Lake First 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.

### Revisions to the Initial Draft of the Corktown Station Early Works Report

In accordance with O. Reg. 341/20, Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR.

To streamline capacity for Curve Lake First Nation to provide comments or feedback, a summary of revisions to the EWR since the circulation of the initial draft of the EWR is as follows:

- Minor editorial changes to address grammatical and syntax errors and updates to reflect comments received from agencies;
- Clarification that the project operations, construction of Corktown Station and other project components will be assessed in the Ontario Line Environmental Impact Assessment Report;
- Inclusion of information on the Parkland Strategy (City of Toronto, 2019), First Parliament Master Plan (City of Toronto, 2020) and additional information on planned community services and facilities in the Corktown Station Early Works Study Area;
- Edits to the text to reflect that the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) Minister's Consent has been granted for the demolition and removal of the non-heritage buildings at 265 Front Street East and removal of the heritage attributes at 265 Front Street East, 271 Front Street East and 25 Berkeley Street located on the First Parliament Site, and affirming Metrolinx's commitment to fulfilling the conditions outlined in the Minister's Consent, including completion of archaeological requirements;
- Additional mitigation measures for environmental disciplines such as archaeology, air quality and traffic and transportation, that include:
  - Coordination and completion of required archaeological investigations, early works activities and/or activities that have the potential for vibration effects such that buried archaeological resources are appropriately considered;
  - Use of non-chloride dust suppressants; and
  - Consultation with the City of Toronto to minimize potential impacts during special events (e.g., the Toronto Christmas Market at the Distillery District) should closures or long-term impacts be required.
- Revision of traffic and transportation figures to include additional information such as intersection names and inclusion of an additional noise and vibration figure to show representative receptor locations.

## Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Curve Lake First Nation. We appreciate the significant volume of documents related to this Project that have been shared with Curve Lake First Nation. We are happy to assist in the review of these documents by meeting with Curve Lake First Nation or working to address any questions that Curve Lake 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](mailto:IndigenousRelations@metrolinx.com).

Metrolinx welcomes any comments or feedback on the Draft EWR from Curve Lake First Nation. Please provide these in writing no later than **June 11, 2021**. Comments and information regarding this draft report will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. 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*.

Thank you for your time in reviewing this letter.

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  
Merlin Yuen, Project Coordinator, Metrolinx  
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Corktown Station  
Early Works Report  
Attachment 2 - Draft Corktown Station Early Works Report Natural  
Environment Potential Effects, Mitigation Measures and Monitoring  
Attachment 3 - Draft Corktown Station Early Works Report Archaeology  
Potential Effects, Mitigation Measures and Monitoring

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

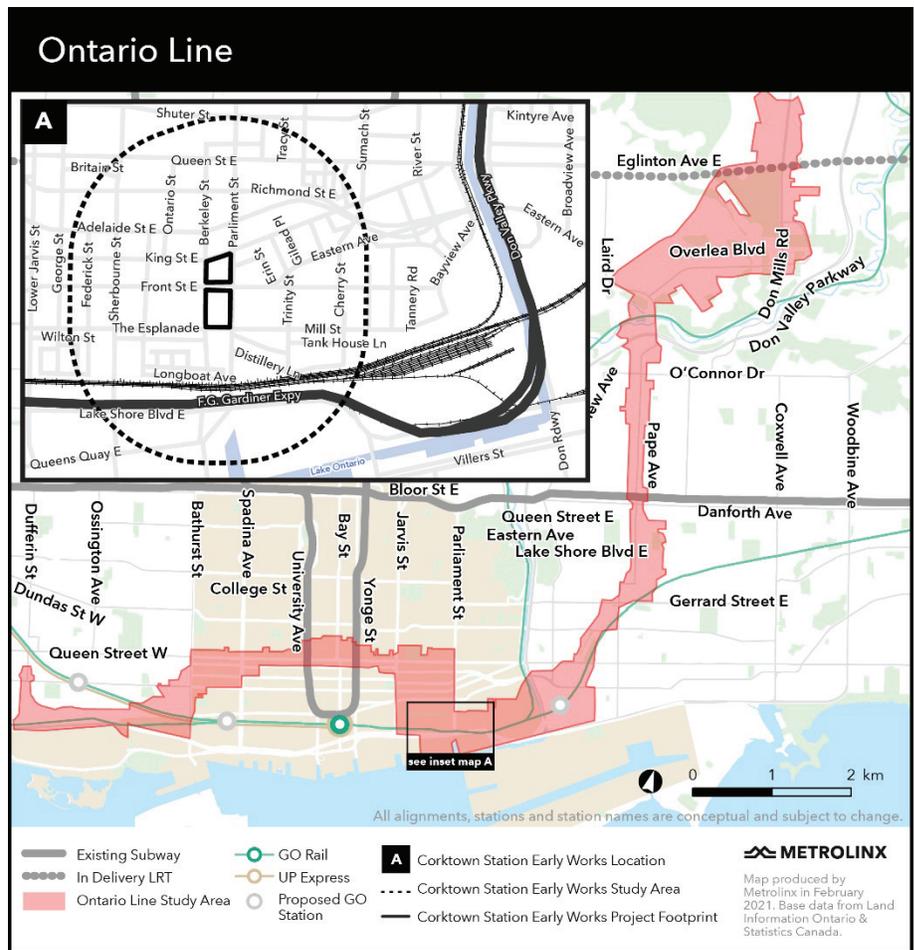
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

**Table ES-1: Potential Impacts, Mitigation Measures and Monitoring Activities for the Corktown Station Early Works**

| Environmental Component                                                                                             | Potential Impacts                                                                                                                                                                                          | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture (I.S.A.) Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height (DBH) which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> </ul>                                                                   | <ul style="list-style-type: none"> <li>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.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Environmental Component                                      | Potential Impacts                                                                                                 | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                              | <ul style="list-style-type: none"> <li>■ Introduction or spread of invasive species</li> </ul>                    | <ul style="list-style-type: none"> <li>■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>■ All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                                                                                                                                                                                                                                                                                                                 | <p>Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.</p> <ul style="list-style-type: none"> <li>■ Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul>                                                                                                                       |
| <p><b>Wildlife and Wildlife Habitat – General</b></p>        | <ul style="list-style-type: none"> <li>■ Disturbance, displacement or mortality of wildlife</li> </ul>            | <ul style="list-style-type: none"> <li>■ Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>■ If wildlife is encountered, measures will be implemented to avoid 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.</li> </ul>                                                                                                                                                                                                                                                                                                                               | <ul style="list-style-type: none"> <li>■ Regular on-site inspection by environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>■ On-site 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 minimize impacts.</li> </ul> |
| <p><b>Significant Wildlife Habitat: Common Nighthawk</b></p> | <ul style="list-style-type: none"> <li>■ Removal of candidate nesting habitat for Common Nighthawk</li> </ul>     | <ul style="list-style-type: none"> <li>■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>■ Demolition of buildings should be scheduled outside of 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"> <li>– 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.</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                   |
| <p><b>Migratory Breeding Birds and Nests</b></p>             | <ul style="list-style-type: none"> <li>■ Disturbance or destruction of migratory bird nests</li> </ul>            | <ul style="list-style-type: none"> <li>■ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>■ 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.</li> <li>■ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>■ Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                              |
| <p><b>Species at Risk – General</b></p>                      | <ul style="list-style-type: none"> <li>■ Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul> | <ul style="list-style-type: none"> <li>■ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <ul style="list-style-type: none"> <li>■ On-site 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 minimize impacts.</li> <li>■ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul>                           |

| Environmental Component         | Potential Impacts                                                                                                        | Mitigation Measure(s)                                             | Monitoring Activities                                             |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-------------------------------------------------------------------|
| <b>Wetlands and Waterbodies</b> | <ul style="list-style-type: none"> <li>■ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |
| <b>Fish and Fish Habitat</b>    | <ul style="list-style-type: none"> <li>■ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component                | Potential Impact                                                                                                                                                            | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Archaeological Potential</b></p> | <ul style="list-style-type: none"> <li>▪ Potential for the disturbance of registered archaeological sites and/or archaeological resources previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>. Work plans shall be developed for the next stages of archaeological work on the First Parliament and Lime Kiln Works Sites and will be made available for review by the City of Toronto Heritage Planning, in addition to ongoing consultation with the City of Toronto, Indigenous Nations and other parties.               <ul style="list-style-type: none"> <li>– The majority of the Corktown Station Early Works Project Footprint retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, the Consumers’ Gas company buildings, and other registered archaeological sites.</li> <li>– The Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit will be consulted prior to any ground disturbing activities within areas identified as having archaeological potential.</li> </ul> </li> <li>▪ All archaeology on the First Parliament site on 265 Front Street East, 271 Front Street East and 25 Berkeley Street will be in accordance with the following conditions of the Minister of Heritage, Sport, Tourism and Culture Industries’ Consent:               <ul style="list-style-type: none"> <li>– All archaeological assessments are undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of previously completed archaeological assessment reports.</li> <li>– Prior to commencing any archaeological fieldwork, the licensed consultant archaeologist will submit a detailed strategy for review and approval by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. Additionally, where new conditions or situations are encountered that are not covered by an approved strategy, a revised strategy will be submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit for approval prior to proceeding with fieldwork.</li> <li>– Any construction excavation must be preceded by archaeological fieldwork according to a strategy approved by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit or must be accompanied by an excavation and monitoring strategy.</li> <li>– Excavation by a licensed consultant archaeologist or under the direction of a licensed consultant archaeologist will proceed to a point that is to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. In the event that the Project will not require total excavation of the site, an avoidance and protection strategy must be implemented for the remainder of the archaeological site to the satisfaction of the ministry. Archaeological assessments on other areas within the Corktown Station Early Works Footprint will be undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of the previously completed archaeological assessment reports and in advance of ground disturbance activities.</li> </ul> </li> <li>▪ The Mississaugas of the Credit First Nation, and other Indigenous Nations will be invited to participate in archaeological fieldwork. All future archaeological assessment findings and reports will be shared</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

| Environmental Component                | Potential Impact                                                                                                                   | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                        |                                                                                                                                    | <p>with the Mississaugas of the Credit First Nation and other Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</p> <ul style="list-style-type: none"> <li>▪ Metrolinx and the Ontario Heritage Trust will develop an Interpretation and Commemoration Plan for the First Parliament Site, in consultation with the City of Toronto Heritage Planning, and as appropriate, with Indigenous communities and other parties.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                       |
| <p><b>Archaeological Resources</b></p> | <ul style="list-style-type: none"> <li>▪ Potential recovery of unexpected archaeological resources during construction.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately cease work and notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services, in accordance with the Funeral, Burial, and Cremation Services Act. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> <li>▪</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

**From:** [Julie Kapyrka](#)  
**To:** [Indigenous Relations](#)  
**Cc:** [Kaitlin Hill](#); [Jordon MacArthur](#); [Francis M. Chua](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** RE: Ontario Line Project - Invitation to Meet & provide input on First Parliament Site  
**Date:** Tuesday, April 13, 2021 12:14:41 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.

Aaniin Fallon,

Thanks for this. Certainly this can be an agenda item at our next meeting!

Miigwech.

All the best,



**Dr. Julie Kapyrka**  
**Lands Resource Consultation Liaison**  
**Curve Lake First Nation**  
**Government Services Building**  
**22 Winookeedaa St. Curve Lake, ON K0L 1R0**  
**P. 705.657.8045 ext 239 F. 705.657.8708**  
**W. [www.curvelakefirstnation.ca](http://www.curvelakefirstnation.ca)**  
**E. [JulieK@curvelake.ca](mailto:JulieK@curvelake.ca)**

---

**From:** Indigenous Relations <IndigenousRelations@metrolinx.com>

**Sent:** Monday, April 12, 2021 3:51 PM

**To:** Julie Kapyrka <JulieK@curvelake.ca>

**Cc:** Emily Whetung <EmilyW@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>; Jordon MacArthur <JordonM@curvelake.ca>; Francis M. Chua <francis@francischua.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 Project - Invitation to Meet & provide input on First Parliament Site

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. [REDACTED]

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

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.



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](http://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](mailto: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.

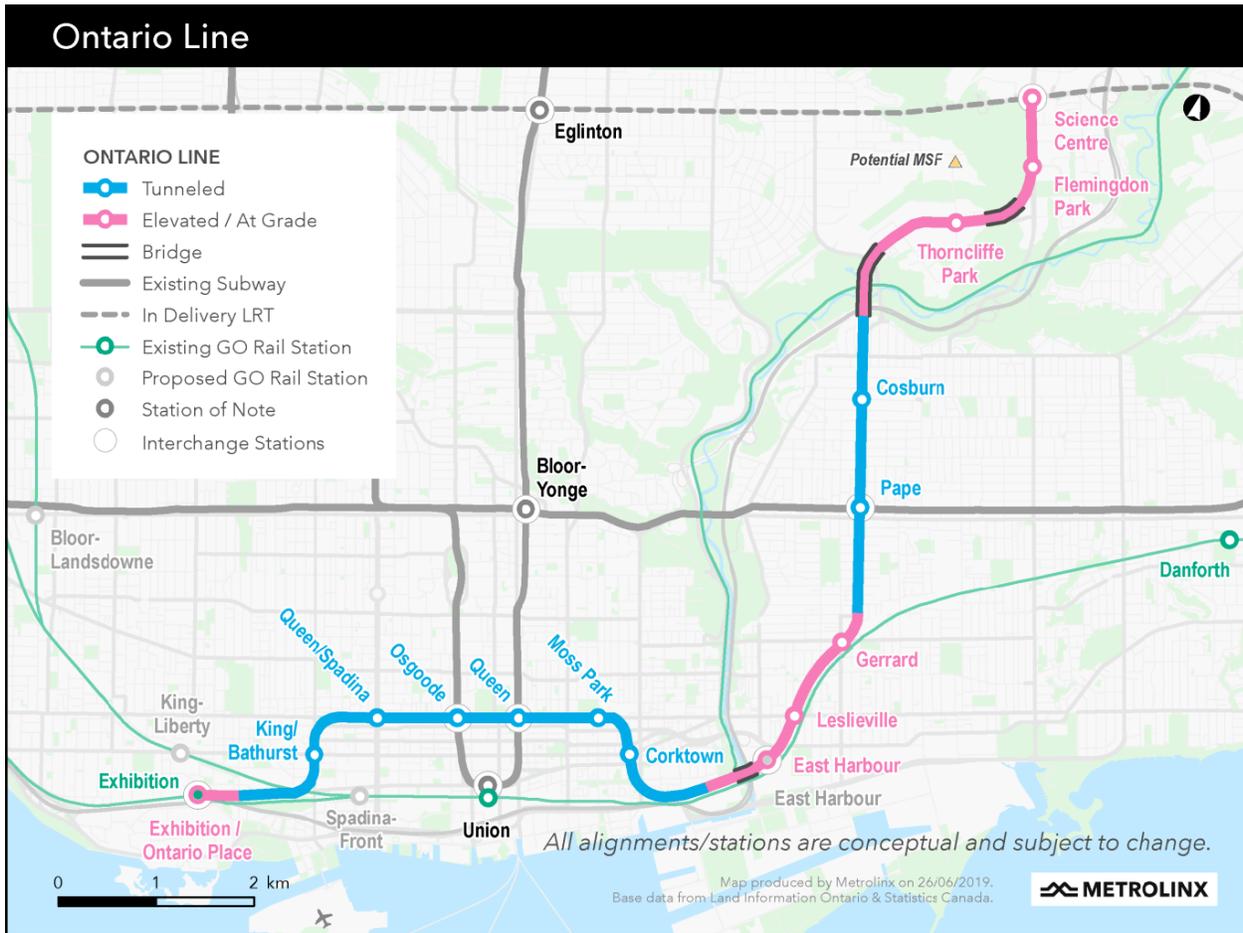
Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a long, sweeping underline.

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](#); [Francis M. Chua](#); [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [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 22, 2021 11:35:30 AM

---

Hello Julie and Team,

Please note that the Noise and Vibration Report [REDACTED]

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

Miigwetch,

Fallon

**Fallon Melander**

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

---

**From:** Indigenous Relations  
**Sent:** March-11-21 1:53 PM  
**To:** Julie Kapyrka <JulieK@curvelake.ca>  
**Cc:** Emily Whetung <EmilyW@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>; Jordon MacArthur <JordonM@curvelake.ca>; Francis M. Chua <francis@francischua.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 - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork

Dear Julie,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. [REDACTED]

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.



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 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 - 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 Curve Lake First Nation.

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 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](http://www.metrolinx.com/ontarioline)

### **Ontario Line Environmental Assessment Process and Reports**



In 2020, Metrolinx provided Curve Lake 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 Curve Lake 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 Curve Lake 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 Curve Lake First Nation to participate in these assessments should Curve Lake 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**.

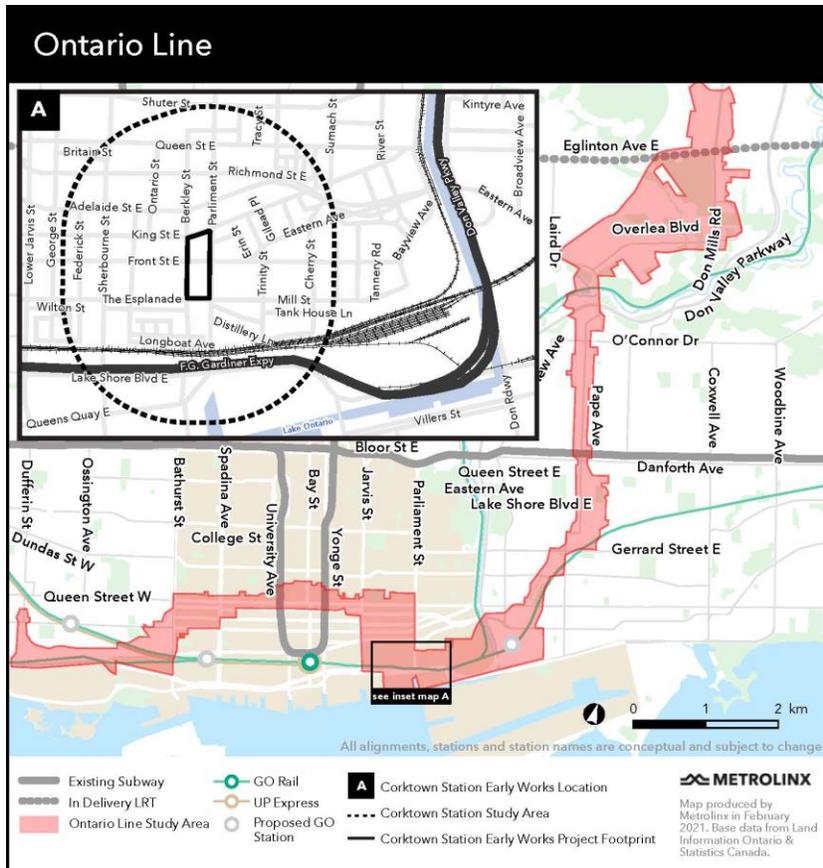


Figure 2: Map of Corktown Station Early Works

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 Curve Lake 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 Curve Lake 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 Curve Lake 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 Curve Lake 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 Curve Lake 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 Curve Lake First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

Metrolinx acknowledges that Curve Lake 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 Curve Lake First Nation in draft form, prior to submission to MHSTCI.

### **Engagement**

Metrolinx is committed to an open, respectful, and transparent relationship with Curve Lake First Nation. We appreciate the significant volume of documents related to this Project that have been shared with Curve Lake First Nation. We are happy to assist in the review of these documents by meeting with Curve Lake First Nation or working to address any questions that Curve Lake 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](mailto: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 underline.

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  
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



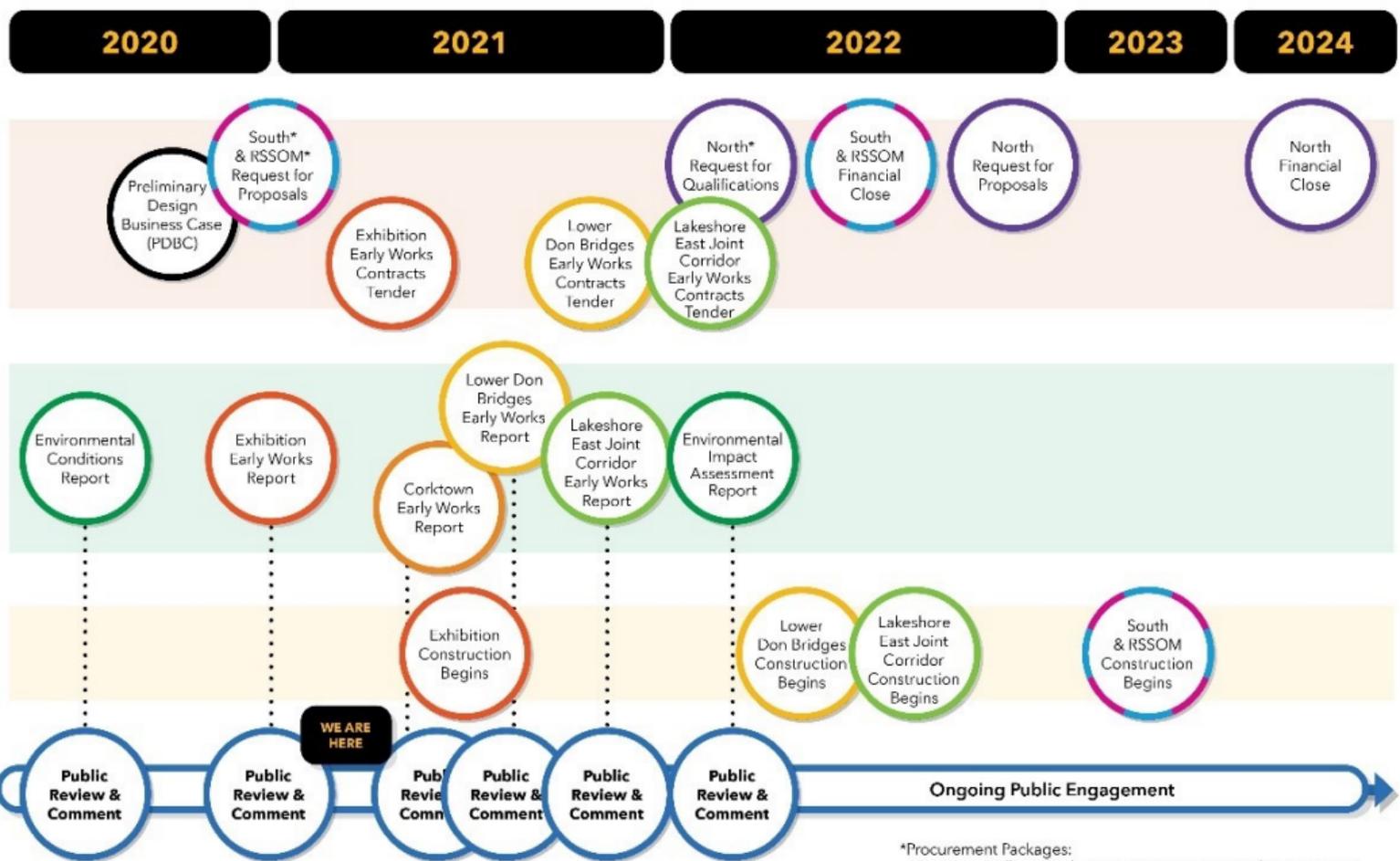
### Procurement & Design



### Environmental Assessment



### Construction



\*Procurement Packages:  
 • RSSOM - Rolling Stock, Systems, Operations and Maintenance  
 • South - Southern Civil, Stations and Tunnel  
 • North - Northern Civil, Stations and Tunnel

Timelines are subject to change

**Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment**

| Environmental Component                                                                                            | Potential Impact                                                                                                                                                                                           | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                    | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                      | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |

| Environmental Component                                      | Potential Impact                                                                                                                                                                                 | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Vegetation Communities</b></p>                         | <ul style="list-style-type: none"> <li>▪ Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> <li>▪ Introduction or spread of Invasive Species</li> </ul> | <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>▪ All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                  | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul> |
| <p><b>Wildlife and Wildlife Habitat – General</b></p>        | <ul style="list-style-type: none"> <li>▪ Disturbance, displacement or mortality of wildlife</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>▪ If wildlife is encountered, measures will be implemented to avoid 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 from wildlife.</li> </ul>                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>▪ On-site 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 minimize impacts.</li> </ul>                     |
| <p><b>Significant Wildlife Habitat: Common Nighthawk</b></p> | <ul style="list-style-type: none"> <li>▪ Removal of candidate nesting habitat for Common Nighthawk</li> </ul>                                                                                    | <ul style="list-style-type: none"> <li>▪ Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>▪ Demolition of buildings should be scheduled outside of 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:</li> <li>▪ 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.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                             |
| <p><b>Migratory Breeding Birds and Nests</b></p>             | <ul style="list-style-type: none"> <li>▪ Disturbance or destruction of migratory bird nests</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>▪ 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.</li> <li>▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>▪ Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                                                        |

| Environmental Component          | Potential Impact                                                                                                         | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                    | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Species at Risk – General</b> | <ul style="list-style-type: none"> <li>▪ Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul>        | <ul style="list-style-type: none"> <li>▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul> | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul> |
| <b>Wetlands and Waterbodies</b>  | <ul style="list-style-type: none"> <li>▪ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Fish and Fish Habitat</b>     | <ul style="list-style-type: none"> <li>▪ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |

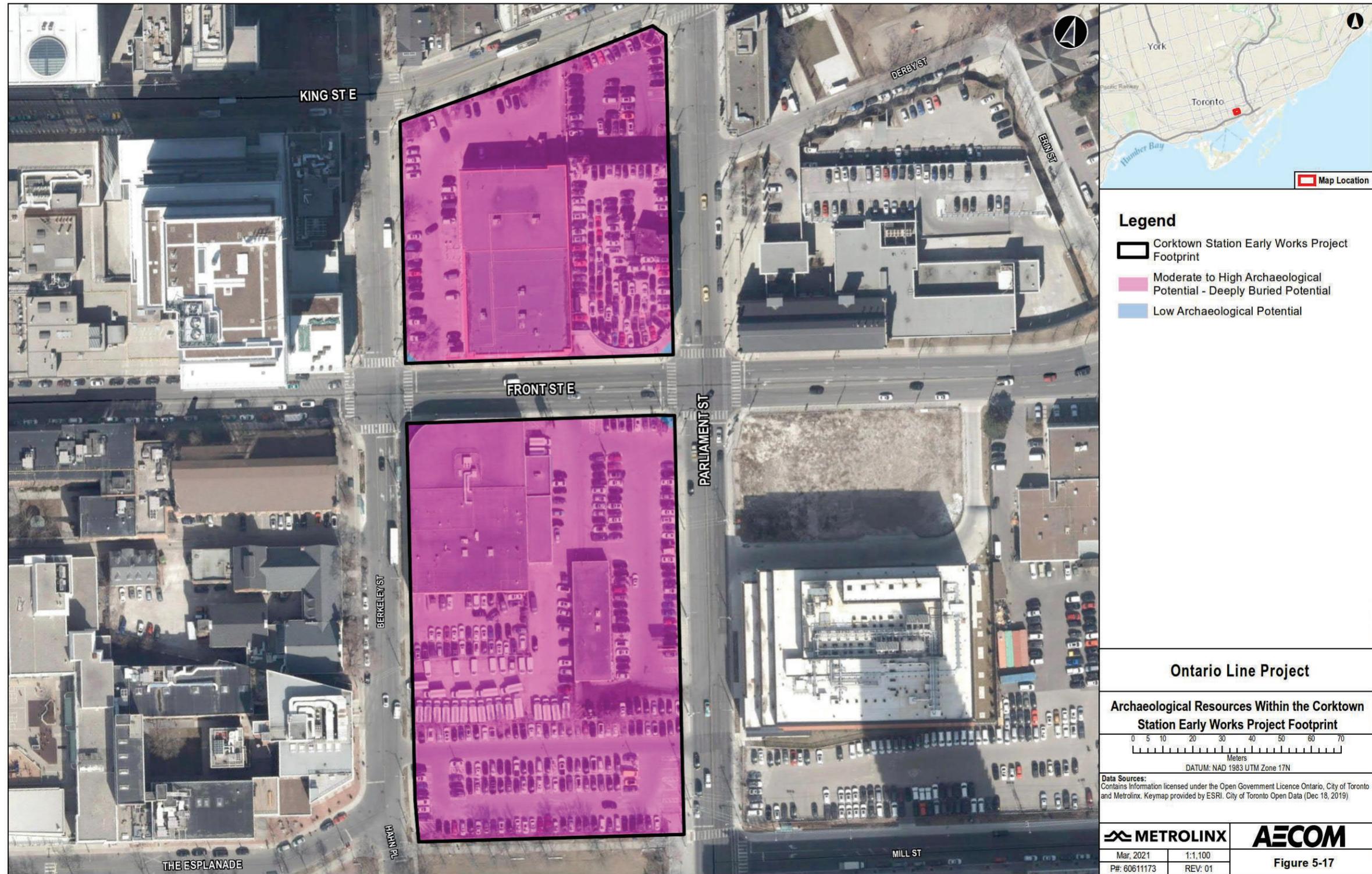
Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component         | Potential Impact                                                                                                                                                              | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Monitoring Activities                                                                                                                                                                                                             |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Archaeological Potential</b> | <ul style="list-style-type: none"> <li>Potential for the disturbance of registered archaeological sites and/or archaeological resources not previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>, and include the following. Should ground disturbing activities<sup>29</sup> be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities.               <ul style="list-style-type: none"> <li>The majority of the Corktown Station Early Works Project Footprint on either side of Front Street retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, and the Consumers' Gas company buildings.</li> </ul> </li> <li>Given the significance of the First Parliament Site, all previous site specific archaeological assessments should be reviewed to determine what additional archaeological work is required.</li> <li>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 any ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present.</li> <li>Indigenous Nations will be invited to participate in monitoring requirements for any subsequent archaeological work is recommended. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</li> </ul> | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |
| <b>Archaeological Resources</b> | <ul style="list-style-type: none"> <li>Potential recovery of unexpected archaeological resources during construction.</li> </ul>                                              | <ul style="list-style-type: none"> <li>Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

<sup>29</sup> Ground disturbing activities can be defined as any and all activities that will or have the potential to impact/disturb the area below the surface. Example of activities include, but is not limited to, heavy machine movement/weight, clearing, grading, excavating, trenching, drilling, and transporting and filling of land.

Figure 5-17: Archaeological Resources Within the Corktown Station Early Works Project Footprint



## Indigenous Nations

- **Haudenosaunee Confederacy  
Chiefs Council**

**From:** [Indigenous Relations](#)  
**To:** [Aaron Detlor](#)  
**Cc:** [HDI General](#); [williams.todde@gmail.com](mailto:williams.todde@gmail.com); [tworowarchaeology@gmail.com](mailto:tworowarchaeology@gmail.com); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Ontario Line: Draft Corktown Station Early Works Report for Review  
**Date:** Wednesday, May 12, 2021 4:57:17 PM  
**Attachments:** 

---

Dear Mr. Detlor,

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 share the Draft Corktown Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback.

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.

We ask that you provide any comments no later than June 11, 2021.

The reports are available at the following link:



We acknowledge that ongoing discussions have been occurring between Metrolinx and HDI. 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

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

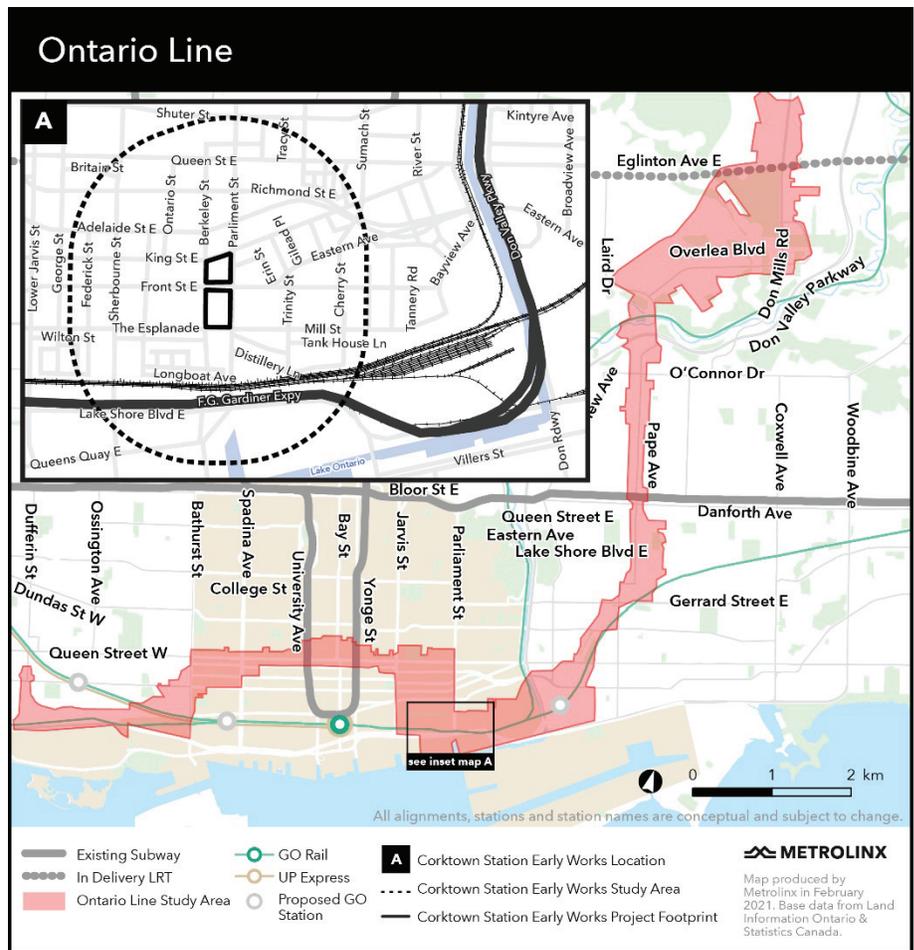
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)



May 12, 2021

Ms. Tracey General, Office Manager  
Haudenosaunee Confederacy Chiefs Council  
2634 6<sup>th</sup> Line Road, RR#2  
Ohsweken, ON N0A 1M0  
**Delivered by Email**

Dear Ms. General,

**RE: Ontario Line Project - Notice of Publication of Draft 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 15.6 kilometres of subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Haudenosaunee Confederacy Chiefs Council.

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Haudenosaunee Confederacy Chiefs Council. Metrolinx appreciates and respects Haudenosaunee Confederacy Chiefs Council's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with Haudenosaunee Confederacy Chiefs Council the Draft Corktown Station Early Works Report (EWR).

**Project Description**

The Ontario Line will stretch from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line is proposed to include 15 stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the Eglinton Crosstown LRT, and streetcar lines. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable commutes. More information on the Project can be found on our website:  
[www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)

The initial draft of the Corktown Station EWR and a letter outlining Corktown Station early works were shared with Haudenosaunee Confederacy Chiefs Council on March

11, 2021. As outlined in the letter, 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*.

### Draft Corktown Station Early Works Report

In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared a Draft Corktown Station EWR that documents the assessment of Corktown Station early works.

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station. The location of the Corktown Station early works project footprint and study area can be viewed below in **Figure 1**.



Figure 1: Map of Corktown Station Early Works



The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

The EWR documents the assessment of Corktown Station early works and outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

The Draft EWR is available for your review and can be found via the Dropbox link shared in the body of the email that is associated with this letter. We welcome any additional comments you may have on the Draft EWR. The Draft EWR is available for review and comment starting **May 12, 2021** and ending on **June 11, 2021**. The Notice of Publication of Draft Corktown Station EWR is provided in **Attachment 1**. The Draft EWR will be updated following the review period, and the Final EWR will be published on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)) and shared with Haudenosaunee Confederacy Chiefs Council.

#### Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft EWR that may be of interest to *Haudenosaunee Confederacy Chiefs Council*. If *Haudenosaunee Confederacy Chiefs Council* 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.

#### Revisions to the Initial Draft of the Corktown Station Early Works Report

In accordance with O. Reg. 341/20, Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR.

To streamline capacity for Haudenosaunee Confederacy Chiefs Council to provide comments or feedback, a summary of revisions to the EWR since the circulation of the initial draft of the EWR is as follows:

- Minor editorial changes to address grammatical and syntax errors and updates to reflect comments received from agencies;
- Clarification that the project operations, construction of Corktown Station and other project components will be assessed in the Ontario Line Environmental Impact Assessment Report;
- Inclusion of information on the Parkland Strategy (City of Toronto, 2019), First Parliament Master Plan (City of Toronto, 2020) and additional information on planned community services and facilities in the Corktown Station Early Works Study Area;
- Edits to the text to reflect that the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) Minister's Consent has been granted for the demolition and removal of the non-heritage buildings at 265 Front Street East and removal of the heritage attributes at 265 Front Street East, 271 Front Street East and 25 Berkeley Street located on the First Parliament Site, and affirming Metrolinx's commitment to fulfilling the conditions outlined in the Minister's Consent, including completion of archaeological requirements;
- Additional mitigation measures for environmental disciplines such as archaeology, air quality and traffic and transportation, that include:
  - Coordination and completion of required archaeological investigations, early works activities and/or activities that have the potential for vibration effects such that buried archaeological resources are appropriately considered;
  - Use of non-chloride dust suppressants; and
  - Consultation with the City of Toronto to minimize potential impacts during special events (e.g., the Toronto Christmas Market at the Distillery District) should closures or long-term impacts be required.
- Revision of traffic and transportation figures to include additional information such as intersection names and inclusion of an additional noise and vibration figure to show representative receptor locations.

## Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Haudenosaunee Confederacy Chiefs Council. We appreciate the significant volume of documents related to this Project that have been shared with Haudenosaunee Confederacy Chiefs Council. We are happy to assist in the review of these documents by meeting with Haudenosaunee Confederacy Chiefs Council or working to address any questions that Haudenosaunee Confederacy Chiefs Council 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](mailto:IndigenousRelations@metrolinx.com).



Metrolinx welcomes any comments or feedback on the Draft EWR from Haudenosaunee Confederacy Chiefs Council. Please provide these in writing no later than **June 11, 2021**. Comments and information regarding this draft report will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. 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*.

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 underline.

Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Wayne Hill, Haudenosaunee Development Institute  
Todd Williams, Haudenosaunee Development Institute  
Indigenous Relations, Metrolinx  
Merlin Yuen, Project Coordinator, Metrolinx  
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Corktown Station  
Early Works Report  
Attachment 2 - Draft Corktown Station Early Works Report Natural  
Environment Potential Effects, Mitigation Measures and Monitoring  
Attachment 3 - Draft Corktown Station Early Works Report Archaeology  
Potential Effects, Mitigation Measures and Monitoring

**Table ES-1: Potential Impacts, Mitigation Measures and Monitoring Activities for the Corktown Station Early Works**

| Environmental Component                                                                                             | Potential Impacts                                                                                                                                                                                          | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture (I.S.A.) Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height (DBH) which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> </ul>                                                                   | <ul style="list-style-type: none"> <li>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.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Environmental Component                                      | Potential Impacts                                                                                                 | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                              | <ul style="list-style-type: none"> <li>■ Introduction or spread of invasive species</li> </ul>                    | <ul style="list-style-type: none"> <li>■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>■ All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                                                                                                                                                                                                                                                                                                                 | <p>Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.</p> <ul style="list-style-type: none"> <li>■ Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul>                                                                                                                       |
| <p><b>Wildlife and Wildlife Habitat – General</b></p>        | <ul style="list-style-type: none"> <li>■ Disturbance, displacement or mortality of wildlife</li> </ul>            | <ul style="list-style-type: none"> <li>■ Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>■ If wildlife is encountered, measures will be implemented to avoid 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.</li> </ul>                                                                                                                                                                                                                                                                                                                               | <ul style="list-style-type: none"> <li>■ Regular on-site inspection by environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>■ On-site 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 minimize impacts.</li> </ul> |
| <p><b>Significant Wildlife Habitat: Common Nighthawk</b></p> | <ul style="list-style-type: none"> <li>■ Removal of candidate nesting habitat for Common Nighthawk</li> </ul>     | <ul style="list-style-type: none"> <li>■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>■ Demolition of buildings should be scheduled outside of 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"> <li>– 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.</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                   |
| <p><b>Migratory Breeding Birds and Nests</b></p>             | <ul style="list-style-type: none"> <li>■ Disturbance or destruction of migratory bird nests</li> </ul>            | <ul style="list-style-type: none"> <li>■ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>■ 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.</li> <li>■ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>■ Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                              |
| <p><b>Species at Risk – General</b></p>                      | <ul style="list-style-type: none"> <li>■ Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul> | <ul style="list-style-type: none"> <li>■ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <ul style="list-style-type: none"> <li>■ On-site 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 minimize impacts.</li> <li>■ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul>                           |

| Environmental Component         | Potential Impacts                                                                                                        | Mitigation Measure(s)                                             | Monitoring Activities                                             |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-------------------------------------------------------------------|
| <b>Wetlands and Waterbodies</b> | <ul style="list-style-type: none"> <li>■ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |
| <b>Fish and Fish Habitat</b>    | <ul style="list-style-type: none"> <li>■ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component                | Potential Impact                                                                                                                                                            | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Archaeological Potential</b></p> | <ul style="list-style-type: none"> <li>▪ Potential for the disturbance of registered archaeological sites and/or archaeological resources previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>. Work plans shall be developed for the next stages of archaeological work on the First Parliament and Lime Kiln Works Sites and will be made available for review by the City of Toronto Heritage Planning, in addition to ongoing consultation with the City of Toronto, Indigenous Nations and other parties.               <ul style="list-style-type: none"> <li>– The majority of the Corktown Station Early Works Project Footprint retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, the Consumers’ Gas company buildings, and other registered archaeological sites.</li> <li>– The Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit will be consulted prior to any ground disturbing activities within areas identified as having archaeological potential.</li> </ul> </li> <li>▪ All archaeology on the First Parliament site on 265 Front Street East, 271 Front Street East and 25 Berkeley Street will be in accordance with the following conditions of the Minister of Heritage, Sport, Tourism and Culture Industries’ Consent:               <ul style="list-style-type: none"> <li>– All archaeological assessments are undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of previously completed archaeological assessment reports.</li> <li>– Prior to commencing any archaeological fieldwork, the licensed consultant archaeologist will submit a detailed strategy for review and approval by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. Additionally, where new conditions or situations are encountered that are not covered by an approved strategy, a revised strategy will be submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit for approval prior to proceeding with fieldwork.</li> <li>– Any construction excavation must be preceded by archaeological fieldwork according to a strategy approved by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit or must be accompanied by an excavation and monitoring strategy.</li> <li>– Excavation by a licensed consultant archaeologist or under the direction of a licensed consultant archaeologist will proceed to a point that is to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. In the event that the Project will not require total excavation of the site, an avoidance and protection strategy must be implemented for the remainder of the archaeological site to the satisfaction of the ministry. Archaeological assessments on other areas within the Corktown Station Early Works Footprint will be undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of the previously completed archaeological assessment reports and in advance of ground disturbance activities.</li> </ul> </li> <li>▪ The Mississaugas of the Credit First Nation, and other Indigenous Nations will be invited to participate in archaeological fieldwork. All future archaeological assessment findings and reports will be shared</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

| Environmental Component                | Potential Impact                                                                                                                   | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                        |                                                                                                                                    | <p>with the Mississaugas of the Credit First Nation and other Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</p> <ul style="list-style-type: none"> <li>▪ Metrolinx and the Ontario Heritage Trust will develop an Interpretation and Commemoration Plan for the First Parliament Site, in consultation with the City of Toronto Heritage Planning, and as appropriate, with Indigenous communities and other parties.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                       |
| <p><b>Archaeological Resources</b></p> | <ul style="list-style-type: none"> <li>▪ Potential recovery of unexpected archaeological resources during construction.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately cease work and notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services, in accordance with the Funeral, Burial, and Cremation Services Act. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> <li>▪</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

**From:** [Indigenous Relations](#)  
**To:** [Aaron Detlor](#)  
**Cc:** [HDI General](#); [Wayne Hill](#); [williams.todde@gmail.com](mailto:williams.todde@gmail.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 3:53:25 PM  
**Attachments:** [REDACTED]

---

Dear Mr. Detlor,

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

Ms. Tracey General, Office Manager  
Haudenosaunee Confederacy Chiefs Council  
2634 6<sup>th</sup> Line Road, RR#2  
Ohsweken, ON N0A 1M0

**Delivered by Email**

Dear Ms. General,

**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 Haudenosaunee Confederacy Chiefs Council. Metrolinx appreciates and respects Haudenosaunee Confederacy Chiefs Council's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with Haudenosaunee Confederacy Chiefs Council 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](http://www.metrolinx.com/ontarioline)

**Corktown Station Early Works**

As communicated in the letter sent to Haudenosaunee Confederacy Chiefs Council 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 Haudenosaunee Confederacy Chiefs Council 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 Haudenosaunee Confederacy Chiefs Council. 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, Haudenosaunee Confederacy Chiefs Council 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 Haudenosaunee Confederacy Chiefs Council 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 Haudenosaunee Confederacy Chiefs Council that may be appropriate to commemorate Indigenous Peoples.

### **Engagement**

Metrolinx is committed to an open, respectful, and transparent relationship with Haudenosaunee Confederacy Chiefs Council. We would like to meet with Haudenosaunee Confederacy Chiefs Council 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 Haudenosaunee Confederacy Chiefs Council 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](mailto: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.

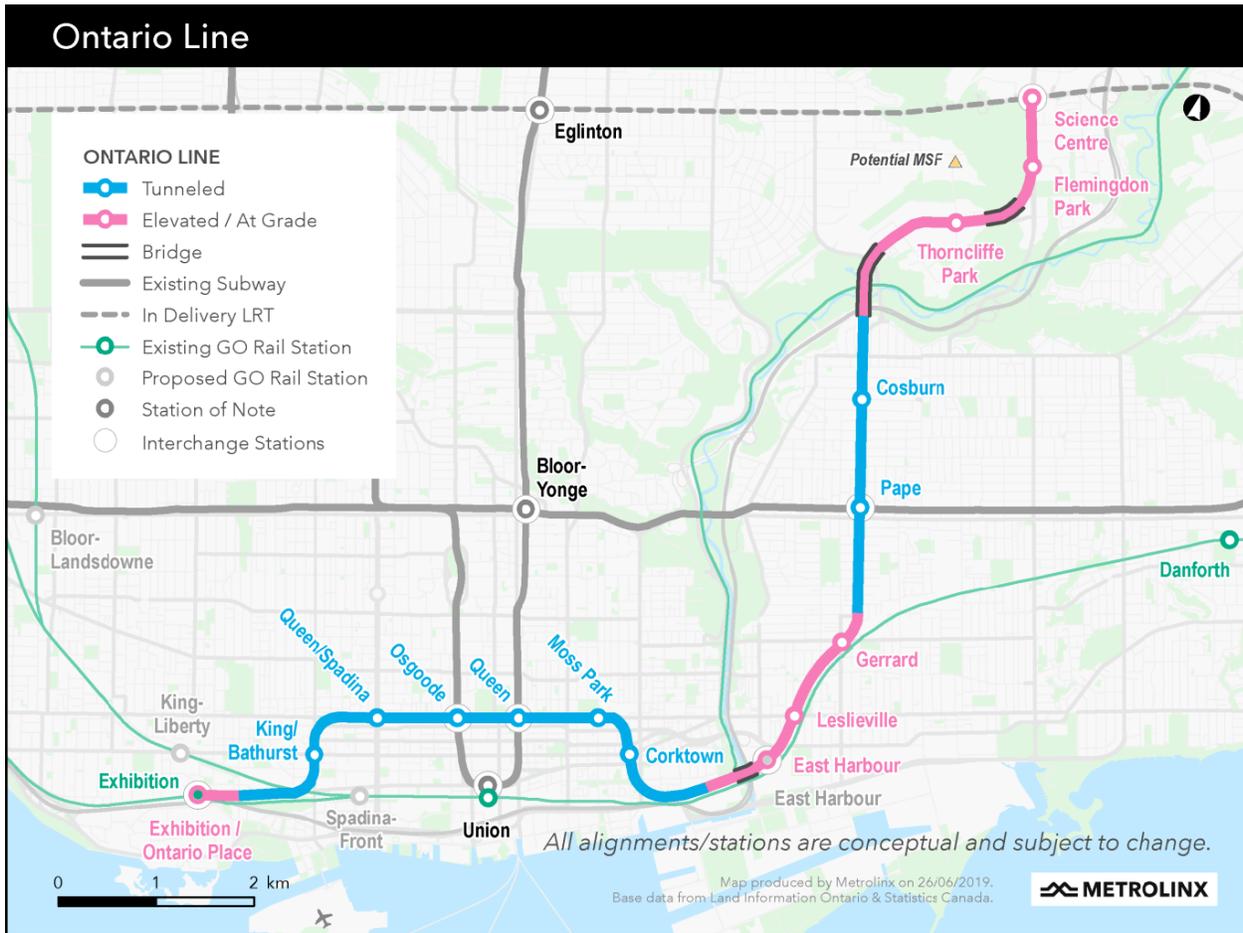
Yours Truly,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a large, sweeping flourish extending to the right.

Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Wayne Hill, Haudenosaunee Development Institute  
Todd Williams, Haudenosaunee Development Institute  
Indigenous Relations Office, Metrolinx Indigenous Relations, Metrolinx  
Merlin Yuen, Project Coordinator, Metrolinx  
Crystal Ho, Junior Project Coordinator, Metrolinx

Figure 1



**From:** [Indigenous Relations](#)  
**To:** [Aaron Detlor](#)  
**Cc:** [HDI General](#); [Wayne Hill](#); [williams.todde@gmail.com](mailto:williams.todde@gmail.com); [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 22, 2021 4:03:01 PM

---

Dear Mr. Detlor,

Please note that the Noise and Vibration Report is now available for review as outlined below.

It can be found at the following link:

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

Miigwetch,

Fallon

**Fallon Melander**

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

---

**From:** Indigenous Relations  
**Sent:** March-11-21 2:01 PM  
**To:** 'Aaron Detlor' <aarondetlor@gmail.com>  
**Cc:** HDI General <hdi2@bellnet.ca>; Wayne Hill <tworowarchaeology@gmail.com>; williams.todde@gmail.com; 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 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



March 11, 2021

Ms. Tracey General, Office Manager  
Haudenosaunee Confederacy Chiefs Council  
2634 6<sup>th</sup> Line Road, RR#2  
Ohsweken, ON N0A 1M0

**Delivered by Email**

Dear Ms. General,

**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 Haudenosaunee Confederacy Chiefs Council.

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Haudenosaunee Confederacy Chiefs Council. Metrolinx appreciates and respects Haudenosaunee Confederacy Chiefs Council's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with Haudenosaunee Confederacy Chiefs Council 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](http://www.metrolinx.com/ontarioline)

**Ontario Line Environmental Assessment Process and Reports**

10 Bay Street  
Toronto, ON M5J 2N8

416.202.4967  
metrolinx.com

In 2020, Metrolinx provided Haudenosaunee Confederacy Chiefs Council 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 July 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 Haudenosaunee Confederacy Chiefs Council 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 Haudenosaunee Confederacy Chiefs Council. 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 Haudenosaunee Confederacy Chiefs Council to participate in these assessments should Haudenosaunee Confederacy Chiefs Council 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**.

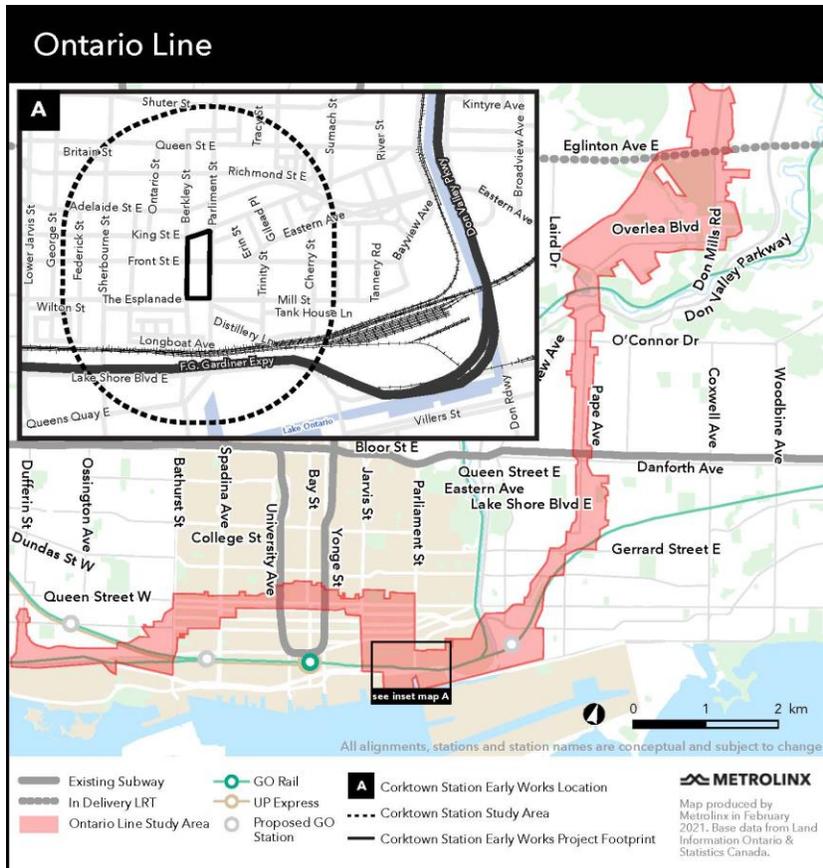


Figure 2: Map of Corktown Station Early Works

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 Haudenosaunee Confederacy Chiefs Council’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 Haudenosaunee Confederacy Chiefs Council on **March 19, 2021** for review.



Metrolinx welcomes any comments or feedback on the initial draft of the Corktown Station Early Works Report from Haudenosaunee Confederacy Chiefs Council. 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 Haudenosaunee Confederacy Chiefs Council, 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 Haudenosaunee Confederacy Chiefs Council 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 Haudenosaunee Confederacy Chiefs Council's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

Metrolinx acknowledges that Haudenosaunee Confederacy Chiefs Council 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 Haudenosaunee Confederacy Chiefs Council in draft form, prior to submission to MHSTCI.

### **Engagement**

Metrolinx is committed to an open, respectful, and transparent relationship with Haudenosaunee Confederacy Chiefs Council. We appreciate the significant volume of documents related to this Project that have been shared with Haudenosaunee Confederacy Chiefs Council. We are happy to assist in the review of these documents by meeting with Haudenosaunee Confederacy Chiefs Council or working to address any questions that Haudenosaunee Confederacy Chiefs Council 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](mailto: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 underline.

Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: Wayne Hill, Haudenosaunee Development Institute  
Todd Williams, Haudenosaunee Development Institute  
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



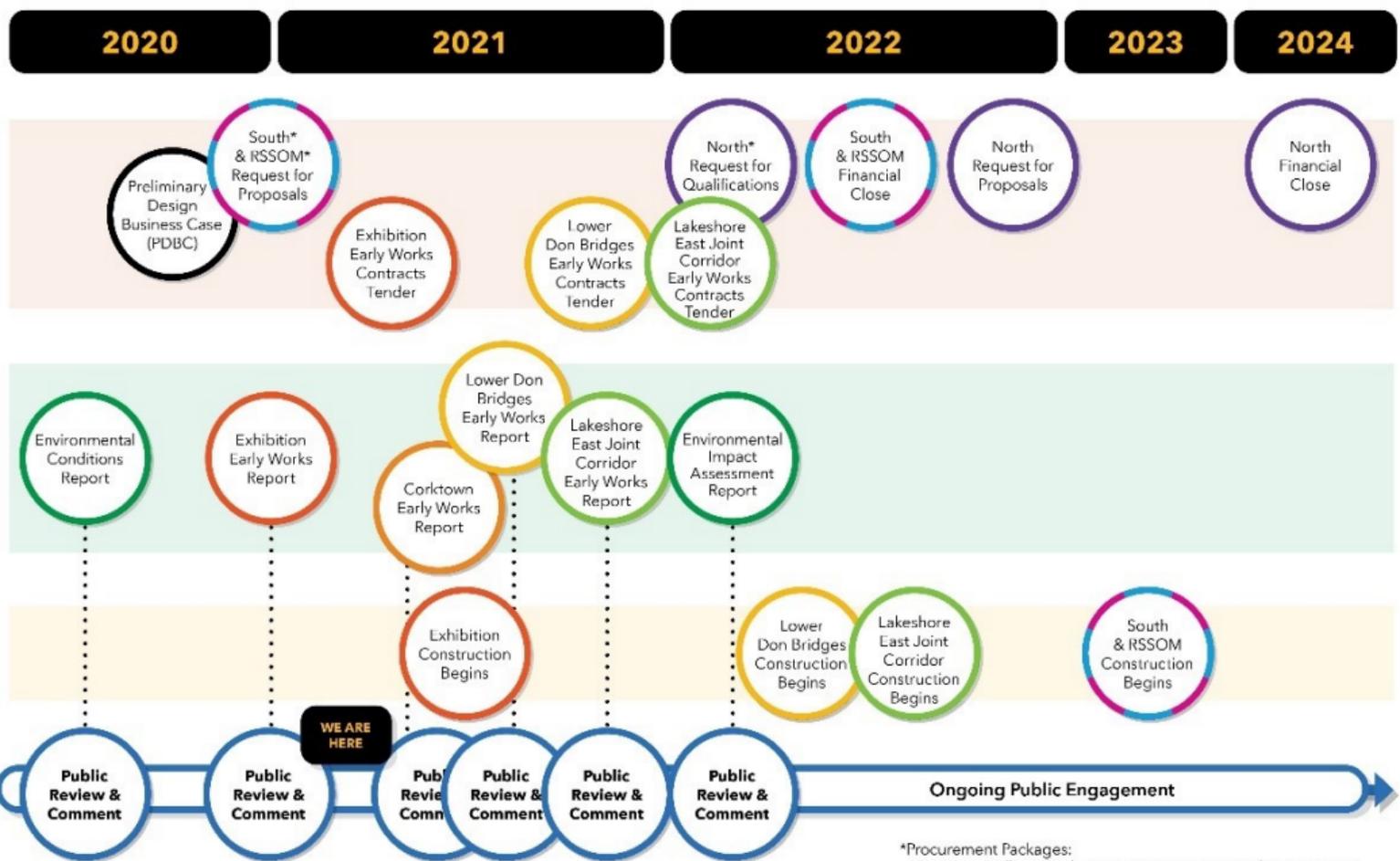
Procurement & Design



Environmental Assessment



Construction



\*Procurement Packages:  
 • RSSOM - Rolling Stock, Systems, Operations and Maintenance  
 • South - Southern Civil, Stations and Tunnel  
 • North - Northern Civil, Stations and Tunnel

Timelines are subject to change

**Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment**

| Environmental Component                                                                                            | Potential Impact                                                                                                                                                                                           | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                    | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                      | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |

| Environmental Component                                      | Potential Impact                                                                                                                                                                                 | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Vegetation Communities</b></p>                         | <ul style="list-style-type: none"> <li>▪ Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> <li>▪ Introduction or spread of Invasive Species</li> </ul> | <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>▪ All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                  | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul> |
| <p><b>Wildlife and Wildlife Habitat – General</b></p>        | <ul style="list-style-type: none"> <li>▪ Disturbance, displacement or mortality of wildlife</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>▪ If wildlife is encountered, measures will be implemented to avoid 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 from wildlife.</li> </ul>                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>▪ On-site 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 minimize impacts.</li> </ul>                     |
| <p><b>Significant Wildlife Habitat: Common Nighthawk</b></p> | <ul style="list-style-type: none"> <li>▪ Removal of candidate nesting habitat for Common Nighthawk</li> </ul>                                                                                    | <ul style="list-style-type: none"> <li>▪ Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>▪ Demolition of buildings should be scheduled outside of 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:</li> <li>▪ 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.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                             |
| <p><b>Migratory Breeding Birds and Nests</b></p>             | <ul style="list-style-type: none"> <li>▪ Disturbance or destruction of migratory bird nests</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>▪ 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.</li> <li>▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>▪ Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                                                        |

| Environmental Component          | Potential Impact                                                                                                         | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                    | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Species at Risk – General</b> | <ul style="list-style-type: none"> <li>▪ Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul>        | <ul style="list-style-type: none"> <li>▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul> | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul> |
| <b>Wetlands and Waterbodies</b>  | <ul style="list-style-type: none"> <li>▪ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Fish and Fish Habitat</b>     | <ul style="list-style-type: none"> <li>▪ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |

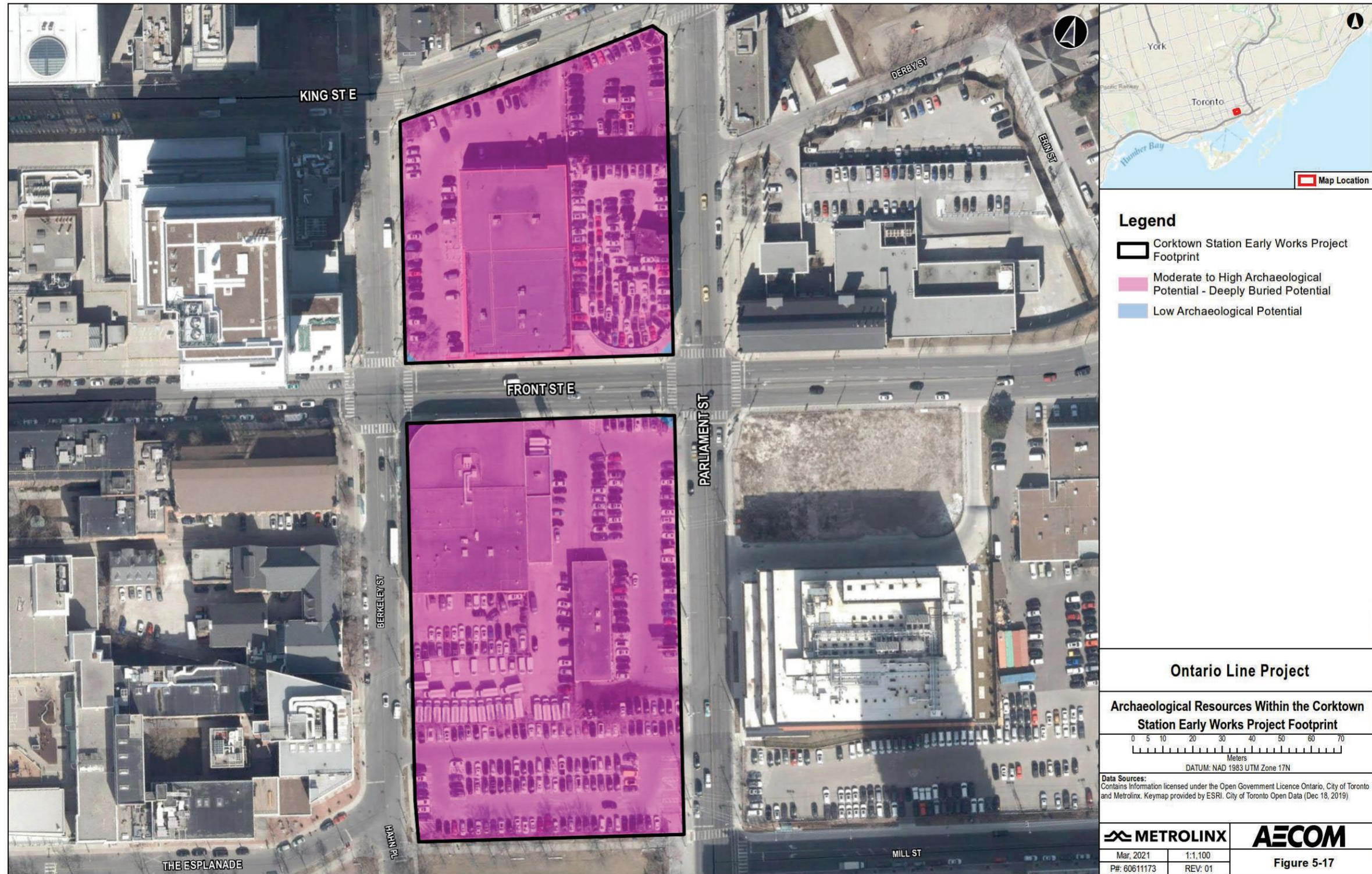
Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component         | Potential Impact                                                                                                                                                              | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Monitoring Activities                                                                                                                                                                                                             |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Archaeological Potential</b> | <ul style="list-style-type: none"> <li>Potential for the disturbance of registered archaeological sites and/or archaeological resources not previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>, and include the following. Should ground disturbing activities<sup>29</sup> be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities.               <ul style="list-style-type: none"> <li>The majority of the Corktown Station Early Works Project Footprint on either side of Front Street retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, and the Consumers' Gas company buildings.</li> </ul> </li> <li>Given the significance of the First Parliament Site, all previous site specific archaeological assessments should be reviewed to determine what additional archaeological work is required.</li> <li>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 any ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present.</li> <li>Indigenous Nations will be invited to participate in monitoring requirements for any subsequent archaeological work is recommended. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</li> </ul> | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |
| <b>Archaeological Resources</b> | <ul style="list-style-type: none"> <li>Potential recovery of unexpected archaeological resources during construction.</li> </ul>                                              | <ul style="list-style-type: none"> <li>Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

<sup>29</sup> Ground disturbing activities can be defined as any and all activities that will or have the potential to impact/disturb the area below the surface. Example of activities include, but is not limited to, heavy machine movement/weight, clearing, grading, excavating, trenching, drilling, and transporting and filling of land.

Figure 5-17: Archaeological Resources Within the Corktown Station Early Works Project Footprint



## Indigenous Nations

- Hiawatha First Nation

**From:** [Indigenous Relations](#)  
**To:** [chiefcarr@hiawathafn.ca](mailto:chiefcarr@hiawathafn.ca)  
**Cc:** [tcowie@hiawathafn.ca](mailto:tcowie@hiawathafn.ca); [sdavison@hiawathafn.ca](mailto:sdavison@hiawathafn.ca); [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Ontario Line: Draft Corktown Station Early Works Report for Review  
**Date:** Wednesday, May 12, 2021 4:58:08 PM  
**Attachments:** 

---

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 share the Draft Corktown Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback.

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.

We ask that you provide any comments no later than June 11, 2021.

The reports are available at the following link:



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 the Indigenous Relations Office.

Miigwetch,

Fallon

**Fallon Melander**

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

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

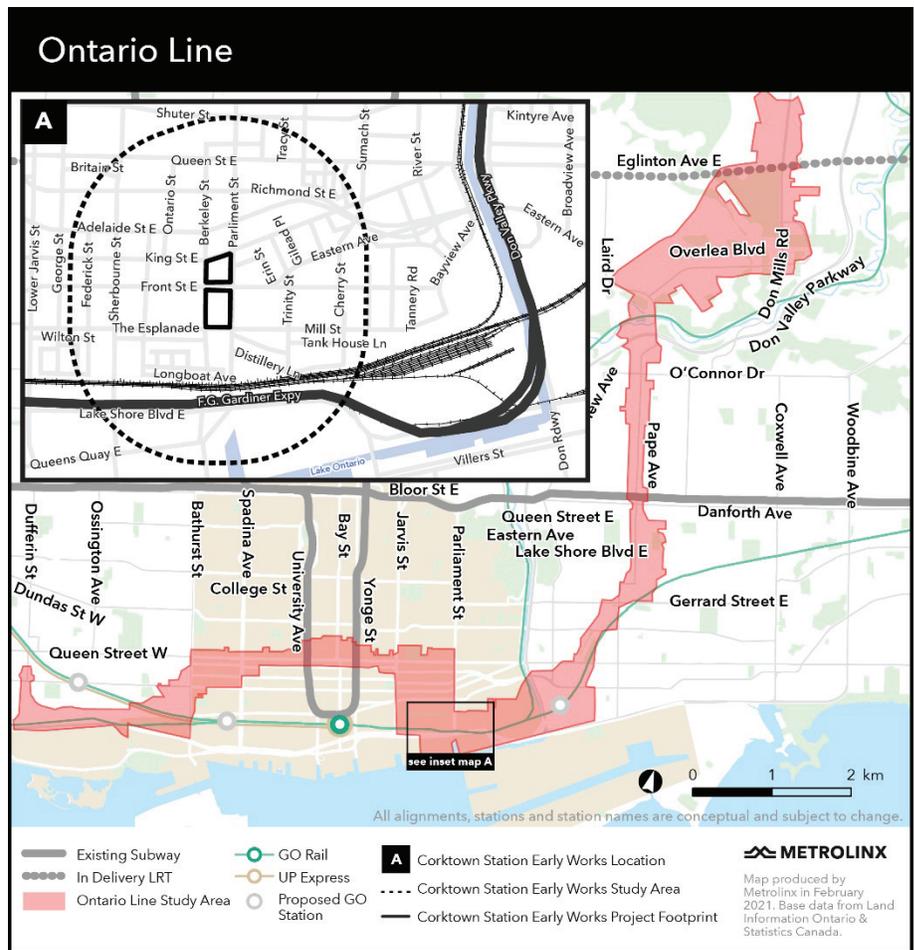
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)



May 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 - Notice of Publication of Draft 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 15.6 kilometres of subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Hiawatha First Nation.

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 the Draft Corktown Station Early Works Report (EWR).

**Project Description**

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

More information on the Project can be found on our website:

[www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)

The initial draft of the Corktown Station EWR and a letter outlining Corktown Station early works were shared with Hiawatha First Nation on March 11, 2021. As outlined in

the letter, 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*.

### Draft Corktown Station Early Works Report

In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared a Draft Corktown Station EWR that documents the assessment of Corktown Station early works.

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station. The location of the Corktown Station early works project footprint and study area can be viewed below in **Figure 1**.



Figure 1: Map of Corktown Station Early Works



The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

The EWR documents the assessment of Corktown Station early works and outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

The Draft EWR is available for your review and can be found via the Dropbox link shared in the body of the email that is associated with this letter. We welcome any additional comments you may have on the Draft EWR. The Draft EWR is available for review and comment starting **May 12, 2021** and ending on **June 11, 2021**. The Notice of Publication of Draft Corktown Station EWR is provided in **Attachment 1**. The Draft EWR will be updated following the review period, and the Final EWR will be published on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)) and shared with Hiawatha First Nation.

#### Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft EWR that may be of interest to *Hiawatha First Nation*. If *Hiawatha First 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.

#### Revisions to the Initial Draft of the Corktown Station Early Works Report

In accordance with O. Reg. 341/20, Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR.

To streamline capacity for Hiawatha First Nation to provide comments or feedback, a summary of revisions to the EWR since the circulation of the initial draft of the EWR is as follows:

- Minor editorial changes to address grammatical and syntax errors and updates to reflect comments received from agencies;
- Clarification that the project operations, construction of Corktown Station and other project components will be assessed in the Ontario Line Environmental Impact Assessment Report;
- Inclusion of information on the Parkland Strategy (City of Toronto, 2019), First Parliament Master Plan (City of Toronto, 2020) and additional information on planned community services and facilities in the Corktown Station Early Works Study Area;
- Edits to the text to reflect that the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) Minister's Consent has been granted for the demolition and removal of the non-heritage buildings at 265 Front Street East and removal of the heritage attributes at 265 Front Street East, 271 Front Street East and 25 Berkeley Street located on the First Parliament Site, and affirming Metrolinx's commitment to fulfilling the conditions outlined in the Minister's Consent, including completion of archaeological requirements;
- Additional mitigation measures for environmental disciplines such as archaeology, air quality and traffic and transportation, that include:
  - Coordination and completion of required archaeological investigations, early works activities and/or activities that have the potential for vibration effects such that buried archaeological resources are appropriately considered;
  - Use of non-chloride dust suppressants; and
  - Consultation with the City of Toronto to minimize potential impacts during special events (e.g., the Toronto Christmas Market at the Distillery District) should closures or long-term impacts be required.
- Revision of traffic and transportation figures to include additional information such as intersection names and inclusion of an additional noise and vibration figure to show representative receptor locations.

## Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Hiawatha First Nation. We appreciate the significant volume of documents related to this Project that have been shared with Hiawatha First Nation. We are happy to assist in the review of these documents by meeting with Hiawatha First Nation or working to address any questions that Hiawatha 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](mailto:IndigenousRelations@metrolinx.com).



Metrolinx welcomes any comments or feedback on the Draft EWR from Hiawatha First Nation. Please provide these in writing no later than **June 11, 2021**. Comments and information regarding this draft report will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. 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*.

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 underline.

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  
Merlin Yuen, Project Coordinator, Metrolinx  
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Corktown Station  
Early Works Report  
Attachment 2 - Draft Corktown Station Early Works Report Natural  
Environment Potential Effects, Mitigation Measures and Monitoring  
Attachment 3 - Draft Corktown Station Early Works Report Archaeology  
Potential Effects, Mitigation Measures and Monitoring

**Table ES-1: Potential Impacts, Mitigation Measures and Monitoring Activities for the Corktown Station Early Works**

| Environmental Component                                                                                             | Potential Impacts                                                                                                                                                                                          | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture (I.S.A.) Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height (DBH) which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> </ul>                                                                   | <ul style="list-style-type: none"> <li>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.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Environmental Component                               | Potential Impacts                                                                                               | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                       | <ul style="list-style-type: none"> <li>Introduction or spread of invasive species</li> </ul>                    | <ul style="list-style-type: none"> <li>Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                                                                                                                                                                                                                                                                                                               | <p>Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.</p> <ul style="list-style-type: none"> <li>Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul>                                                                                                                     |
| <b>Wildlife and Wildlife Habitat – General</b>        | <ul style="list-style-type: none"> <li>Disturbance, displacement or mortality of wildlife</li> </ul>            | <ul style="list-style-type: none"> <li>Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>If wildlife is encountered, measures will be implemented to avoid 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.</li> </ul>                                                                                                                                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>Regular on-site inspection by environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>On-site 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 minimize impacts.</li> </ul> |
| <b>Significant Wildlife Habitat: Common Nighthawk</b> | <ul style="list-style-type: none"> <li>Removal of candidate nesting habitat for Common Nighthawk</li> </ul>     | <ul style="list-style-type: none"> <li>Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>Demolition of buildings should be scheduled outside of 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"> <li>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.</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Migratory Breeding Birds and Nests</b>             | <ul style="list-style-type: none"> <li>Disturbance or destruction of migratory bird nests</li> </ul>            | <ul style="list-style-type: none"> <li>All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>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.</li> <li>If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                            |
| <b>Species at Risk – General</b>                      | <ul style="list-style-type: none"> <li>Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul> | <ul style="list-style-type: none"> <li>All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>On-site 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 minimize impacts.</li> <li>Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul>                           |

| Environmental Component         | Potential Impacts                                                                                                        | Mitigation Measure(s)                                             | Monitoring Activities                                             |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-------------------------------------------------------------------|
| <b>Wetlands and Waterbodies</b> | <ul style="list-style-type: none"> <li>■ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |
| <b>Fish and Fish Habitat</b>    | <ul style="list-style-type: none"> <li>■ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component                | Potential Impact                                                                                                                                                            | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Archaeological Potential</b></p> | <ul style="list-style-type: none"> <li>▪ Potential for the disturbance of registered archaeological sites and/or archaeological resources previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>. Work plans shall be developed for the next stages of archaeological work on the First Parliament and Lime Kiln Works Sites and will be made available for review by the City of Toronto Heritage Planning, in addition to ongoing consultation with the City of Toronto, Indigenous Nations and other parties.               <ul style="list-style-type: none"> <li>– The majority of the Corktown Station Early Works Project Footprint retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, the Consumers’ Gas company buildings, and other registered archaeological sites.</li> <li>– The Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit will be consulted prior to any ground disturbing activities within areas identified as having archaeological potential.</li> </ul> </li> <li>▪ All archaeology on the First Parliament site on 265 Front Street East, 271 Front Street East and 25 Berkeley Street will be in accordance with the following conditions of the Minister of Heritage, Sport, Tourism and Culture Industries’ Consent:               <ul style="list-style-type: none"> <li>– All archaeological assessments are undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of previously completed archaeological assessment reports.</li> <li>– Prior to commencing any archaeological fieldwork, the licensed consultant archaeologist will submit a detailed strategy for review and approval by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. Additionally, where new conditions or situations are encountered that are not covered by an approved strategy, a revised strategy will be submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit for approval prior to proceeding with fieldwork.</li> <li>– Any construction excavation must be preceded by archaeological fieldwork according to a strategy approved by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit or must be accompanied by an excavation and monitoring strategy.</li> <li>– Excavation by a licensed consultant archaeologist or under the direction of a licensed consultant archaeologist will proceed to a point that is to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. In the event that the Project will not require total excavation of the site, an avoidance and protection strategy must be implemented for the remainder of the archaeological site to the satisfaction of the ministry. Archaeological assessments on other areas within the Corktown Station Early Works Footprint will be undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of the previously completed archaeological assessment reports and in advance of ground disturbance activities.</li> </ul> </li> <li>▪ The Mississaugas of the Credit First Nation, and other Indigenous Nations will be invited to participate in archaeological fieldwork. All future archaeological assessment findings and reports will be shared</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

| Environmental Component                | Potential Impact                                                                                                                   | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                        |                                                                                                                                    | <p>with the Mississaugas of the Credit First Nation and other Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</p> <ul style="list-style-type: none"> <li>▪ Metrolinx and the Ontario Heritage Trust will develop an Interpretation and Commemoration Plan for the First Parliament Site, in consultation with the City of Toronto Heritage Planning, and as appropriate, with Indigenous communities and other parties.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                       |
| <p><b>Archaeological Resources</b></p> | <ul style="list-style-type: none"> <li>▪ Potential recovery of unexpected archaeological resources during construction.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately cease work and notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services, in accordance with the Funeral, Burial, and Cremation Services Act. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> <li>▪</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

**From:** [Indigenous Relations](#)  
**To:** [chiefcarr@hiawathafn.ca](mailto:chiefcarr@hiawathafn.ca)  
**Cc:** [tcowie@hiawathafn.ca](mailto:tcowie@hiawathafn.ca); [sdavison@hiawathafn.ca](mailto:sdavison@hiawathafn.ca); [k.a.sandy-mckenzie@rogers.com](mailto: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:** 

---

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](http://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](mailto: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.

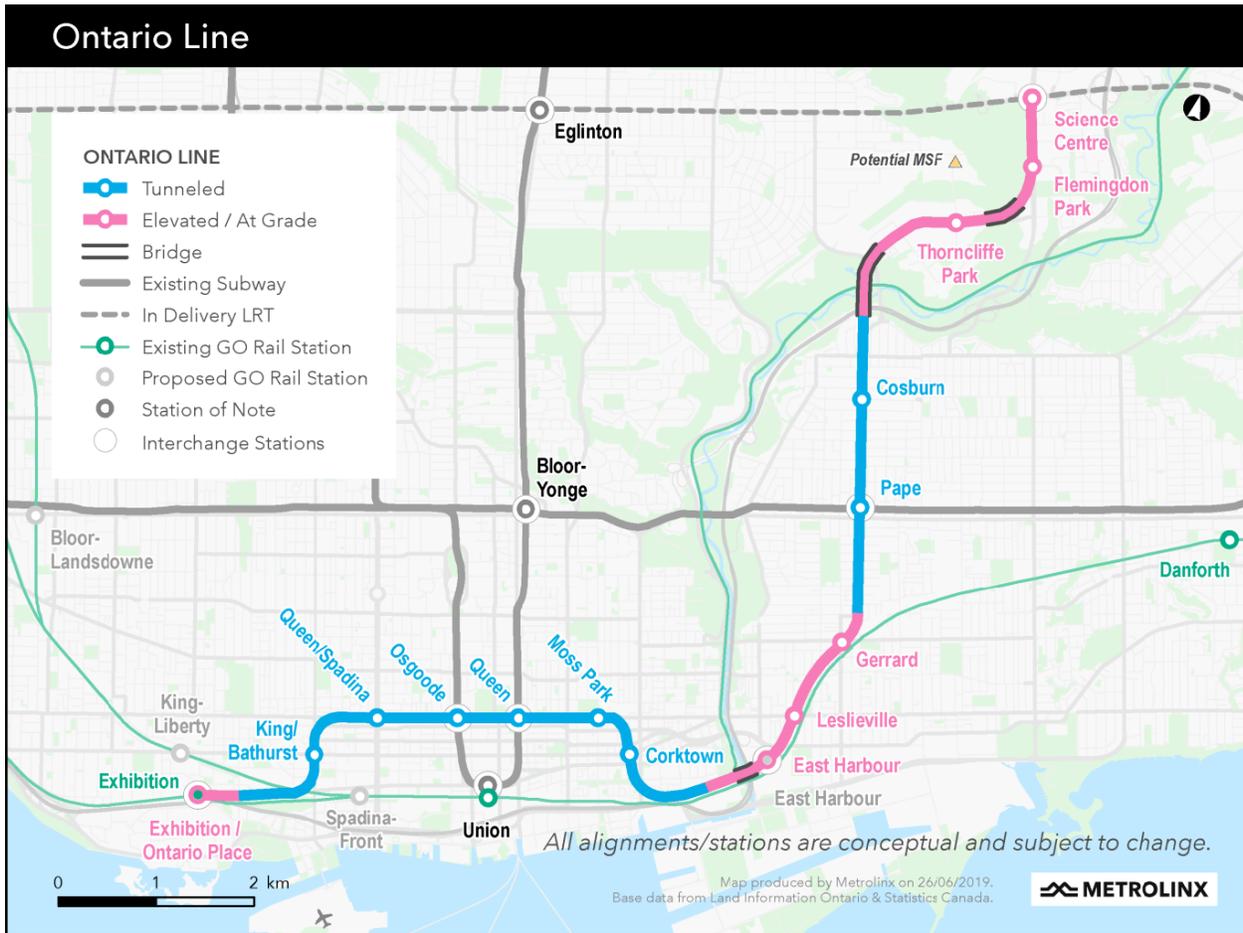
Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a long, sweeping underline.

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](mailto:chiefcarr@hiawathafn.ca)  
**Cc:** [tcowie@hiawathafn.ca](mailto:tcowie@hiawathafn.ca); [sdavison@hiawathafn.ca](mailto:sdavison@hiawathafn.ca); [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [Crystal Ho](#); [Merlin Yuen](#); [Maria Zintchenko](#)  
**Subject:** RE: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork  
**Date:** Monday, March 22, 2021 11:39:42 AM

---

Dear Chief Carr,

Please note that the Noise and Vibration Report is now available for review as outlined below.

It can be found at the following link:

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

Miigwetch,

Fallon

**Fallon Melander**

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

---

**From:** Indigenous Relations  
**Sent:** March-11-21 2:32 PM  
**To:** [chiefcarr@hiawathafn.ca](mailto:chiefcarr@hiawathafn.ca)  
**Cc:** [tcowie@hiawathafn.ca](mailto:tcowie@hiawathafn.ca); [sdavison@hiawathafn.ca](mailto:sdavison@hiawathafn.ca); [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [Crystal Ho](mailto:Crystal.Ho@metrolinx.com) <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; [Merlin Yuen](mailto:Merlin.Yuen@metrolinx.com) <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; [Maria Zintchenko](mailto:Maria.Zintchenko@metrolinx.com) <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>  
**Subject:** Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork

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:

[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



March 11, 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 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 Hiawatha First Nation.

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 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](http://www.metrolinx.com/ontarioline)

**Ontario Line Environmental Assessment Process and Reports**

10 Bay Street                      416.202.4967  
Toronto, ON M5J 2N8              metrolinx.com



In 2020, Metrolinx provided Hiawatha 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 Hiawatha 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 Hiawatha 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 Hiawatha First Nation to participate in these assessments should Hiawatha 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**.

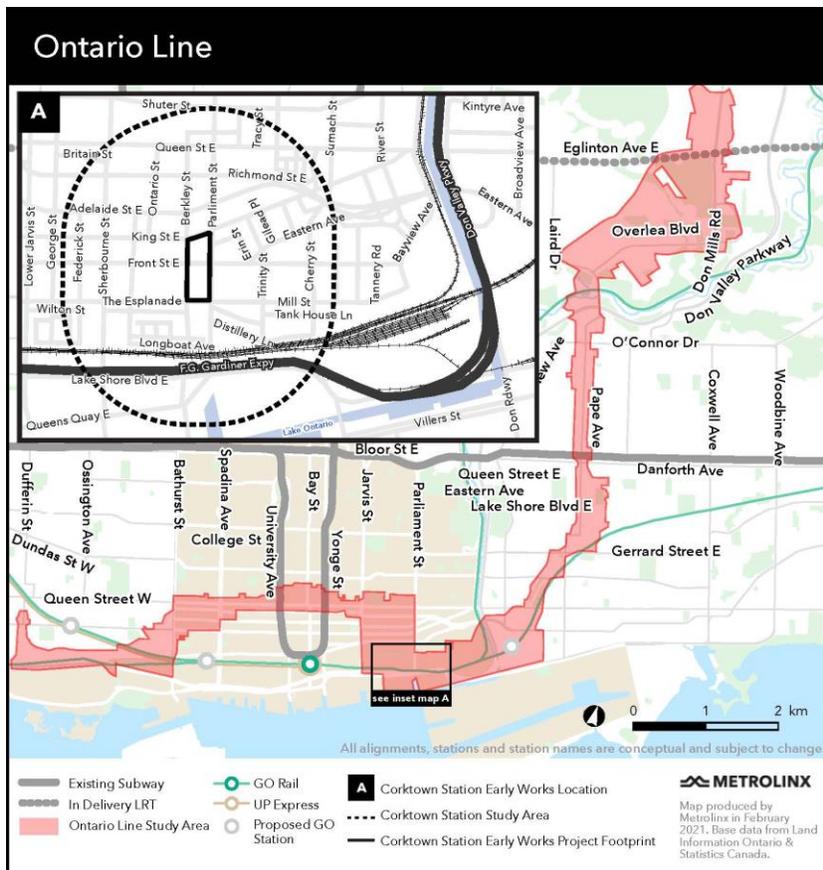


Figure 2: Map of Corktown Station Early Works

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 Hiawatha 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 Hiawatha 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 Hiawatha 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 Hiawatha 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 Hiawatha 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 Hiawatha First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

Metrolinx acknowledges that Hiawatha 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 Hiawatha First Nation in draft form, prior to submission to MHSTCI.

### **Engagement**

Metrolinx is committed to an open, respectful, and transparent relationship with Hiawatha First Nation. We appreciate the significant volume of documents related to this Project that have been shared with Hiawatha First Nation. We are happy to assist in the review of these documents by meeting with Hiawatha First Nation or working to address any questions that Hiawatha 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](mailto: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 underline.

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  
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



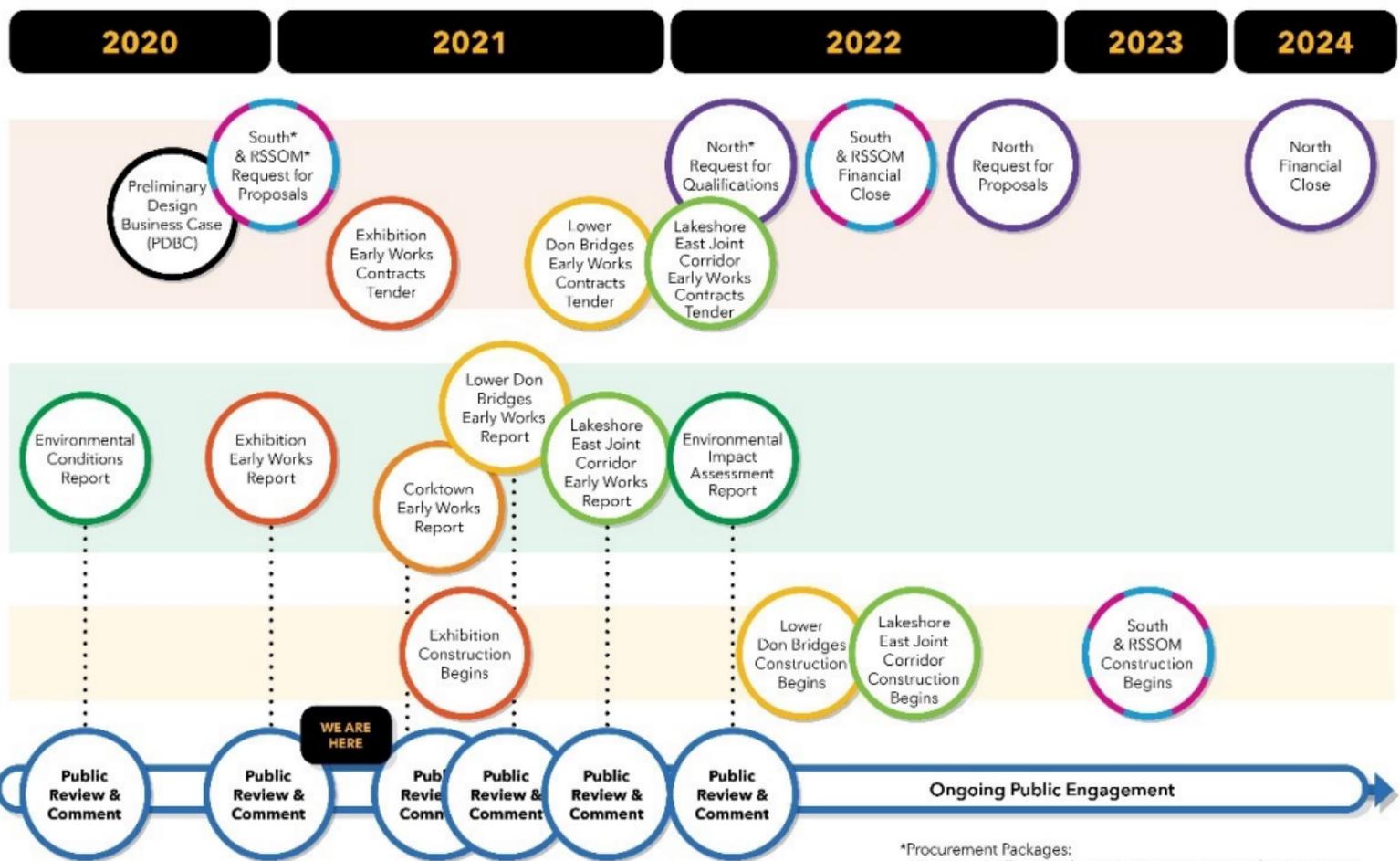
Procurement & Design



Environmental Assessment



Construction



\*Procurement Packages:  
 • RSSOM - Rolling Stock, Systems, Operations and Maintenance  
 • South - Southern Civil, Stations and Tunnel  
 • North - Northern Civil, Stations and Tunnel

Timelines are subject to change

**Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment**

| Environmental Component                                                                                            | Potential Impact                                                                                                                                                                                           | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                    | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                      | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |

| Environmental Component                               | Potential Impact                                                                                                                                                                                 | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Vegetation Communities</b>                         | <ul style="list-style-type: none"> <li>▪ Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> <li>▪ Introduction or spread of Invasive Species</li> </ul> | <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>▪ All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                  | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul> |
| <b>Wildlife and Wildlife Habitat – General</b>        | <ul style="list-style-type: none"> <li>▪ Disturbance, displacement or mortality of wildlife</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>▪ If wildlife is encountered, measures will be implemented to avoid 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 from wildlife.</li> </ul>                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>▪ On-site 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 minimize impacts.</li> </ul>                     |
| <b>Significant Wildlife Habitat: Common Nighthawk</b> | <ul style="list-style-type: none"> <li>▪ Removal of candidate nesting habitat for Common Nighthawk</li> </ul>                                                                                    | <ul style="list-style-type: none"> <li>▪ Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>▪ Demolition of buildings should be scheduled outside of 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:</li> <li>▪ 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.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Migratory Breeding Birds and Nests</b>             | <ul style="list-style-type: none"> <li>▪ Disturbance or destruction of migratory bird nests</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>▪ 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.</li> <li>▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>▪ Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                                                        |

| Environmental Component          | Potential Impact                                                                                                         | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                    | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Species at Risk – General</b> | <ul style="list-style-type: none"> <li>▪ Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul>        | <ul style="list-style-type: none"> <li>▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul> | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul> |
| <b>Wetlands and Waterbodies</b>  | <ul style="list-style-type: none"> <li>▪ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Fish and Fish Habitat</b>     | <ul style="list-style-type: none"> <li>▪ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |

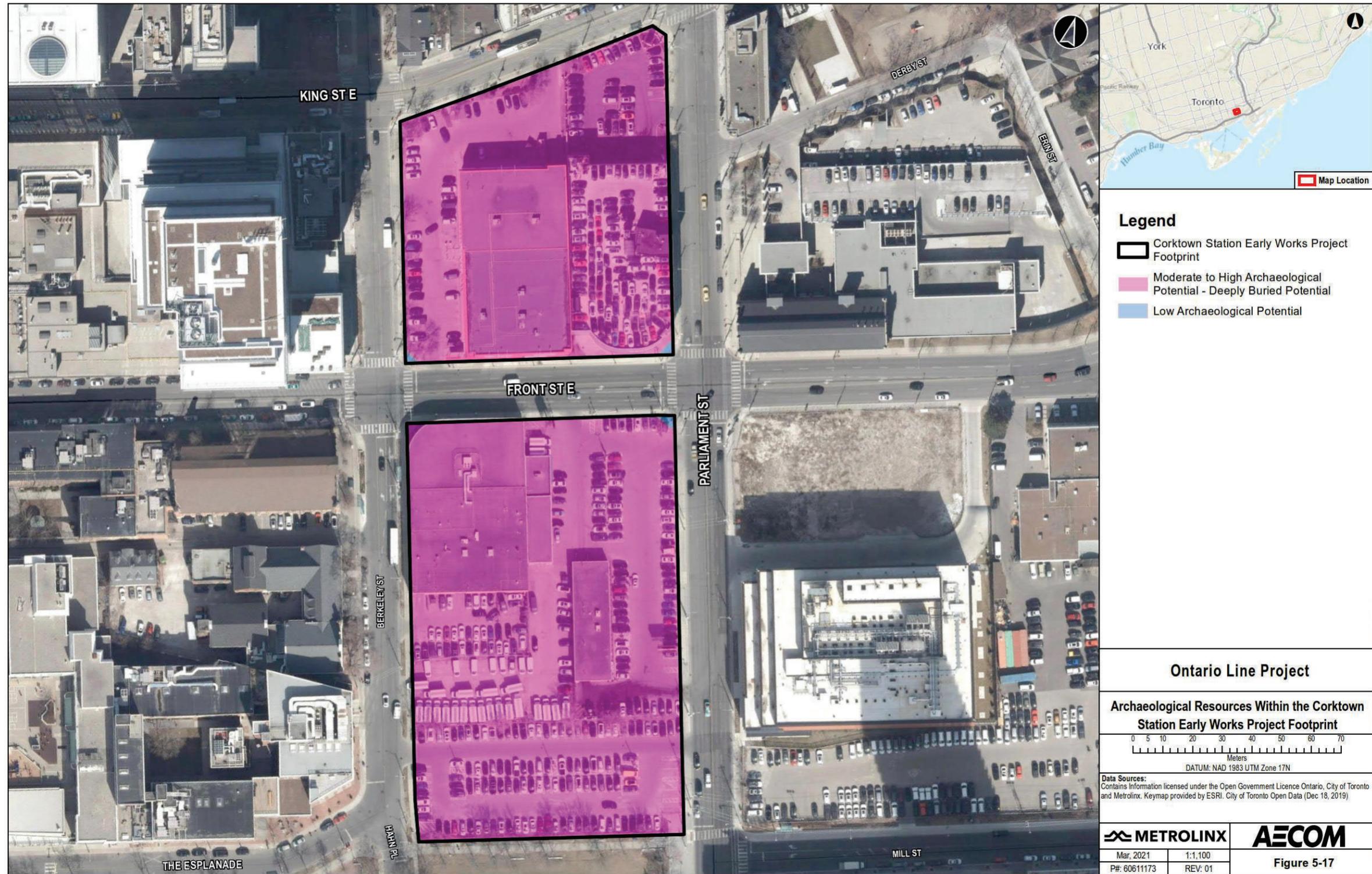
Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component         | Potential Impact                                                                                                                                                              | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Monitoring Activities                                                                                                                                                                                                             |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Archaeological Potential</b> | <ul style="list-style-type: none"> <li>Potential for the disturbance of registered archaeological sites and/or archaeological resources not previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>, and include the following. Should ground disturbing activities<sup>29</sup> be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities.               <ul style="list-style-type: none"> <li>The majority of the Corktown Station Early Works Project Footprint on either side of Front Street retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, and the Consumers' Gas company buildings.</li> </ul> </li> <li>Given the significance of the First Parliament Site, all previous site specific archaeological assessments should be reviewed to determine what additional archaeological work is required.</li> <li>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 any ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present.</li> <li>Indigenous Nations will be invited to participate in monitoring requirements for any subsequent archaeological work is recommended. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</li> </ul> | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |
| <b>Archaeological Resources</b> | <ul style="list-style-type: none"> <li>Potential recovery of unexpected archaeological resources during construction.</li> </ul>                                              | <ul style="list-style-type: none"> <li>Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

<sup>29</sup> Ground disturbing activities can be defined as any and all activities that will or have the potential to impact/disturb the area below the surface. Example of activities include, but is not limited to, heavy machine movement/weight, clearing, grading, excavating, trenching, drilling, and transporting and filling of land.

Figure 5-17: Archaeological Resources Within the Corktown Station Early Works Project Footprint



## Indigenous Nations

- Huron-Wendat Nation

**From:** [Indigenous Relations](#)  
**To:** [mario gros-louis](#)  
**Cc:** [valerie janssen](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Ontario Line: Draft Corktown Station Early Works Report for Review  
**Date:** Wednesday, May 12, 2021 5:08:17 PM  
**Attachments:** 

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Dear Mr. Gros-Louis,

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 share the Draft Corktown Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback.

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.

We ask that you provide any comments no later than June 11, 2021.

The reports are available at the following link:



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 the Indigenous Relations Office.

Miigwetch,

Fallon

**Fallon Melander**

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

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

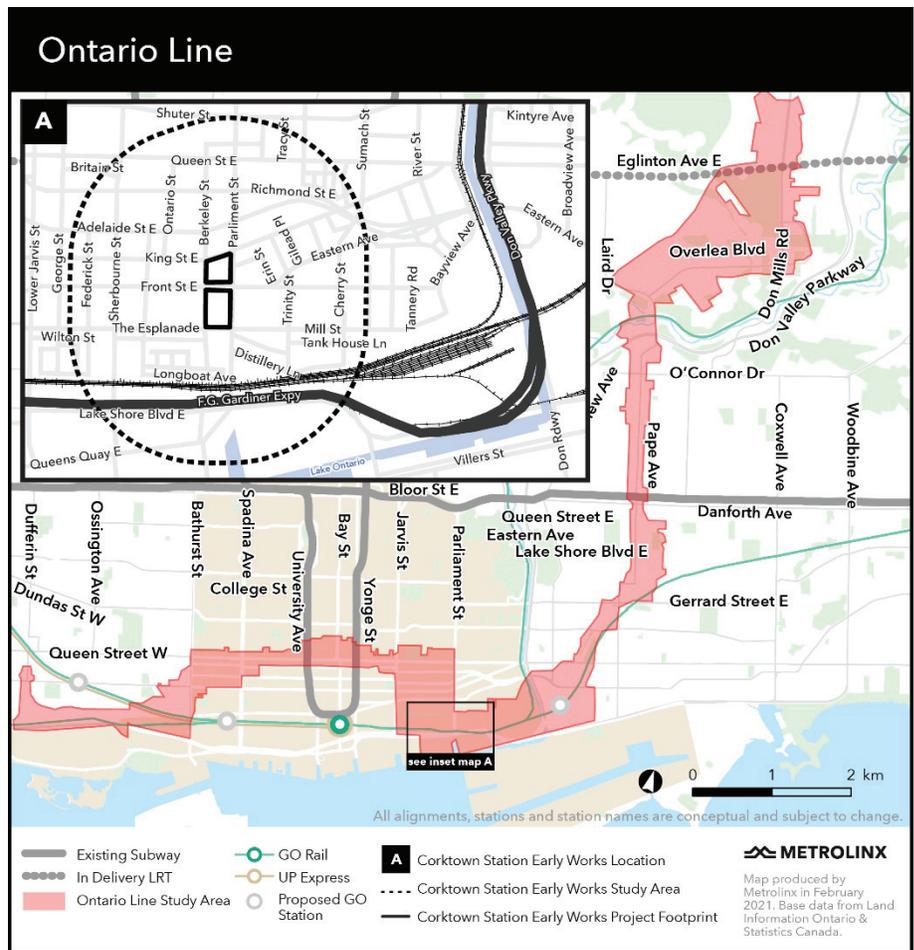
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)



May 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 - Notice of Publication of Draft 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 15.6 kilometres of subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Huron-Wendat Nation.

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 share with Huron-Wendat Nation the Draft Corktown Station Early Works Report (EWR).

**Project Description**

The Ontario Line will stretch from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line is proposed to include 15 stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the Eglinton Crosstown LRT, and streetcar lines. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable commutes. More information on the Project can be found on our website:

[www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)

The initial draft of the Corktown Station EWR and a letter outlining Corktown Station early works were shared with Huron-Wendat Nation on March 11, 2021. As outlined in the letter, 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*.

### Draft Corktown Station Early Works Report

In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared a Draft Corktown Station EWR that documents the assessment of Corktown Station early works.

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station. The location of the Corktown Station early works project footprint and study area can be viewed below in **Figure 1**.



Figure 1: Map of Corktown Station Early Works



The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

The EWR documents the assessment of Corktown Station early works and outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

The Draft EWR is available for your review and can be found via the Dropbox link shared in the body of the email that is associated with this letter. We welcome any additional comments you may have on the Draft EWR. The Draft EWR is available for review and comment starting **May 12, 2021** and ending on **June 11, 2021**. The Notice of Publication of Draft Corktown Station EWR is provided in **Attachment 1**. The Draft EWR will be updated following the review period, and the Final EWR will be published on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)) and shared with Huron-Wendat Nation.

### Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft EWR that may be of interest to *Huron-Wendat Nation*. If *Huron-Wendat 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.

### Revisions to the Initial Draft of the Corktown Station Early Works Report

In accordance with O. Reg. 341/20, Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR.

To streamline capacity for Huron-Wendat Nation to provide comments or feedback, a summary of revisions to the EWR since the circulation of the initial draft of the EWR is as follows:

- Minor editorial changes to address grammatical and syntax errors and updates to reflect comments received from agencies;
- Clarification that the project operations, construction of Corktown Station and other project components will be assessed in the Ontario Line Environmental Impact Assessment Report;
- Inclusion of information on the Parkland Strategy (City of Toronto, 2019), First Parliament Master Plan (City of Toronto, 2020) and additional information on planned community services and facilities in the Corktown Station Early Works Study Area;
- Edits to the text to reflect that the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) Minister's Consent has been granted for the demolition and removal of the non-heritage buildings at 265 Front Street East and removal of the heritage attributes at 265 Front Street East, 271 Front Street East and 25 Berkeley Street located on the First Parliament Site, and affirming Metrolinx's commitment to fulfilling the conditions outlined in the Minister's Consent, including completion of archaeological requirements;
- Additional mitigation measures for environmental disciplines such as archaeology, air quality and traffic and transportation, that include:
  - Coordination and completion of required archaeological investigations, early works activities and/or activities that have the potential for vibration effects such that buried archaeological resources are appropriately considered;
  - Use of non-chloride dust suppressants; and
  - Consultation with the City of Toronto to minimize potential impacts during special events (e.g., the Toronto Christmas Market at the Distillery District) should closures or long-term impacts be required.
- Revision of traffic and transportation figures to include additional information such as intersection names and inclusion of an additional noise and vibration figure to show representative receptor locations.

## Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Huron-Wendat Nation. We appreciate the significant volume of documents related to this Project that have been shared with Huron-Wendat Nation. We are happy to assist in the review of these documents by meeting with Huron-Wendat Nation or working to address any questions that Huron-Wendat 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 do not hesitate to contact me at your earliest convenience.



Metrolinx welcomes any comments or feedback on the Draft EWR from Huron-Wendat Nation. Please provide these in writing no later than **June 11, 2021**. Comments and information regarding this draft report will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. 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*.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink that reads "f. melander".

Fallon Melander  
Manager, Indigenous Relations  
Metrolinx

cc: Mario Gros-Louis, Huron-Wendat Nation  
Valerie Janssen, Huron-Wendat Nation  
Indigenous Relations, Metrolinx  
Maria Zintchenko, Environmental Project Manager, Metrolinx  
Merlin Yuen, Project Coordinator, Metrolinx  
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Corktown Station  
Early Works Report  
Attachment 2 - Draft Corktown Station Early Works Report Natural  
Environment Potential Effects, Mitigation Measures and Monitoring  
Attachment 3 - Draft Corktown Station Early Works Report Archaeology  
Potential Effects, Mitigation Measures and Monitoring

**Table ES-1: Potential Impacts, Mitigation Measures and Monitoring Activities for the Corktown Station Early Works**

| Environmental Component                                                                                             | Potential Impacts                                                                                                                                                                                          | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture (I.S.A.) Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height (DBH) which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> </ul>                                                                   | <ul style="list-style-type: none"> <li>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.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Environmental Component                                      | Potential Impacts                                                                                               | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                              | <ul style="list-style-type: none"> <li>Introduction or spread of invasive species</li> </ul>                    | <ul style="list-style-type: none"> <li>Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                                                                                                                                                                                                                                                                                                               | <p>Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.</p> <ul style="list-style-type: none"> <li>Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul>                                                                                                                     |
| <p><b>Wildlife and Wildlife Habitat – General</b></p>        | <ul style="list-style-type: none"> <li>Disturbance, displacement or mortality of wildlife</li> </ul>            | <ul style="list-style-type: none"> <li>Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>If wildlife is encountered, measures will be implemented to avoid 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.</li> </ul>                                                                                                                                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>Regular on-site inspection by environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>On-site 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 minimize impacts.</li> </ul> |
| <p><b>Significant Wildlife Habitat: Common Nighthawk</b></p> | <ul style="list-style-type: none"> <li>Removal of candidate nesting habitat for Common Nighthawk</li> </ul>     | <ul style="list-style-type: none"> <li>Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>Demolition of buildings should be scheduled outside of 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"> <li>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.</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                 |
| <p><b>Migratory Breeding Birds and Nests</b></p>             | <ul style="list-style-type: none"> <li>Disturbance or destruction of migratory bird nests</li> </ul>            | <ul style="list-style-type: none"> <li>All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>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.</li> <li>If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                            |
| <p><b>Species at Risk – General</b></p>                      | <ul style="list-style-type: none"> <li>Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul> | <ul style="list-style-type: none"> <li>All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>On-site 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 minimize impacts.</li> <li>Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul>                           |

| Environmental Component         | Potential Impacts                                                                                                        | Mitigation Measure(s)                                             | Monitoring Activities                                             |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-------------------------------------------------------------------|
| <b>Wetlands and Waterbodies</b> | <ul style="list-style-type: none"> <li>■ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |
| <b>Fish and Fish Habitat</b>    | <ul style="list-style-type: none"> <li>■ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component                | Potential Impact                                                                                                                                                            | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Archaeological Potential</b></p> | <ul style="list-style-type: none"> <li>▪ Potential for the disturbance of registered archaeological sites and/or archaeological resources previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>. Work plans shall be developed for the next stages of archaeological work on the First Parliament and Lime Kiln Works Sites and will be made available for review by the City of Toronto Heritage Planning, in addition to ongoing consultation with the City of Toronto, Indigenous Nations and other parties.               <ul style="list-style-type: none"> <li>– The majority of the Corktown Station Early Works Project Footprint retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, the Consumers’ Gas company buildings, and other registered archaeological sites.</li> <li>– The Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit will be consulted prior to any ground disturbing activities within areas identified as having archaeological potential.</li> </ul> </li> <li>▪ All archaeology on the First Parliament site on 265 Front Street East, 271 Front Street East and 25 Berkeley Street will be in accordance with the following conditions of the Minister of Heritage, Sport, Tourism and Culture Industries’ Consent:               <ul style="list-style-type: none"> <li>– All archaeological assessments are undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of previously completed archaeological assessment reports.</li> <li>– Prior to commencing any archaeological fieldwork, the licensed consultant archaeologist will submit a detailed strategy for review and approval by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. Additionally, where new conditions or situations are encountered that are not covered by an approved strategy, a revised strategy will be submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit for approval prior to proceeding with fieldwork.</li> <li>– Any construction excavation must be preceded by archaeological fieldwork according to a strategy approved by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit or must be accompanied by an excavation and monitoring strategy.</li> <li>– Excavation by a licensed consultant archaeologist or under the direction of a licensed consultant archaeologist will proceed to a point that is to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. In the event that the Project will not require total excavation of the site, an avoidance and protection strategy must be implemented for the remainder of the archaeological site to the satisfaction of the ministry. Archaeological assessments on other areas within the Corktown Station Early Works Footprint will be undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of the previously completed archaeological assessment reports and in advance of ground disturbance activities.</li> </ul> </li> <li>▪ The Mississaugas of the Credit First Nation, and other Indigenous Nations will be invited to participate in archaeological fieldwork. All future archaeological assessment findings and reports will be shared</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

| Environmental Component                | Potential Impact                                                                                                                   | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                        |                                                                                                                                    | <p>with the Mississaugas of the Credit First Nation and other Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</p> <ul style="list-style-type: none"> <li>▪ Metrolinx and the Ontario Heritage Trust will develop an Interpretation and Commemoration Plan for the First Parliament Site, in consultation with the City of Toronto Heritage Planning, and as appropriate, with Indigenous communities and other parties.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                       |
| <p><b>Archaeological Resources</b></p> | <ul style="list-style-type: none"> <li>▪ Potential recovery of unexpected archaeological resources during construction.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately cease work and notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services, in accordance with the Funeral, Burial, and Cremation Services Act. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> <li>▪</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

**From:** [Indigenous Relations](#)  
**To:** [Mélanie Vincent](#); [mario gros-louis](#); [louis lesage](#)  
**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 3:59:02 PM  
**Attachments:** [REDACTED]

---

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



April 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 - 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 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 share with Huron-Wendat 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](http://www.metrolinx.com/ontarioline)

**Corktown Station Early Works**

As communicated in the letter sent to Huron-Wendat 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 Huron-Wendat 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 Huron-Wendat 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, Huron-Wendat 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 Huron-Wendat 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 Huron-Wendat Nation that may be appropriate to commemorate Indigenous Peoples.

### **Engagement**

Metrolinx is committed to an open, respectful, and transparent relationship with Huron-Wendat Nation. We would like to meet with Huron-Wendat 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 Huron-Wendat Nation requires additional information or materials, or you wish to discuss this project in more detail or set up a meeting, please contact us at [IndigenousRelations@metrolinx.com](mailto: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.



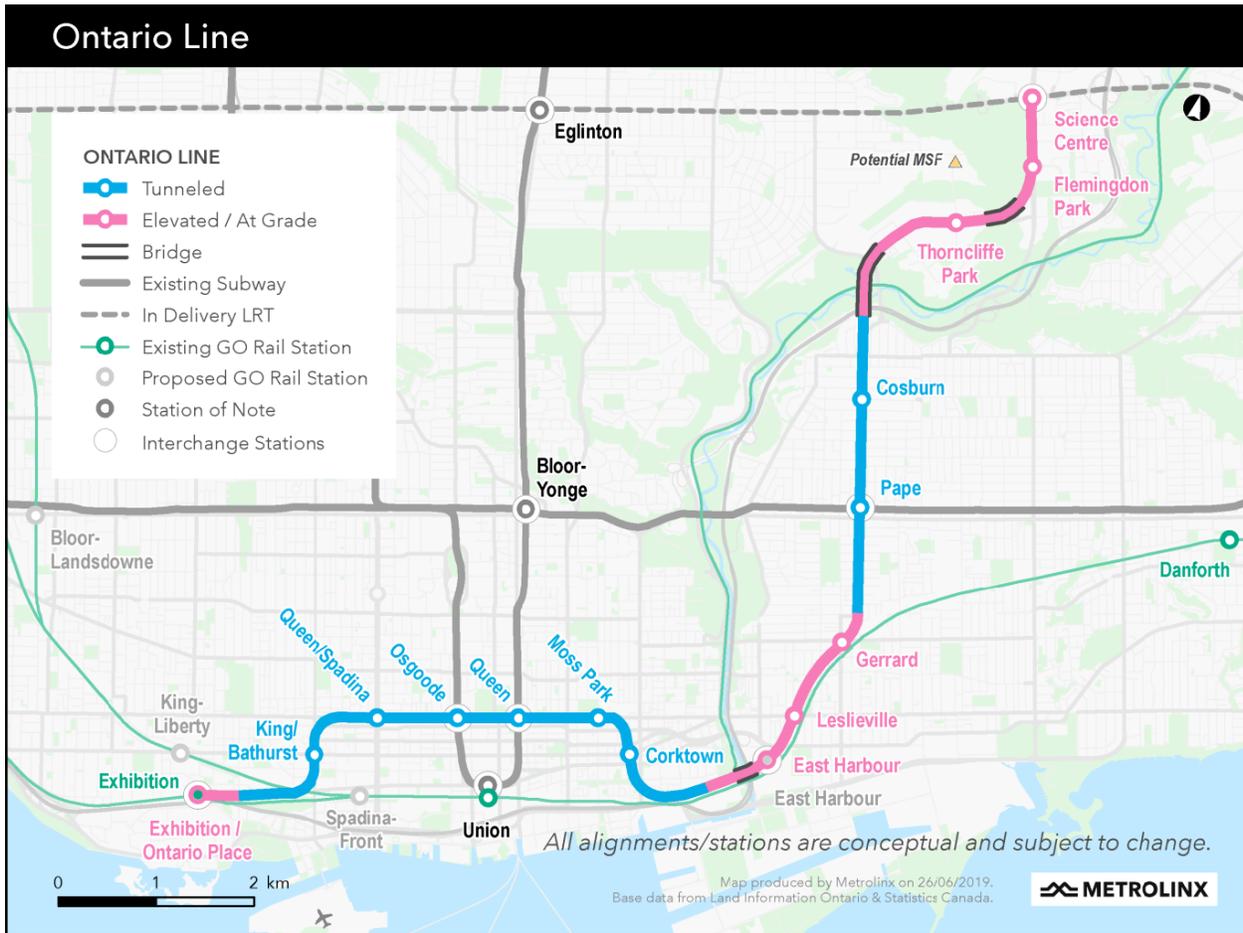
Yours Truly,

A handwritten signature in black ink that reads "f melander". The signature is written in a cursive, lowercase style.

Fallon Melander, Manager Indigenous Relations  
Metrolinx

cc: Louis Lesage, Huron-Wendat Nation  
Mélanie Vincent, Huron-Wendat Nation  
Mario Gros-Louis, Huron-Wendat Nation  
Merlin Yuen, Project Coordinator, Metrolinx  
Crystal Ho, Junior Project Coordinator, Metrolinx

Figure 1



**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 22, 2021 11:40:23 AM

---

Hi Maxime,

Please note that the Noise and Vibration Report is now available for review as outlined below.

It can be found at the following link:



Please let me know if you have any further 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:** [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

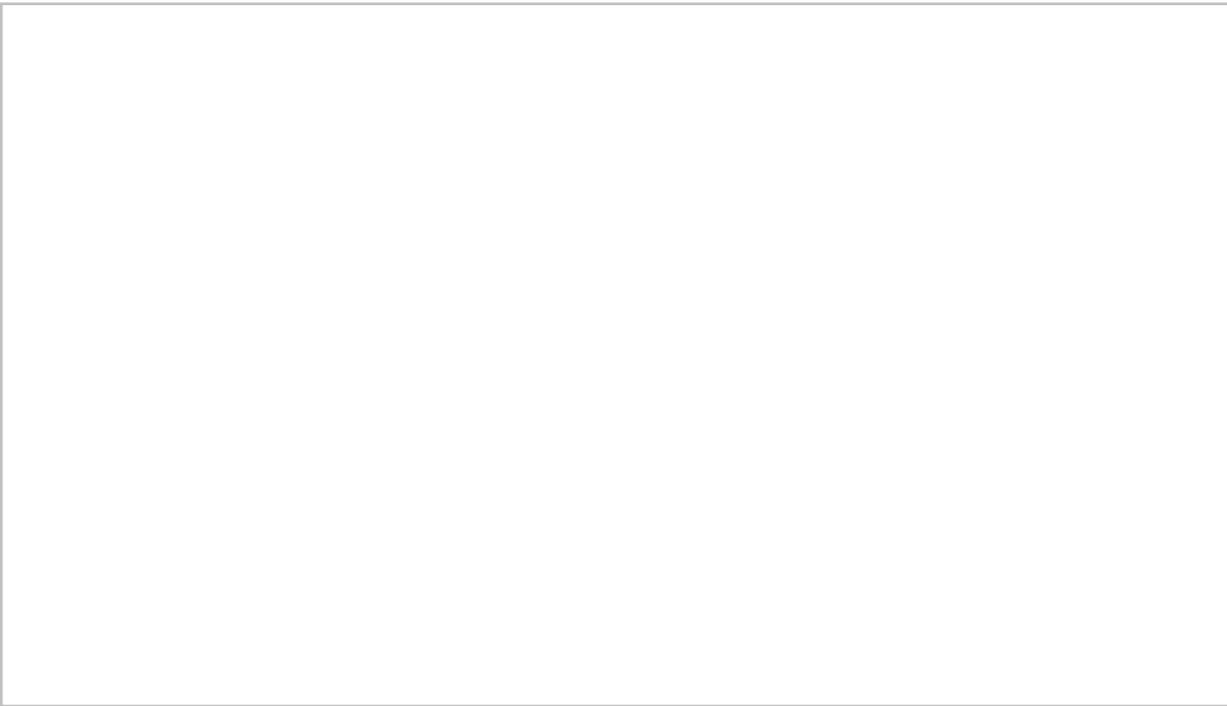
**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu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

Well 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](mailto:maxime.picard@cnhw.qc.ca)>

**Cc :** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto: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:

[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

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.



March 11, 2021

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

**Delivered by email**

Dear Grand Chief Vincent,

**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 Huron-Wendat Nation.

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 share with Huron-Wendat 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](http://www.metrolinx.com/ontarioline)

**Ontario Line Environmental Assessment Process and Reports**

In 2020, Metrolinx provided Huron-Wendat 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 Huron-Wendat 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 Huron-Wendat 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 Huron-Wendat Nation to participate in these assessments should Huron-Wendat 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**.

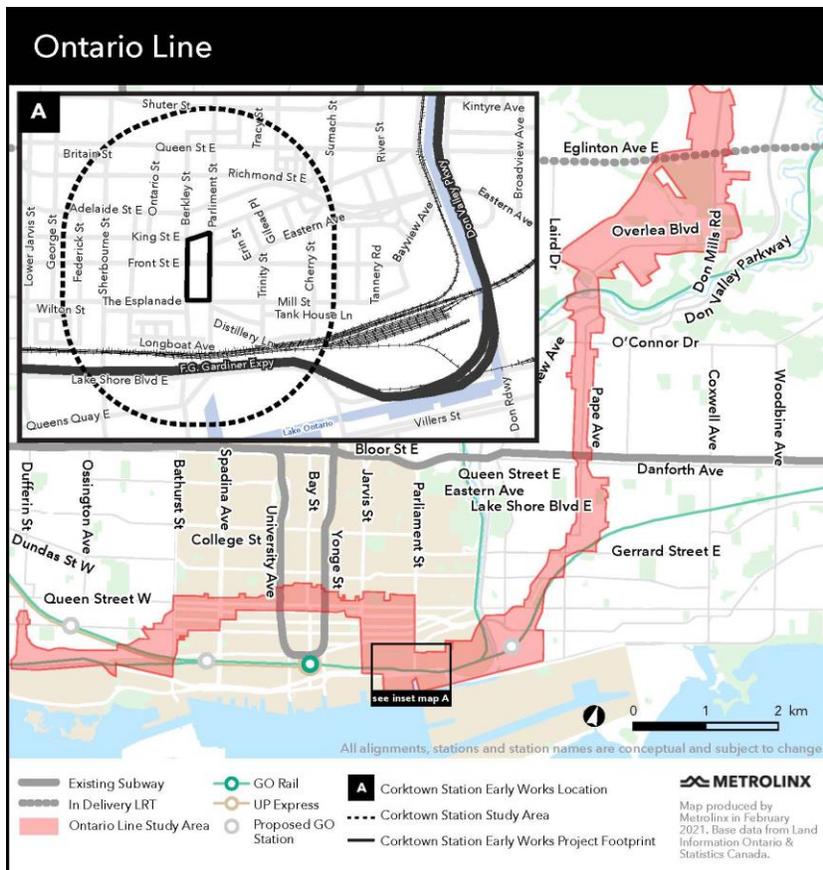


Figure 2: Map of Corktown Station Early Works

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 Huron-Wendat 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 Huron-Wendat 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 Huron-Wendat 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 Huron-Wendat 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 Huron-Wendat 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 Huron-Wendat Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

Metrolinx acknowledges that Huron-Wendat 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 Huron-Wendat Nation in draft form, prior to submission to MHSTCI.

### **Engagement**

Metrolinx is committed to an open, respectful, and transparent relationship with Huron-Wendat Nation. We appreciate the significant volume of documents related to this Project that have been shared with Huron-Wendat Nation. We are happy to assist in the review of these documents by meeting with Huron-Wendat Nation or working to address any questions that Huron-Wendat 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 feel free to contact my office at your earliest convenience at [IndigenousRelations@metrolinx.com](mailto: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 that reads "f. melander".

Fallon Melander  
Manager, Indigenous Relations  
Metrolinx

cc: Maxime Picard, Project Coordinator - Ontario, Huron-Wendat Nation  
Indigenous Relations, Metrolinx  
Maria Zintchenko, Environmental Project Manager, 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



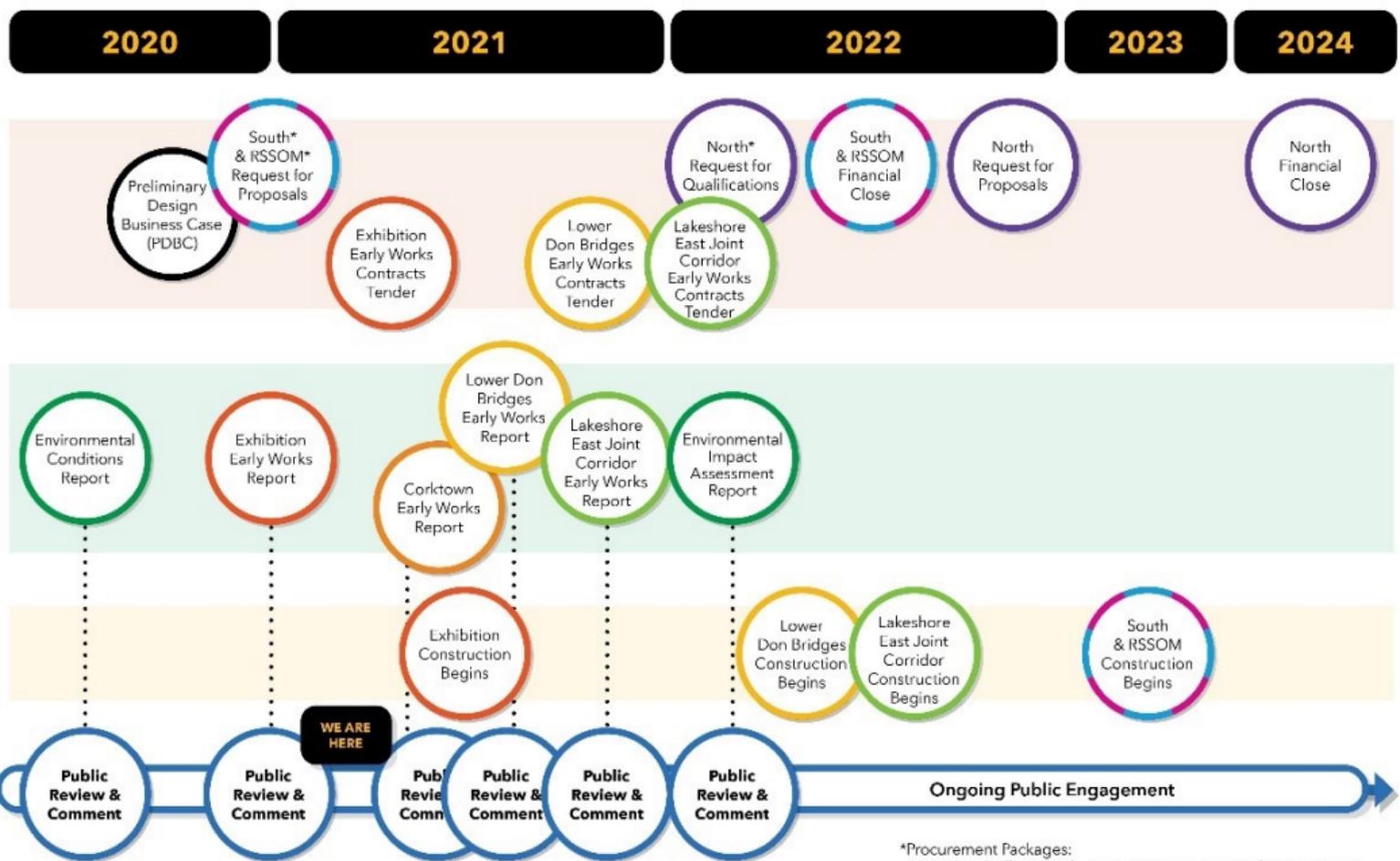
Procurement & Design



Environmental Assessment



Construction



\*Procurement Packages:  
 • RSSOM - Rolling Stock, Systems, Operations and Maintenance  
 • South - Southern Civil, Stations and Tunnel  
 • North - Northern Civil, Stations and Tunnel

Timelines are subject to change

**Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment**

| Environmental Component                                                                                            | Potential Impact                                                                                                                                                                                           | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                    | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                      | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |

| Environmental Component                                      | Potential Impact                                                                                                                                                                                 | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Vegetation Communities</b></p>                         | <ul style="list-style-type: none"> <li>▪ Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> <li>▪ Introduction or spread of Invasive Species</li> </ul> | <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>▪ All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                  | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul> |
| <p><b>Wildlife and Wildlife Habitat – General</b></p>        | <ul style="list-style-type: none"> <li>▪ Disturbance, displacement or mortality of wildlife</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>▪ If wildlife is encountered, measures will be implemented to avoid 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 from wildlife.</li> </ul>                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>▪ On-site 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 minimize impacts.</li> </ul>                     |
| <p><b>Significant Wildlife Habitat: Common Nighthawk</b></p> | <ul style="list-style-type: none"> <li>▪ Removal of candidate nesting habitat for Common Nighthawk</li> </ul>                                                                                    | <ul style="list-style-type: none"> <li>▪ Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>▪ Demolition of buildings should be scheduled outside of 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:</li> <li>▪ 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.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                             |
| <p><b>Migratory Breeding Birds and Nests</b></p>             | <ul style="list-style-type: none"> <li>▪ Disturbance or destruction of migratory bird nests</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>▪ 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.</li> <li>▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>▪ Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                                                        |

| Environmental Component          | Potential Impact                                                                                                         | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                    | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Species at Risk – General</b> | <ul style="list-style-type: none"> <li>▪ Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul>        | <ul style="list-style-type: none"> <li>▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul> | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul> |
| <b>Wetlands and Waterbodies</b>  | <ul style="list-style-type: none"> <li>▪ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Fish and Fish Habitat</b>     | <ul style="list-style-type: none"> <li>▪ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |

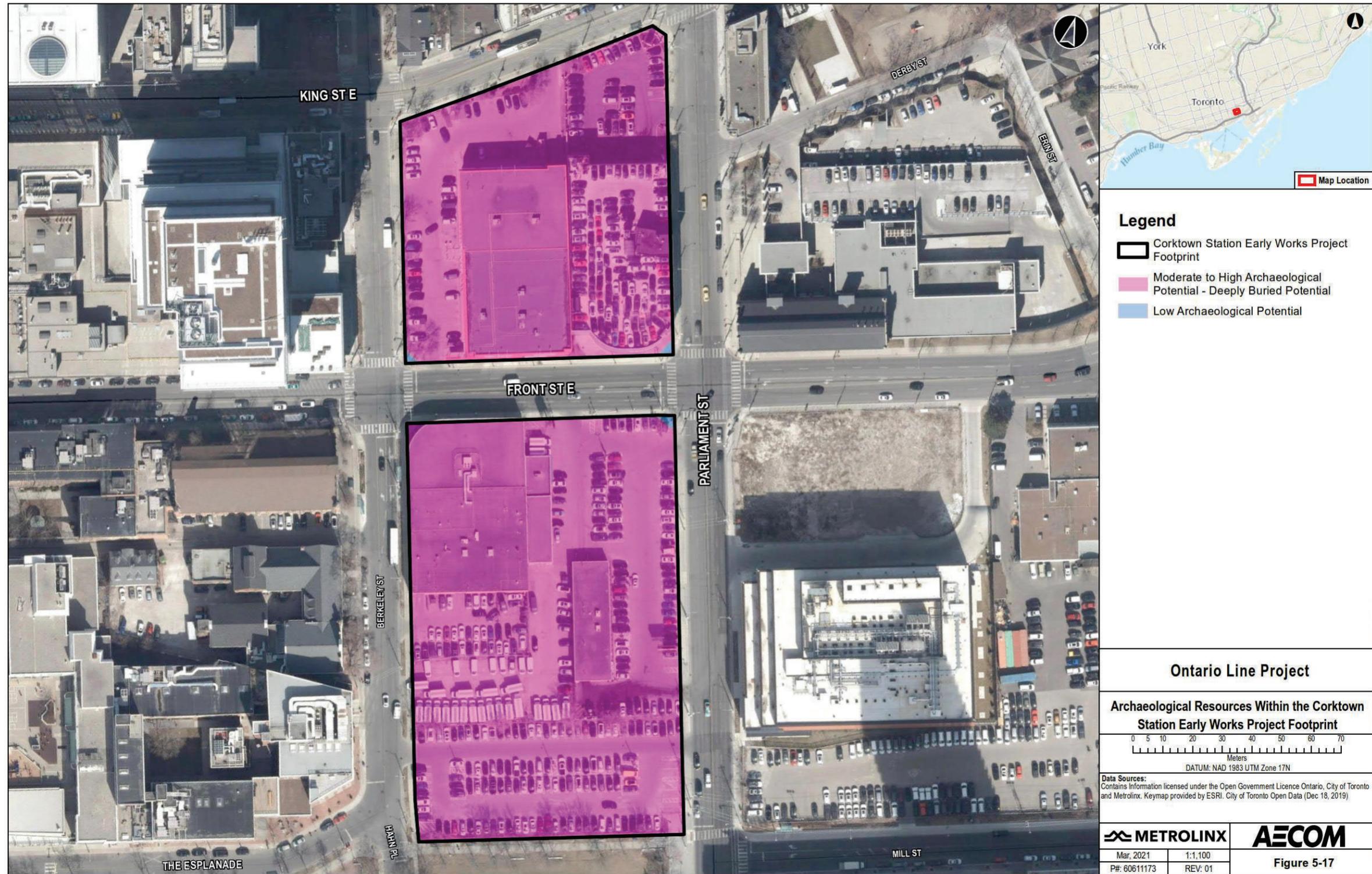
Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component         | Potential Impact                                                                                                                                                              | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Monitoring Activities                                                                                                                                                                                                             |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Archaeological Potential</b> | <ul style="list-style-type: none"> <li>Potential for the disturbance of registered archaeological sites and/or archaeological resources not previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>, and include the following. Should ground disturbing activities<sup>29</sup> be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities.               <ul style="list-style-type: none"> <li>The majority of the Corktown Station Early Works Project Footprint on either side of Front Street retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, and the Consumers' Gas company buildings.</li> </ul> </li> <li>Given the significance of the First Parliament Site, all previous site specific archaeological assessments should be reviewed to determine what additional archaeological work is required.</li> <li>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 any ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present.</li> <li>Indigenous Nations will be invited to participate in monitoring requirements for any subsequent archaeological work is recommended. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</li> </ul> | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |
| <b>Archaeological Resources</b> | <ul style="list-style-type: none"> <li>Potential recovery of unexpected archaeological resources during construction.</li> </ul>                                              | <ul style="list-style-type: none"> <li>Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

<sup>29</sup> Ground disturbing activities can be defined as any and all activities that will or have the potential to impact/disturb the area below the surface. Example of activities include, but is not limited to, heavy machine movement/weight, clearing, grading, excavating, trenching, drilling, and transporting and filling of land.

Figure 5-17: Archaeological Resources Within the Corktown Station Early Works Project Footprint



## Indigenous Nations

- **Huron-Wendat Nation Meeting Materials**

# Huron Wendat Nation Meeting

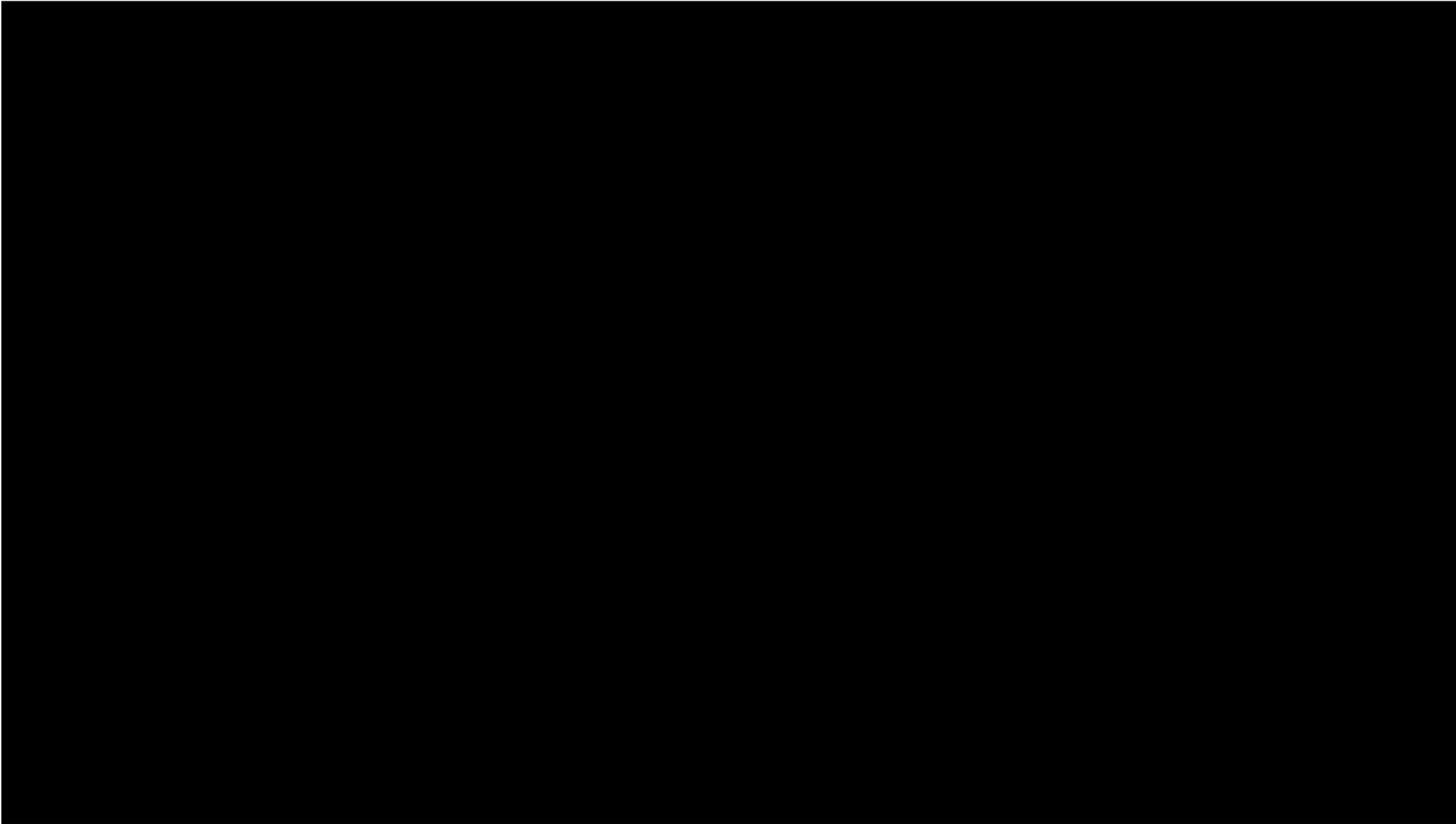
Ontario Line and First Parliament/Corktown sites

May 13, 2021

# AGENDA

1. Introductions
2. Metrolinx update of Subway Program
3. Project Overview: Ontario Line
  - First Parliament/Corktown Station
  - Don Valley River Crossings
4. Next Steps

# Subway Program



# METROLINX - THE SUBWAY PROGRAM

Metrolinx and its partners are delivering on a bold, forward-looking transportation plan. The goals of the 2041 Regional Transportation Plan (RTP) are to create strong connections, complete travel experiences and sustainable communities. The Subway Program is a key component of this plan.

The Subway Program consists of four (4) transit projects:

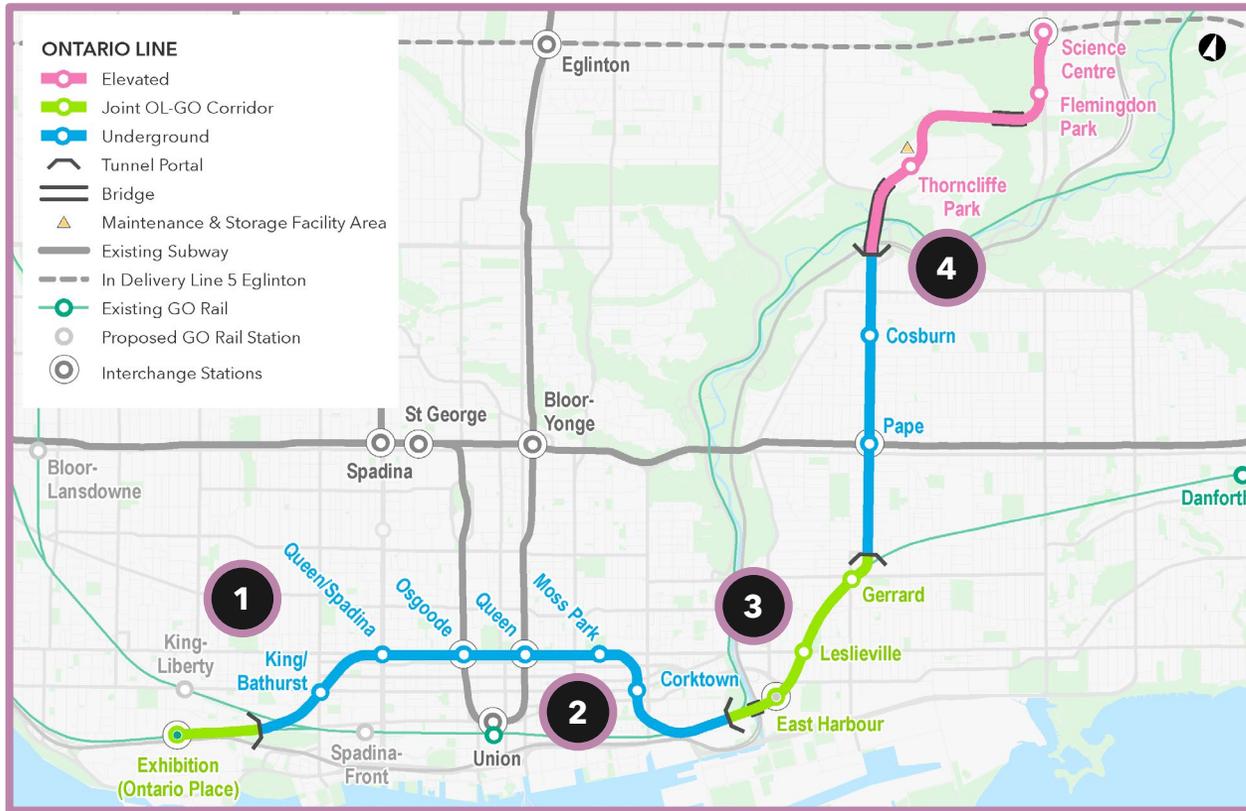
1. The Ontario Line

- [REDACTED]
- [REDACTED]
- [REDACTED]

Today we will be discussing Ontario Line and specifically the First Parliament site/ Corktown station and Don Valley River crossings

# Ontario Line

# ONTARIO LINE



**1 West**  
(Exhibition to Queen/Spadina)

**2 Downtown**  
(Osgoode to Don Yard)

**3 East**  
(East Harbour to Pape South)

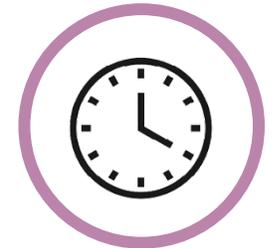
**4 North**  
(Pape to Science Centre)



15.6 kilometres long



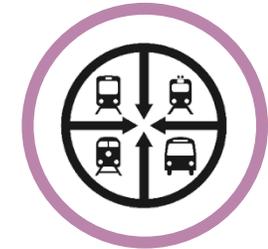
15 stations



As frequent as every 90 seconds during rush hour



388,000 daily boardings



40+ connections to other transit options

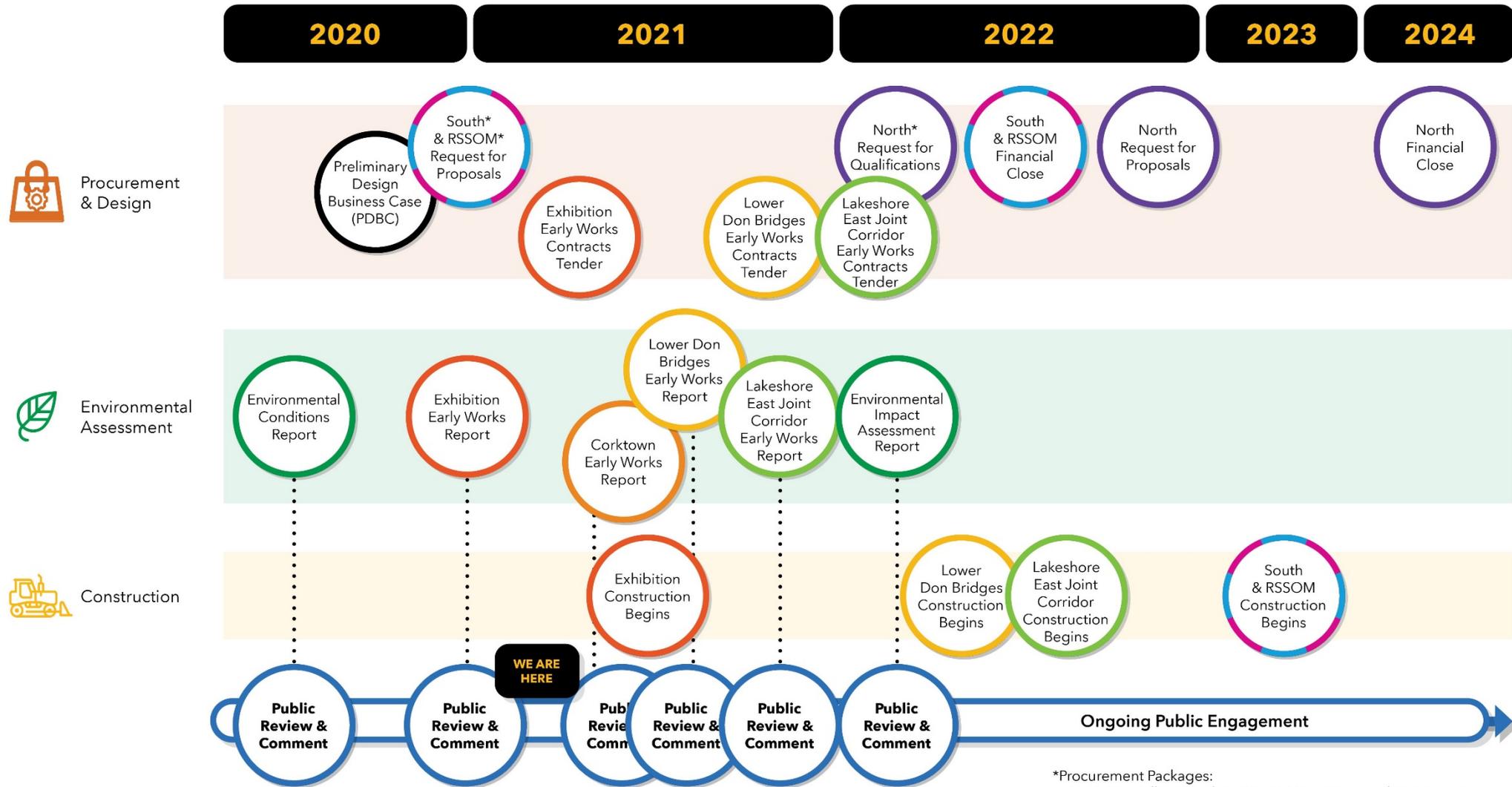


255,000 more people within walking distance to transit



Up to 47,000 more jobs accessible in 45 minutes or less, on average

# THE ONTARIO LINE: TIMELINE

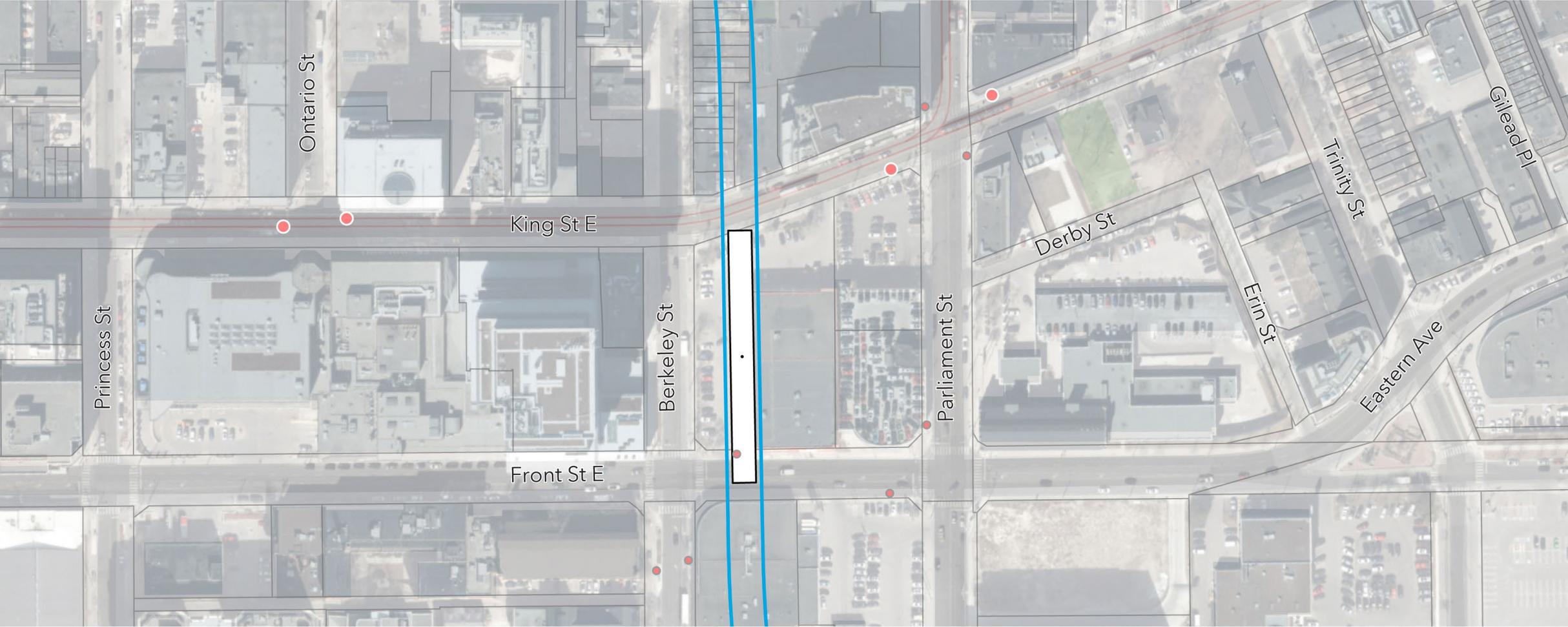


Timelines are subject to change

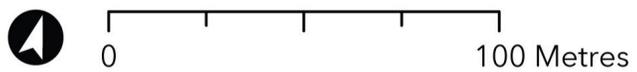
\*Procurement Packages:  
 • RSSOM - Rolling Stock, Systems, Operations and Maintenance  
 • South - Southern Civil, Stations and Tunnel  
 • North - Northern Civil, Stations and Tunnel

# First Parliament/Corktown Station

# CORKTOWN STATION



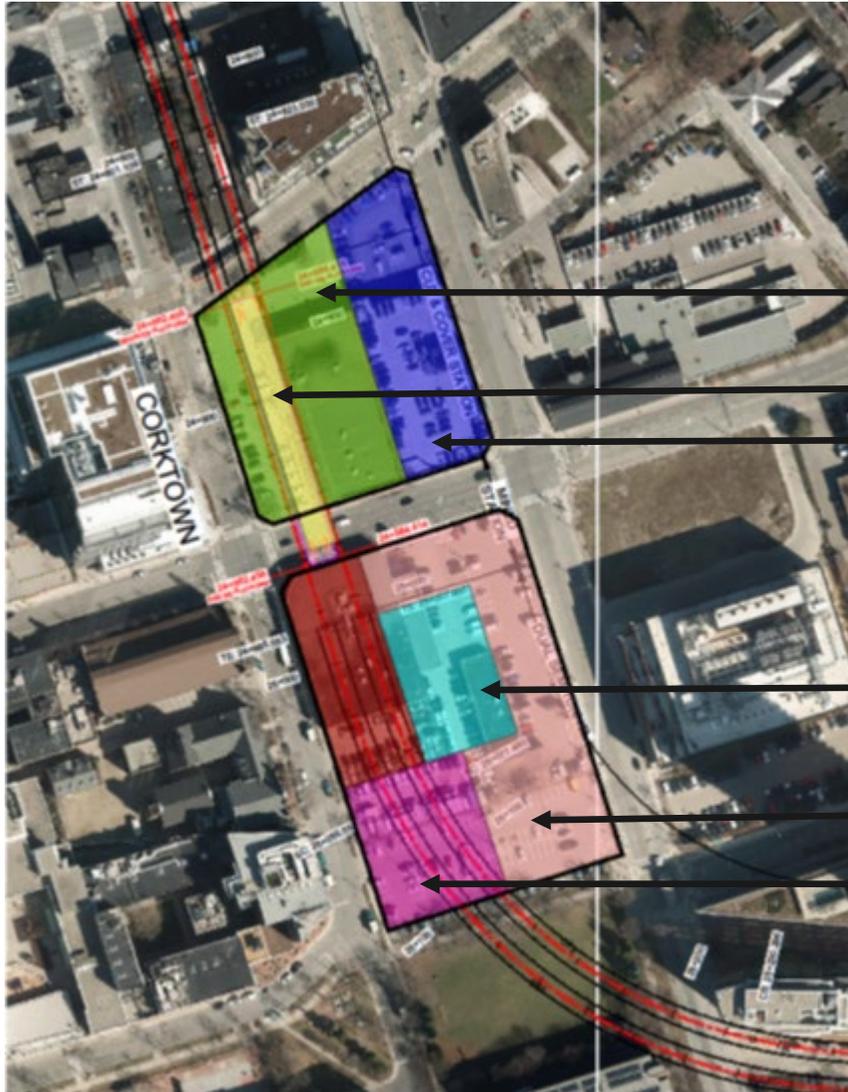
- Streetcar Stop
- Bus Stop
- Streetcar Line
- Tunneled
- ▭ Station Platform



# CONSTRUCTION AND STAGING



Sample TBMs



Tunnel Boring Machine (TBM) assembly then segment storage

TBM launch box

Water treatment and laydown area

Previously identified as approximate site of First Parliament and Gaol

Removed soil handling

Tunnel construction staging

# TIMELINE - CORKTOWN STATION

Spring/Summer 2021

Fall/Winter 2021

2022

2023

Phase Two Environmental Site Assessment (ESA) begins

Archaeological investigations and early works to begin

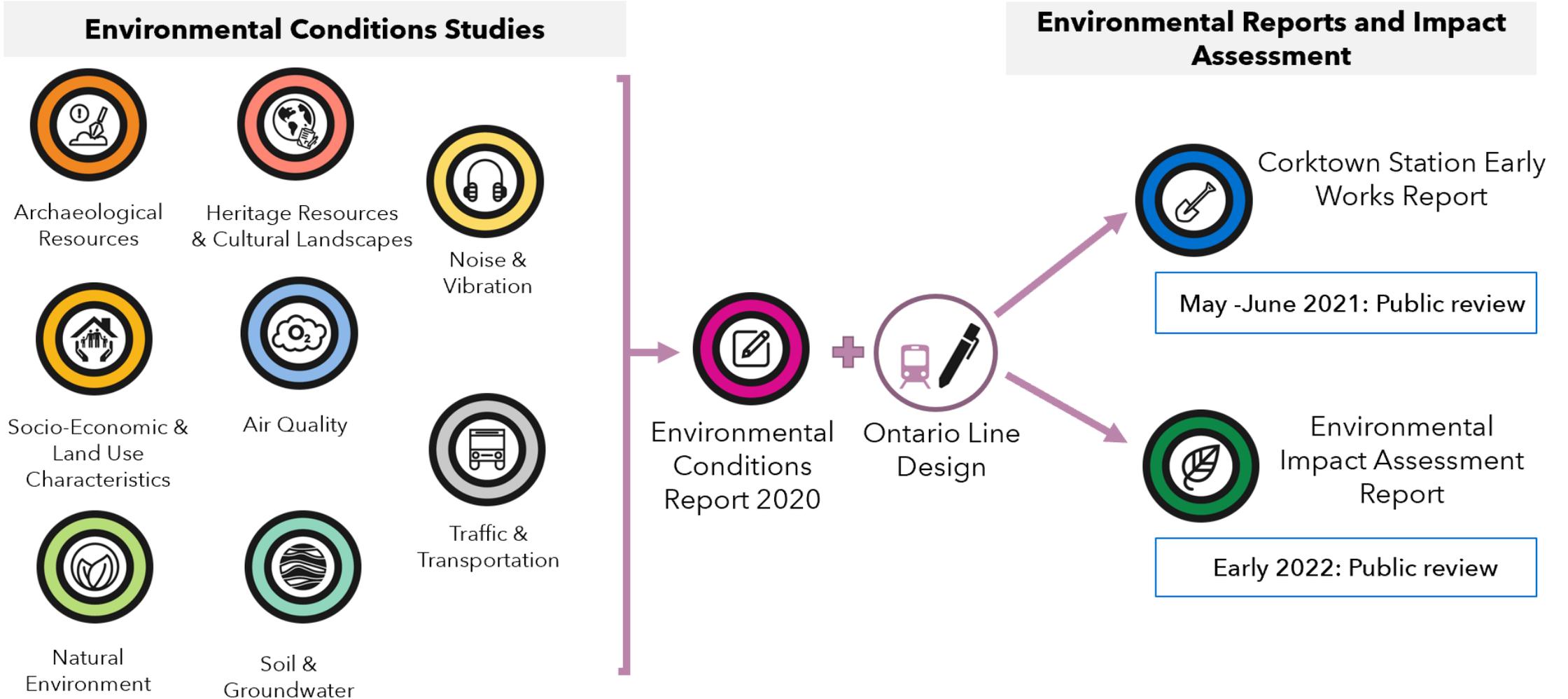
Major construction begins

We are here.  
Draft Early Works Report for public feedback

Draft Environmental Impact Assessment Report for public feedback

Development of heritage interpretation and commemoration plan (building on Heritage Interpretation Strategy and Master Plan work)

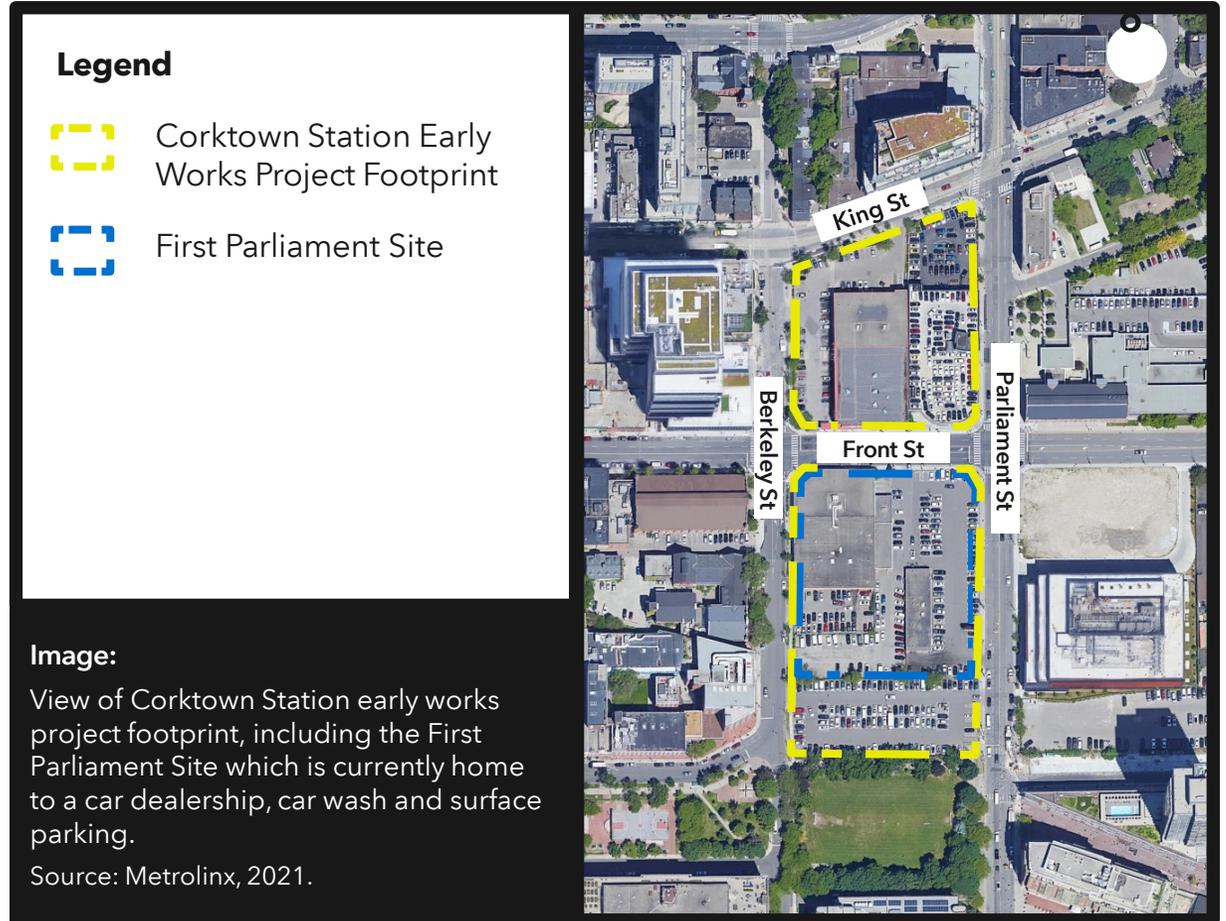
# ENVIRONMENT



# Corktown Station Early Works



- Corktown Station early works include demolition of existing buildings, removal of structures and asphalt, decommissioning of utilities and soil removal and/or remediation where required.
- These early works will allow for the completion of environmental due diligence investigations, including archaeological assessments in advance of future construction staging and laydown to support tunneling and work associated with the future Corktown Station.
- The First Parliament Site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities.



# THE ONTARIO LINE - CORKTOWN STATION

## EARLY WORKS

# Archaeology



### Key Findings

- Much of the Corktown Station early works project footprint contains moderate to high deeply buried archaeological potential, where Indigenous artifacts and/or material related to the early development and expansion of the City of Toronto may remain.
- The First Parliament Site and the Lime Kiln Site are located within the study area. These sites require additional archaeological studies in advance of any ground disturbance activities.
- Where archaeological potential is present and disturbance is anticipated, further archaeological assessment(s) will be completed. The assessments may include deeply buried investigative techniques, such as mechanical topsoil removal and mechanical trenching.

### Potential Effects & Mitigation Measures

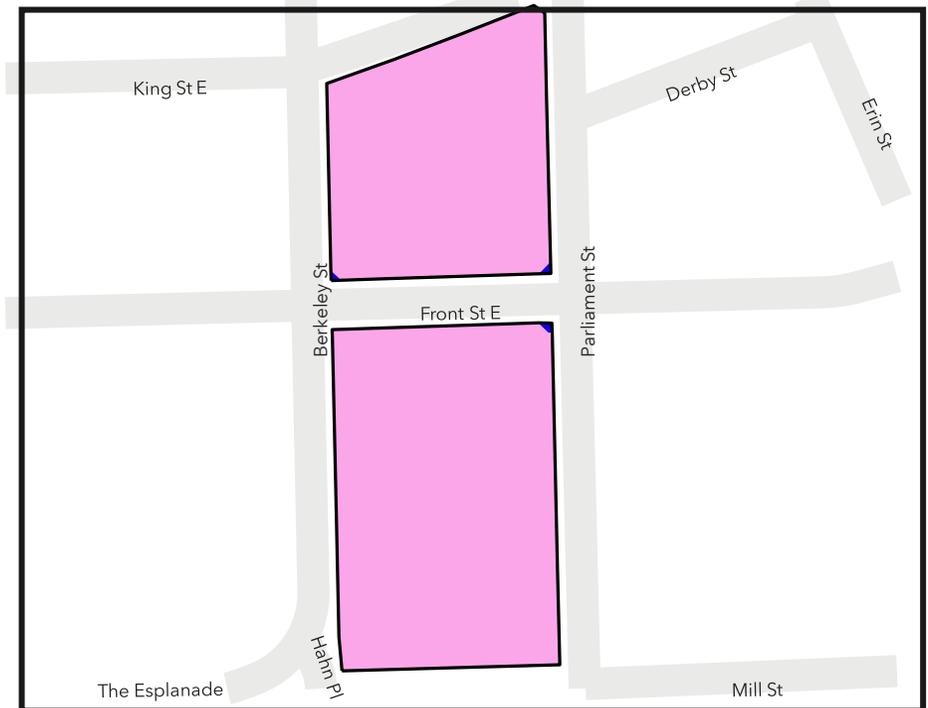
#### Potential Effects:

- Potential for disturbance of registered archaeological sites (i.e., First Parliament Site, Lime Kiln Site) and/or archaeological resources not previously identified due to early works activities.
- Potential for recovery of unexpected archaeological resources (e.g., Indigenous artifacts) during early works.

#### Mitigation Measures:

- Complete additional archaeological assessments where required as early as possible and in advance of any ground disturbance.
- If archaeological materials are encountered (or suspected) during early works activities, all work will stop. The site will be protected from impact and additional assessment will be undertaken.
- The Huron Wendat Nation will be invited to participate in archaeological fieldwork.

### Archaeological Potential within Corktown Station Early Works Project Footprint



#### Legend

- Roads
  - ▭ Corktown Station Early Works Project Footprint
  - ▭ Moderate to High Archaeological Potential - Deeply Buried Potential
  - ▭ Low Archaeological Potential
- 0 M 70 M

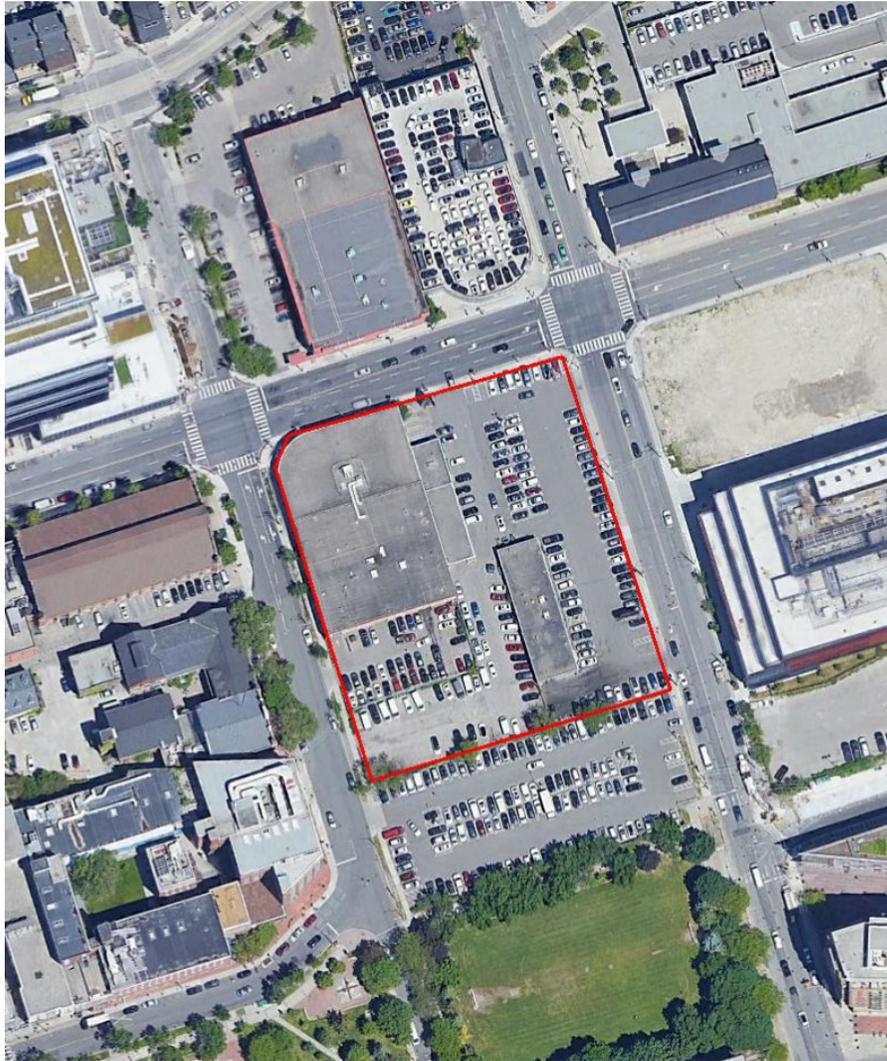
# ENVIRONMENTAL ASSESSMENTS AND CONTAMINATION

- Significant known contamination on site due to past uses by the Consumer's Gas Company and based on Phase 2 Environmental Site Assessment (ESA) results:
  - Soil impacts include polycyclic aromatic hydrocarbons (PAHs), petroleum hydrocarbons (PHCs), metals, volatile organic compounds (VOCs), salt
  - Groundwater impacts include PHC, PAHs, benzene, chloride, sodium
- Archaeological plans to be informed on ongoing basis by results of environmental testing and contamination work
- Archaeological preservation, excavation, analysis and curation of artifacts may require alternative methodologies to accommodate health and safety concerns due to contamination



(Stantec 2021)

# ARCHAEOLOGY OVERVIEW



## 265-271 Front Street East and 25 Berkeley Street

- Subject to four previous archaeological assessments

## 44 Parliament Street

- Subject to two previous archaeological assessments

### Approach:

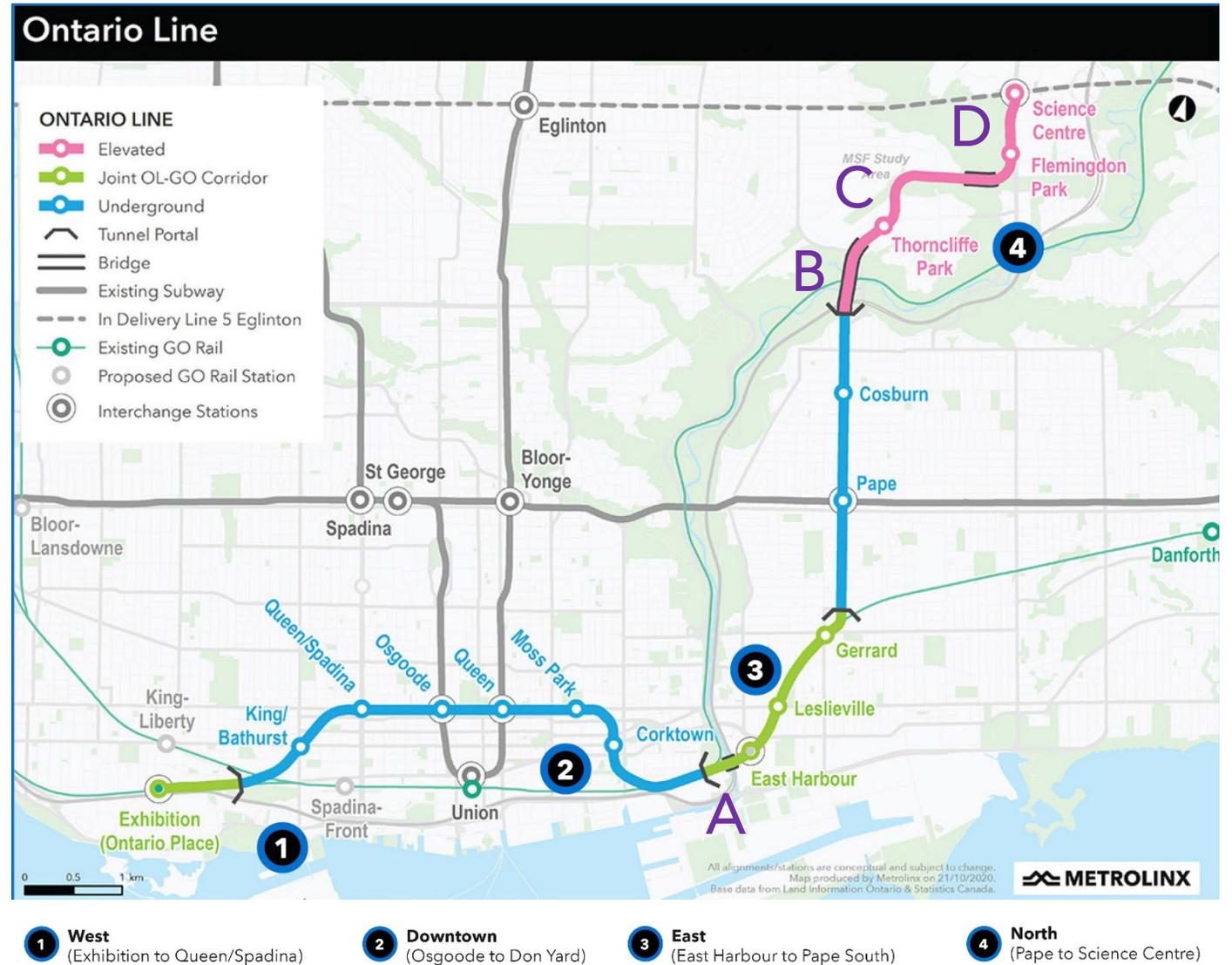
- Archaeological assessments (stage 2-4) required and will continue in accordance with Ministry standards and guidelines
- Construction/staging work will not happen until all archaeological assessments are complete.
- Coordination with Indigenous Nations for archaeological fieldwork and review of draft reporting
- Building demolition essential to carry out thorough archaeology work and proceed with Ontario Line construction
- Licensed archaeologists to be on site to monitor demolition and removal of at-grade components of structures, along with Indigenous field monitors

# Ontario Line: Don Valley River Crossings

# OL - OVERVIEW OF THE DON VALLEY CROSSINGS

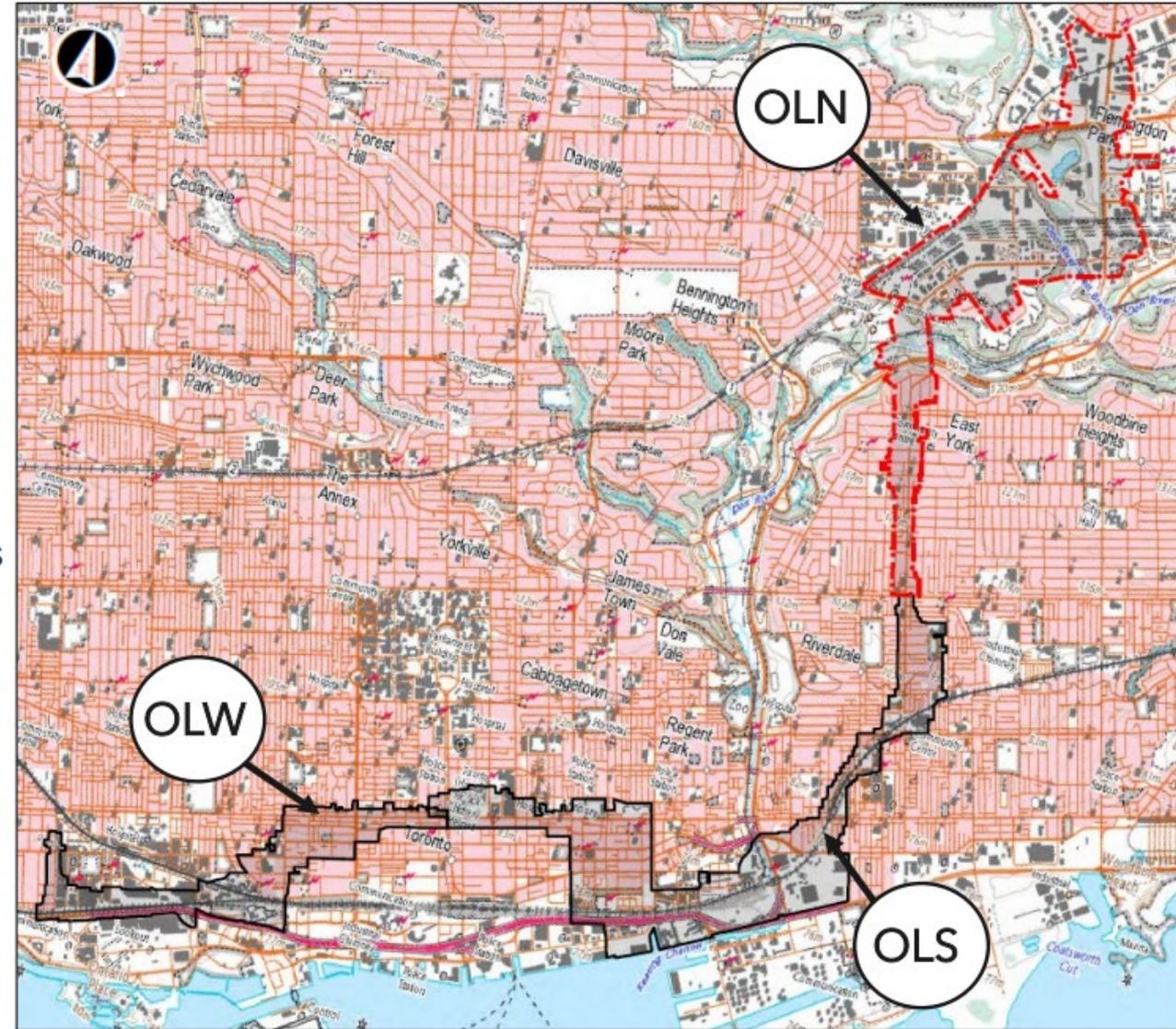
## Don Valley Crossings:

- A - Lower Don Crossing (Lower Don Bridges) at existing Lakeshore East rail bridge
- B - Don River Crossing at Millwood Road
- C - West Don River (Walmsley Brook) Crossing near Beth Neilson Drive
- D - West Don River Crossing at Overlea Boulevard



# OL - ARCHAEOLOGICAL WORK AND ENGAGEMENT OVERVIEW

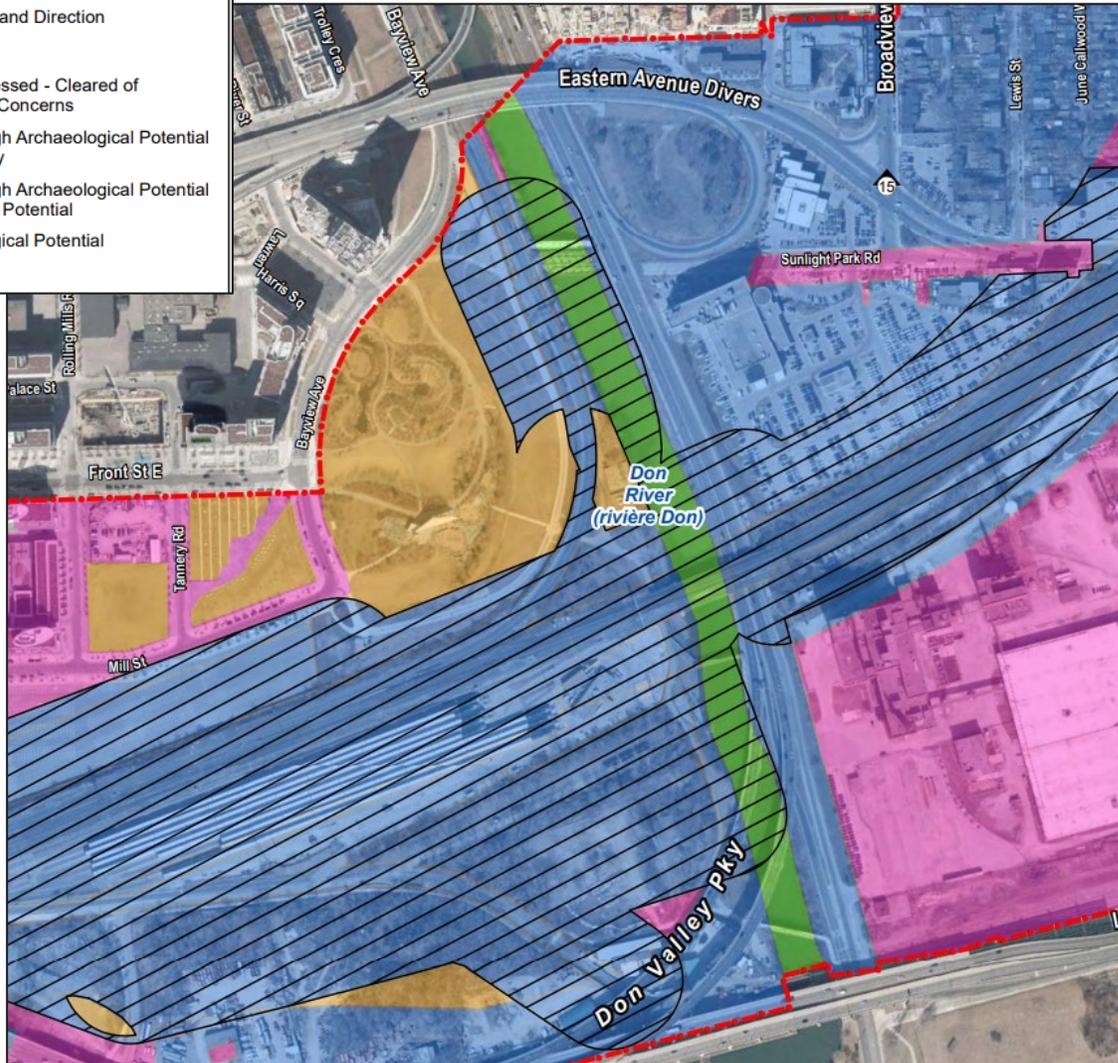
- Archaeological assessments conducted in three sections: Ontario Line West (OLW), Ontario Line South (OLS) and Ontario Line North (OLN)
- Stage 1 work:
  - Draft reports shared with Indigenous Nations in March 2020
  - Reports submitted to MHSTCI in May 2020 and accepted into Registry
- Stage 2 work:
  - Stage 2 assessments in Don Valley areas that are anticipated to be impacted are planned to start in Summer 2021, subject to further design detail confirmation and Permission to Enter agreements
  - To facilitate Indigenous monitors involvement, Metrolinx will share the details of the planned Stage 2 work as soon as this information is available



# LOWER DON BRIDGES CROSSING AREA

**Legend**

-  Photo Location and Direction
-  Study Area
-  Previously Assessed - Cleared of Archaeological Concerns
-  Moderate to High Archaeological Potential - Test Pit Survey
-  Moderate to High Archaeological Potential - Deeply Buried Potential
-  Low Archaeological Potential
-  Wet

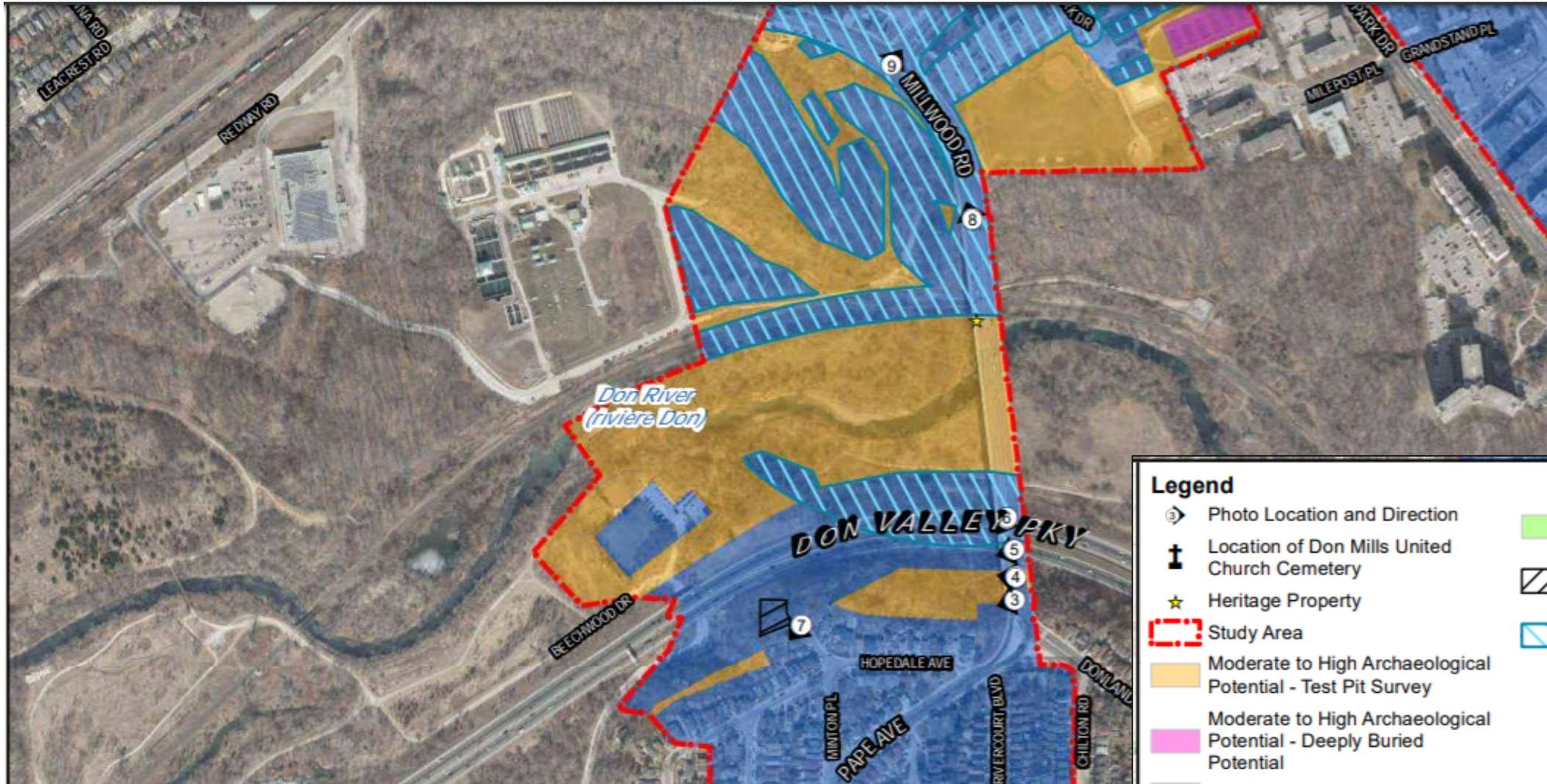


**Image:** Southern view of the existing rail bridge crossing the Lower Don River.  
Source: Metrolinx, 2020



**Image:** Northern view of the existing rail bridge crossing the Lower Don River.  
Source: Metrolinx, 2020

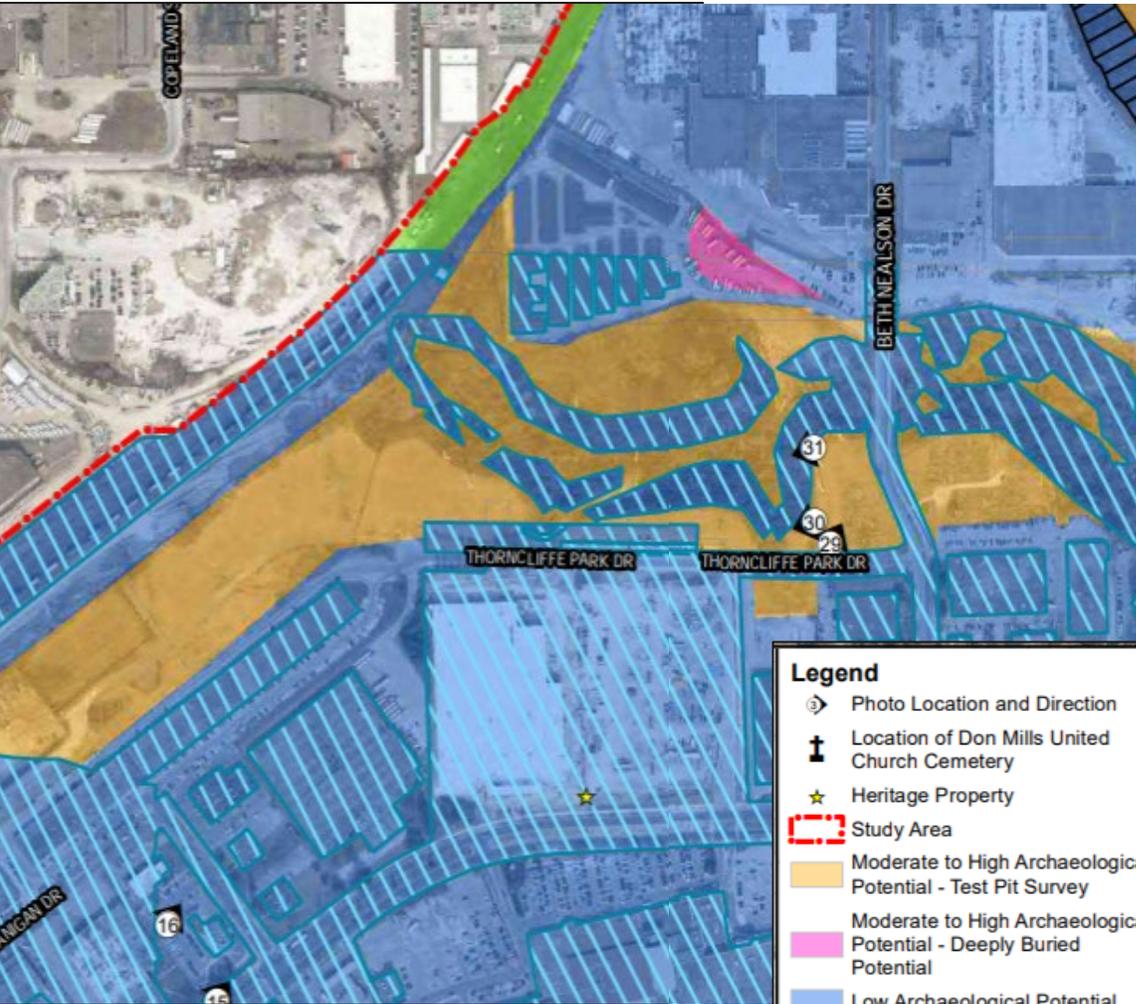
# MILLWOOD ROAD CROSSING AREA



**Legend**

|                                                                     |                                                         |
|---------------------------------------------------------------------|---------------------------------------------------------|
| Photo Location and Direction                                        | Previously Disturbed; No Further Work Required          |
| Location of Don Mills United Church Cemetery                        | Steeply Sloped - Archaeological Assessment Not Required |
| Heritage Property                                                   | Previously Assessed, No Further Work Required           |
| Study Area                                                          |                                                         |
| Moderate to High Archaeological Potential - Test Pit Survey         |                                                         |
| Moderate to High Archaeological Potential - Deeply Buried Potential |                                                         |
| Low Archaeological Potential                                        |                                                         |

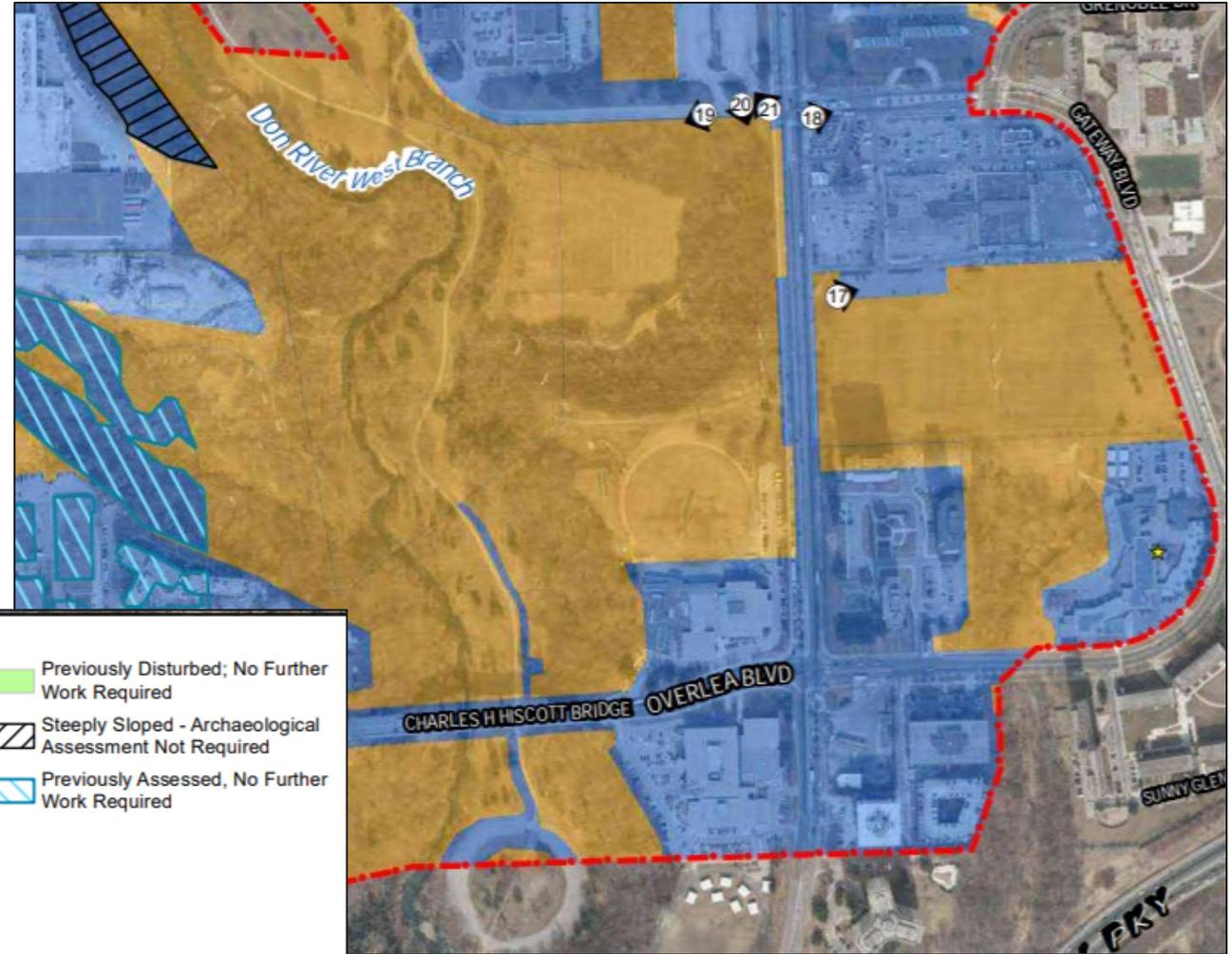
# WALMSLEY BROOK CROSSING AREA



**Legend**

- Photo Location and Direction
- Location of Don Mills United Church Cemetery
- Heritage Property
- Study Area
- Moderate to High Archaeological Potential - Test Pit Survey
- Moderate to High Archaeological Potential - Deeply Buried Potential
- Low Archaeological Potential
- Previously Disturbed; No Further Work Required
- Steeply Sloped - Archaeological Assessment Not Required
- Previously Assessed, No Further Work Required

# OVERLEA BOULEVARD CROSSING AREA



# Next Steps

## Questions / Discussion



## Metrolinx and Huron Wendat Nation Meeting

**DATE/TIME:** May 13, 2021/ 1:45 pm – 3:00pm  
**LOCATION:** Teams Videoconference Meeting  
**PREPARED BY:** Metrolinx

### IN ATTENDANCE (by phone)

- |                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Louis Lesage– Huron Wendat Nation</li> <li>• Mario Gros-Louis – Huron Wendat Nation</li> <li>• Lori-Jeanne Bolduc – Huron Wendat Nation</li> <li>• Valerie Janssen – Huron Wendat Nation</li> </ul> | <ul style="list-style-type: none"> <li>• Fallon Melander – Metrolinx</li> <li>• Jaimi O’Hara - Metrolinx</li> <li>• Carrie Sheaffer – Metrolinx</li> <li>• Maria Zintchenko – Metrolinx</li> <li>• Daniel Cicero – Metrolinx</li> <li>• Daryl Gonsalves - Metrolinx</li> <li>• Bismah Haq – Metrolinx</li> </ul> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

### MINUTES

#### TOPIC / COMMENTS

#### Welcome and Introductions

- The purpose of this meeting was to discuss the proposed plans relating to archaeology for First Parliament site/Corktown Station for the Ontario Line Project. Also, to provide an overview of archaeological work around the Don Valley River for the Ontario Line Project
- The meeting was chaired by Fallon Melander, Manager of Indigenous Relations at Metrolinx
- Round table of introductions took place

#### Overview of Subway Program

- Jaimi O’Hara provided a high-level overview of the Subway Program

#### Ontario Line Project

##### Ontario Line: Corktown Station/First Parliament Site

- Bismah and Daniel provided an overview of the Ontario Line and also the proposed First Parliament/Corktown Station
- Maria provided an overview of the Early Works that will be completed on the Corktown Station Site/First Parliament site including archaeological work that will need to be done
- Carrie provided an overview of the Environmental Site Assessments and contamination on the site – and how this may impact the archaeological work and how to proceed with health and safety being at the forefront
- Carrie provided an archaeological overview
- Louis asked for more information about the First Parliament buildings of Upper Canada. Carrie explained that the buildings burnt down and now the site is a parking lot and car dealership. The heritage value is below the modern buildings that are currently on the site and the modern buildings will have to come down.
- Metrolinx stated that it will provide invitations for the archaeological work that will be taking place and will be also providing all arch assessments for review in draft form to Huron Wendat Nation

##### Ontario Line: Don Valley River Crossings

- Maria provided an overview of the four proposed Don River Crossings and proposed archaeology. There will potentially be four total crossings which are being assessed over the Don River in multiple locations.
- Arch reports were shared with HWN in March 2020 and were accepted into the registry in May 2020.
- Mario asked when the arch fieldwork will take place. Maria stated that we should know in the coming weeks when the stage 2 works will take place and let HWN know as soon as possible.

|                                                                                                                                                                                                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                      |
| <b>Discussion</b>                                                                                                                                                                                    |
| <ul style="list-style-type: none"><li>• Metrolinx thanked Huron Wendat for meeting as it is important to provide as much notice on the upcoming archaeological work related to this site</li></ul>   |
| <b>Next Steps</b>                                                                                                                                                                                    |
| <ul style="list-style-type: none"><li>• The Indigenous Relations Office will be setting up another meeting to discuss Engagement and Metrolinx projects generally with Huron Wendat Nation</li></ul> |

\*Please contact Metrolinx (IndigenousRelations@metrolinx.com) within seven (7) days of issuance of these minutes for any errors or omissions.

## Indigenous Nations

- **Kawartha Nishnawbe First Nation**

**From:** [Indigenous Relations](#)  
**To:** [rknahrgang@gmail.com](mailto:rknahrgang@gmail.com)  
**Cc:** [REDACTED] [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Ontario Line: Draft Corktown Station Early Works Report for Review  
**Date:** Wednesday, May 12, 2021 4:59:22 PM  
**Attachments:** [REDACTED]

---

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 share the Draft Corktown Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback.

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.

We ask that you provide any comments no later than June 11, 2021.

The reports are available at the following link:

[REDACTED]

We know that your First Nation does not have capacity as per emails received from Christopher Reid. 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 the Indigenous Relations Office.

Miigwetch,

Fallon

**Fallon Melander**

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

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

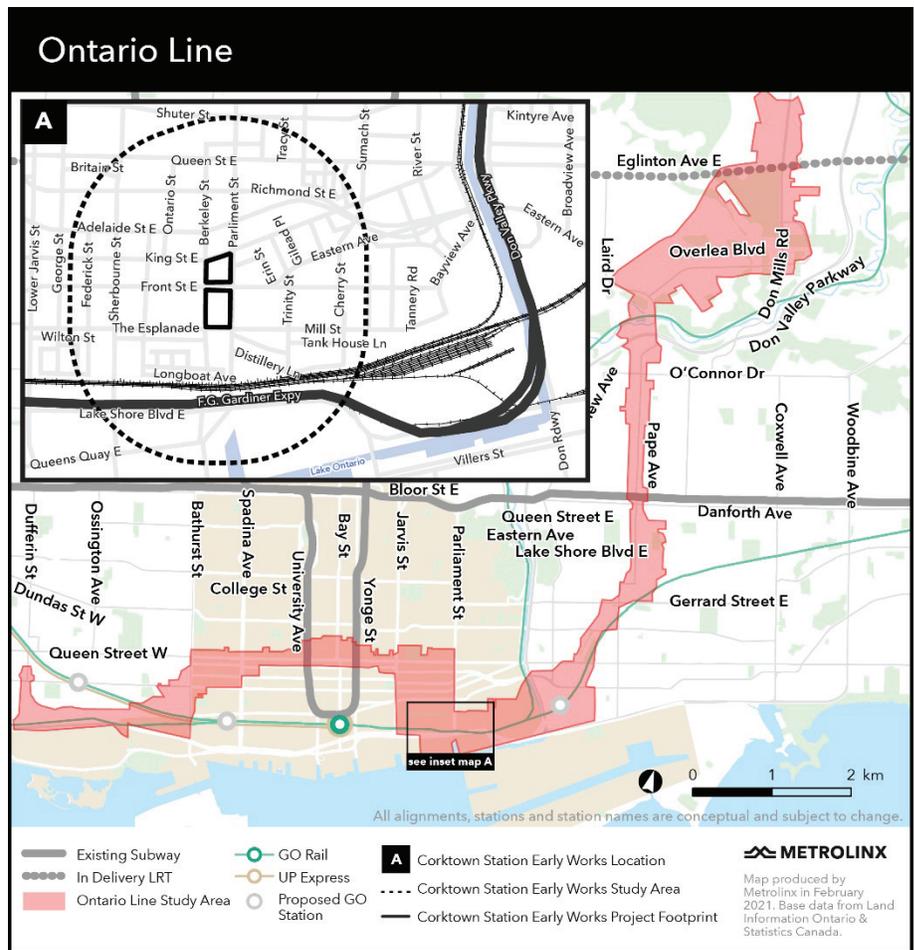
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)



May 12, 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 - Notice of Publication of Draft 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 15.6 kilometres of subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Kawartha Nishnawbe First Nation.

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the 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 wishes to share with Kawartha Nishnawbe First Nation the Draft Corktown Station Early Works Report (EWR).

**Project Description**

The Ontario Line will stretch from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line is proposed to include 15 stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the Eglinton Crosstown LRT, and streetcar lines. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable commutes. More information on the Project can be found on our website:

[www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)

The initial draft of the Corktown Station EWR and a letter outlining Corktown Station early works were shared with Kawartha Nishnawbe First Nation on March 11, 2021. As outlined in the letter, 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*.

### Draft Corktown Station Early Works Report

In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared a Draft Corktown Station EWR that documents the assessment of Corktown Station early works.

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station. The location of the Corktown Station early works project footprint and study area can be viewed below in **Figure 1**.

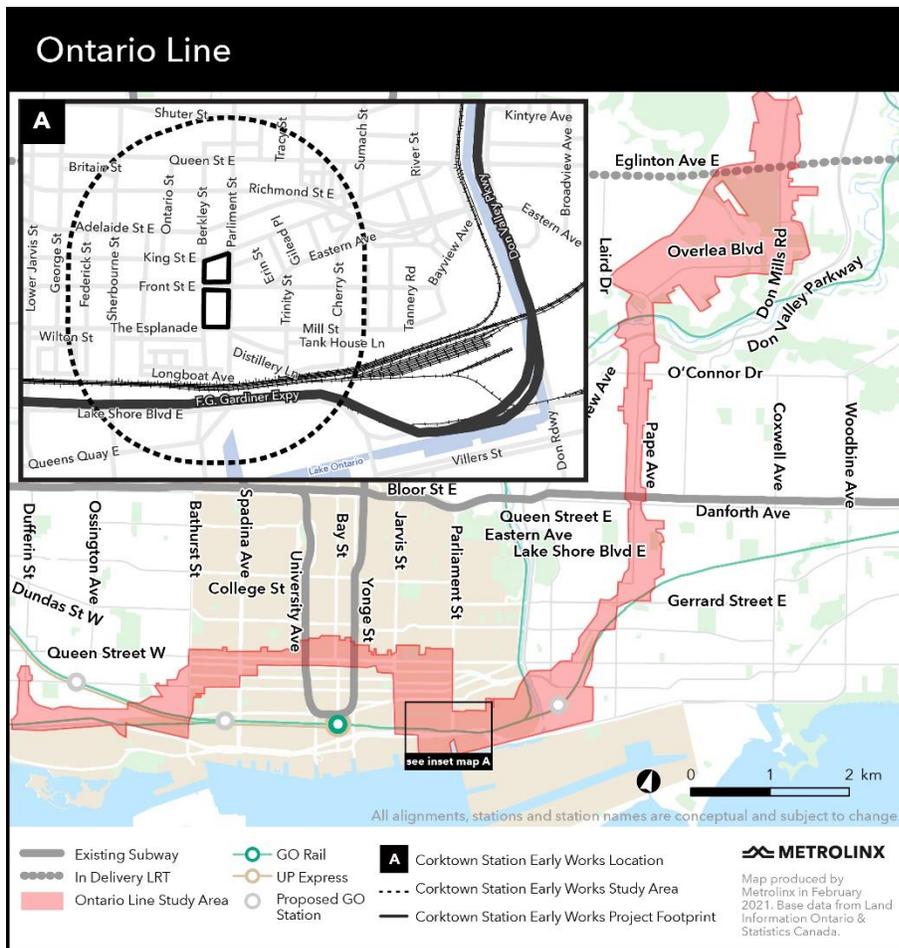


Figure 1: Map of Corktown Station Early Works



The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

The EWR documents the assessment of Corktown Station early works and outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

The Draft EWR is available for your review and can be found via the Dropbox link shared in the body of the email that is associated with this letter. We welcome any additional comments you may have on the Draft EWR. The Draft EWR is available for review and comment starting **May 12, 2021** and ending on **June 11, 2021**. The Notice of Publication of Draft Corktown Station EWR is provided in **Attachment 1**. The Draft EWR will be updated following the review period, and the Final EWR will be published on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)) and shared with Kawartha Nishnawbe First Nation.

#### Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft EWR that may be of interest to *Kawartha Nishnawbe First Nation*. If *Kawartha Nishnawbe First 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.

#### Revisions to the Initial Draft of the Corktown Station Early Works Report

In accordance with O. Reg. 341/20, Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR.

To streamline capacity for Kawartha Nishnawbe First Nation to provide comments or feedback, a summary of revisions to the EWR since the circulation of the initial draft of the EWR is as follows:

- Minor editorial changes to address grammatical and syntax errors and updates to reflect comments received from agencies;
- Clarification that the project operations, construction of Corktown Station and other project components will be assessed in the Ontario Line Environmental Impact Assessment Report;
- Inclusion of information on the Parkland Strategy (City of Toronto, 2019), First Parliament Master Plan (City of Toronto, 2020) and additional information on planned community services and facilities in the Corktown Station Early Works Study Area;
- Edits to the text to reflect that the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) Minister's Consent has been granted for the demolition and removal of the non-heritage buildings at 265 Front Street East and removal of the heritage attributes at 265 Front Street East, 271 Front Street East and 25 Berkeley Street located on the First Parliament Site, and affirming Metrolinx's commitment to fulfilling the conditions outlined in the Minister's Consent, including completion of archaeological requirements;
- Additional mitigation measures for environmental disciplines such as archaeology, air quality and traffic and transportation, that include:
  - Coordination and completion of required archaeological investigations, early works activities and/or activities that have the potential for vibration effects such that buried archaeological resources are appropriately considered;
  - Use of non-chloride dust suppressants; and
  - Consultation with the City of Toronto to minimize potential impacts during special events (e.g., the Toronto Christmas Market at the Distillery District) should closures or long-term impacts be required.
- Revision of traffic and transportation figures to include additional information such as intersection names and inclusion of an additional noise and vibration figure to show representative receptor locations.

## Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Kawartha Nishnawbe First Nation. We appreciate the significant volume of documents related to this Project that have been shared with Kawartha Nishnawbe First Nation. We are happy to assist in the review of these documents by meeting with Kawartha Nishnawbe First Nation or working to address any questions that Kawartha Nishnawbe 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](mailto:IndigenousRelations@metrolinx.com).



Metrolinx welcomes any comments or feedback on the Draft EWR from Kawartha Nishnawbe First Nation. Please provide these in writing no later than **June 11, 2021**. Comments and information regarding this draft report will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. 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*.

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 underline.

Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc:

[Redacted]

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

Attachments:      Attachment 1 - Notice of Publication of Draft Corktown Station  
Early Works Report  
Attachment 2 - Draft Corktown Station Early Works Report Natural  
Environment Potential Effects, Mitigation Measures and Monitoring  
Attachment 3 - Draft Corktown Station Early Works Report Archaeology  
Potential Effects, Mitigation Measures and Monitoring

**Table ES-1: Potential Impacts, Mitigation Measures and Monitoring Activities for the Corktown Station Early Works**

| Environmental Component                                                                                             | Potential Impacts                                                                                                                                                                                          | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture (I.S.A.) Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height (DBH) which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> </ul>                                                                   | <ul style="list-style-type: none"> <li>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.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Environmental Component                                      | Potential Impacts                                                                                                 | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                              | <ul style="list-style-type: none"> <li>■ Introduction or spread of invasive species</li> </ul>                    | <ul style="list-style-type: none"> <li>■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>■ All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                                                                                                                                                                                                                                                                                                                 | <p>Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.</p> <ul style="list-style-type: none"> <li>■ Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul>                                                                                                                       |
| <p><b>Wildlife and Wildlife Habitat – General</b></p>        | <ul style="list-style-type: none"> <li>■ Disturbance, displacement or mortality of wildlife</li> </ul>            | <ul style="list-style-type: none"> <li>■ Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>■ If wildlife is encountered, measures will be implemented to avoid 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.</li> </ul>                                                                                                                                                                                                                                                                                                                               | <ul style="list-style-type: none"> <li>■ Regular on-site inspection by environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>■ On-site 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 minimize impacts.</li> </ul> |
| <p><b>Significant Wildlife Habitat: Common Nighthawk</b></p> | <ul style="list-style-type: none"> <li>■ Removal of candidate nesting habitat for Common Nighthawk</li> </ul>     | <ul style="list-style-type: none"> <li>■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>■ Demolition of buildings should be scheduled outside of 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"> <li>– 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.</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                   |
| <p><b>Migratory Breeding Birds and Nests</b></p>             | <ul style="list-style-type: none"> <li>■ Disturbance or destruction of migratory bird nests</li> </ul>            | <ul style="list-style-type: none"> <li>■ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>■ 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.</li> <li>■ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>■ Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                              |
| <p><b>Species at Risk – General</b></p>                      | <ul style="list-style-type: none"> <li>■ Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul> | <ul style="list-style-type: none"> <li>■ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <ul style="list-style-type: none"> <li>■ On-site 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 minimize impacts.</li> <li>■ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul>                           |

| Environmental Component         | Potential Impacts                                                                                                        | Mitigation Measure(s)                                             | Monitoring Activities                                             |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-------------------------------------------------------------------|
| <b>Wetlands and Waterbodies</b> | <ul style="list-style-type: none"> <li>■ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |
| <b>Fish and Fish Habitat</b>    | <ul style="list-style-type: none"> <li>■ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component                | Potential Impact                                                                                                                                                            | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Archaeological Potential</b></p> | <ul style="list-style-type: none"> <li>▪ Potential for the disturbance of registered archaeological sites and/or archaeological resources previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>. Work plans shall be developed for the next stages of archaeological work on the First Parliament and Lime Kiln Works Sites and will be made available for review by the City of Toronto Heritage Planning, in addition to ongoing consultation with the City of Toronto, Indigenous Nations and other parties.               <ul style="list-style-type: none"> <li>– The majority of the Corktown Station Early Works Project Footprint retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, the Consumers’ Gas company buildings, and other registered archaeological sites.</li> <li>– The Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit will be consulted prior to any ground disturbing activities within areas identified as having archaeological potential.</li> </ul> </li> <li>▪ All archaeology on the First Parliament site on 265 Front Street East, 271 Front Street East and 25 Berkeley Street will be in accordance with the following conditions of the Minister of Heritage, Sport, Tourism and Culture Industries’ Consent:               <ul style="list-style-type: none"> <li>– All archaeological assessments are undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of previously completed archaeological assessment reports.</li> <li>– Prior to commencing any archaeological fieldwork, the licensed consultant archaeologist will submit a detailed strategy for review and approval by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. Additionally, where new conditions or situations are encountered that are not covered by an approved strategy, a revised strategy will be submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit for approval prior to proceeding with fieldwork.</li> <li>– Any construction excavation must be preceded by archaeological fieldwork according to a strategy approved by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit or must be accompanied by an excavation and monitoring strategy.</li> <li>– Excavation by a licensed consultant archaeologist or under the direction of a licensed consultant archaeologist will proceed to a point that is to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. In the event that the Project will not require total excavation of the site, an avoidance and protection strategy must be implemented for the remainder of the archaeological site to the satisfaction of the ministry. Archaeological assessments on other areas within the Corktown Station Early Works Footprint will be undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of the previously completed archaeological assessment reports and in advance of ground disturbance activities.</li> </ul> </li> <li>▪ The Mississaugas of the Credit First Nation, and other Indigenous Nations will be invited to participate in archaeological fieldwork. All future archaeological assessment findings and reports will be shared</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

| Environmental Component                | Potential Impact                                                                                                                   | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                        |                                                                                                                                    | <p>with the Mississaugas of the Credit First Nation and other Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</p> <ul style="list-style-type: none"> <li>▪ Metrolinx and the Ontario Heritage Trust will develop an Interpretation and Commemoration Plan for the First Parliament Site, in consultation with the City of Toronto Heritage Planning, and as appropriate, with Indigenous communities and other parties.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                       |
| <p><b>Archaeological Resources</b></p> | <ul style="list-style-type: none"> <li>▪ Potential recovery of unexpected archaeological resources during construction.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately cease work and notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services, in accordance with the Funeral, Burial, and Cremation Services Act. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> <li>▪</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

**From:** [Indigenous Relations](#)  
**To:** [rknahrgang@gmail.com](mailto:rknahrgang@gmail.com)  
**Cc:** [REDACTED]; [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:** [REDACTED]

---

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 [REDACTED]. 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



April 12, 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 - 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 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 wishes to share with Kawartha Nishnawbe 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](http://www.metrolinx.com/ontarioline)

**Corktown Station Early Works**

As communicated in the letter sent to Kawartha Nishnawbe 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 Kawartha Nishnawbe 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 Kawartha Nishnawbe 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, Kawartha Nishnawbe 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 Kawartha Nishnawbe 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 Kawartha Nishnawbe First Nation that may be appropriate to commemorate Indigenous Peoples.

### **Engagement**

Metrolinx is committed to an open, respectful, and transparent relationship with Kawartha Nishnawbe First Nation. We would like to meet with Kawartha Nishnawbe 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 Kawartha Nishnawbe 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](mailto: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.

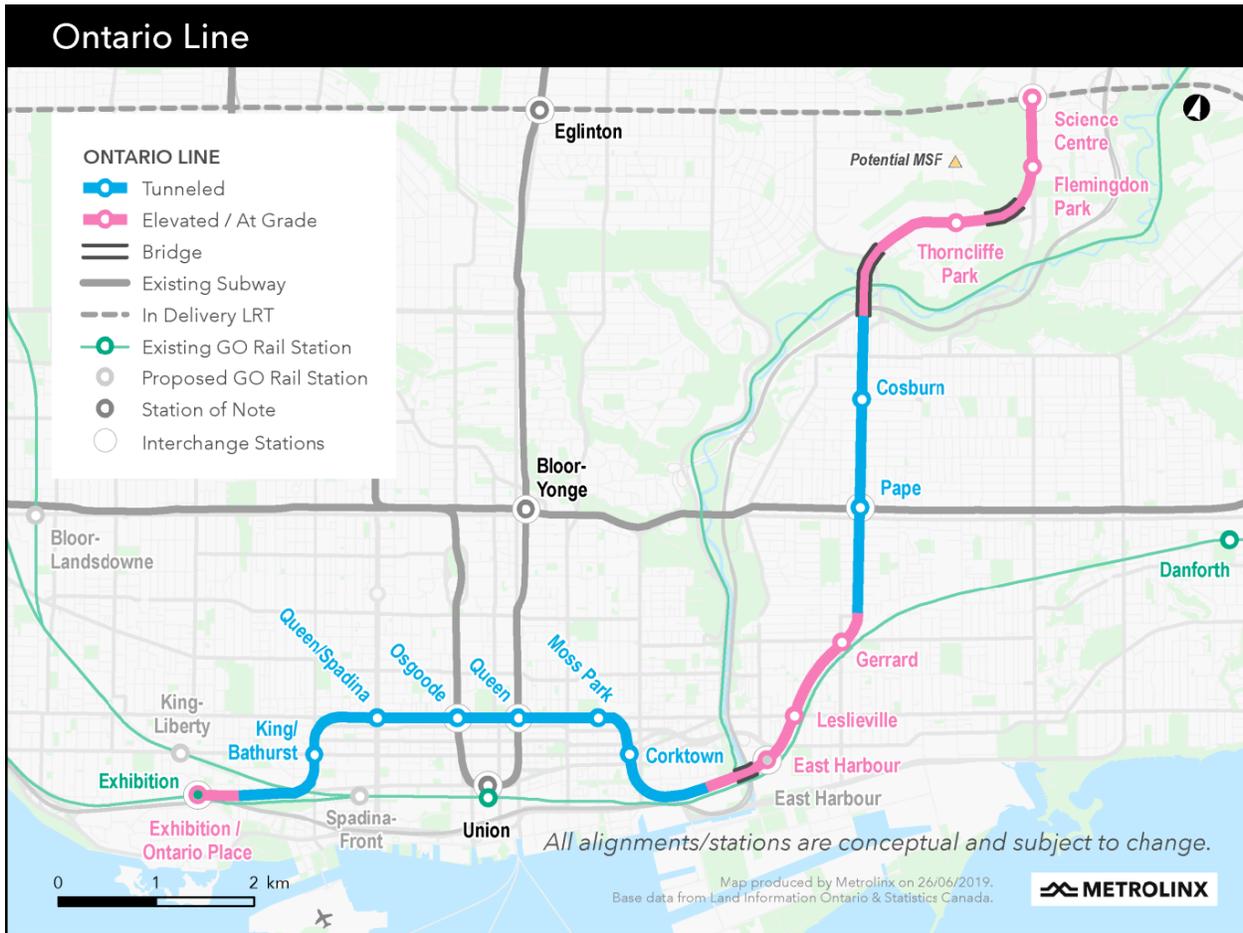
Yours Truly,

A handwritten signature in black ink, appearing to be "Maria Zintchenko", written in a cursive style.

Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: [REDACTED], Kawartha Nishnawbe First Nation  
Indigenous Relations Office, Metrolinx Indigenous Relations, Metrolinx  
Merlin Yuen, Project Coordinator, Metrolinx  
Crystal Ho, Junior Project Coordinator, Metrolinx

Figure 1



**From:** [Jaimi O'Hara](#)  
**To:** [rknahrgang@gmail.com](mailto:rknahrgang@gmail.com)  
**Cc:** [REDACTED] [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:** Tuesday, March 23, 2021 9:16:46 AM

---

Dear Chief Nahrgang,

Please note that the Noise and Vibration Report is now available for review as outlined below.

It can be found at the following link:

[REDACTED]

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

Miigwetch,

Fallon

**Fallon Melander**

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

---

**From:** Jaimi O'Hara  
**Sent:** March-11-21 1:56 PM  
**To:** [rknahrgang@gmail.com](mailto:rknahrgang@gmail.com)  
**Cc:** [REDACTED] [Maria Zintchenko <Maria.Zintchenko@metrolinx.com>](mailto:Maria.Zintchenko@metrolinx.com); [Merlin Yuen <Merlin.Yuen@metrolinx.com>](mailto:Merlin.Yuen@metrolinx.com); [Crystal Ho <Crystal.Ho@metrolinx.com>](mailto: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 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:

[REDACTED]

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 [REDACTED]. 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



March 11, 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 - 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 Kawartha Nishnawbe First Nation.

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the 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 wishes to share with Kawartha Nishnawbe 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](http://www.metrolinx.com/ontarioline)

**Ontario Line Environmental Assessment Process and Reports**



In 2020, Metrolinx provided Kawartha Nishnawbe 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 Kawartha Nishnawbe 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 Kawartha Nishnawbe 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 Kawartha Nishnawbe First Nation to participate in these assessments should Kawartha Nishnawbe 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**.

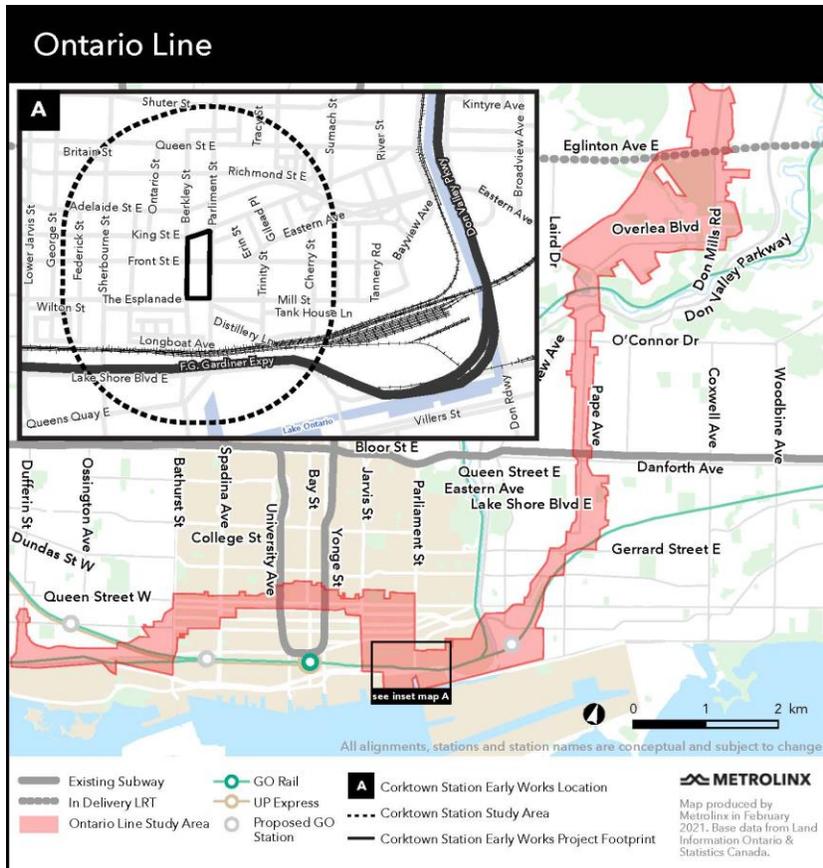


Figure 2: Map of Corktown Station Early Works

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 Kawartha Nishnawbe 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 Kawartha Nishnawbe 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 Kawartha Nishnawbe 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 Kawartha Nishnawbe 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 Kawartha Nishnawbe 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 Kawartha Nishnawbe First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

Metrolinx acknowledges that Kawartha Nishnawbe 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 Kawartha Nishnawbe First Nation in draft form, prior to submission to MHSTCI.

### **Engagement**

Metrolinx is committed to an open, respectful, and transparent relationship with Kawartha Nishnawbe First Nation. We appreciate the significant volume of documents related to this Project that have been shared with Kawartha Nishnawbe First Nation. We are happy to assist in the review of these documents by meeting with Kawartha Nishnawbe First Nation or working to address any questions that Kawartha Nishnawbe 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](mailto: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: Christopher Reid, Lawyer, Kawartha Nishnawbe First Nation  
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



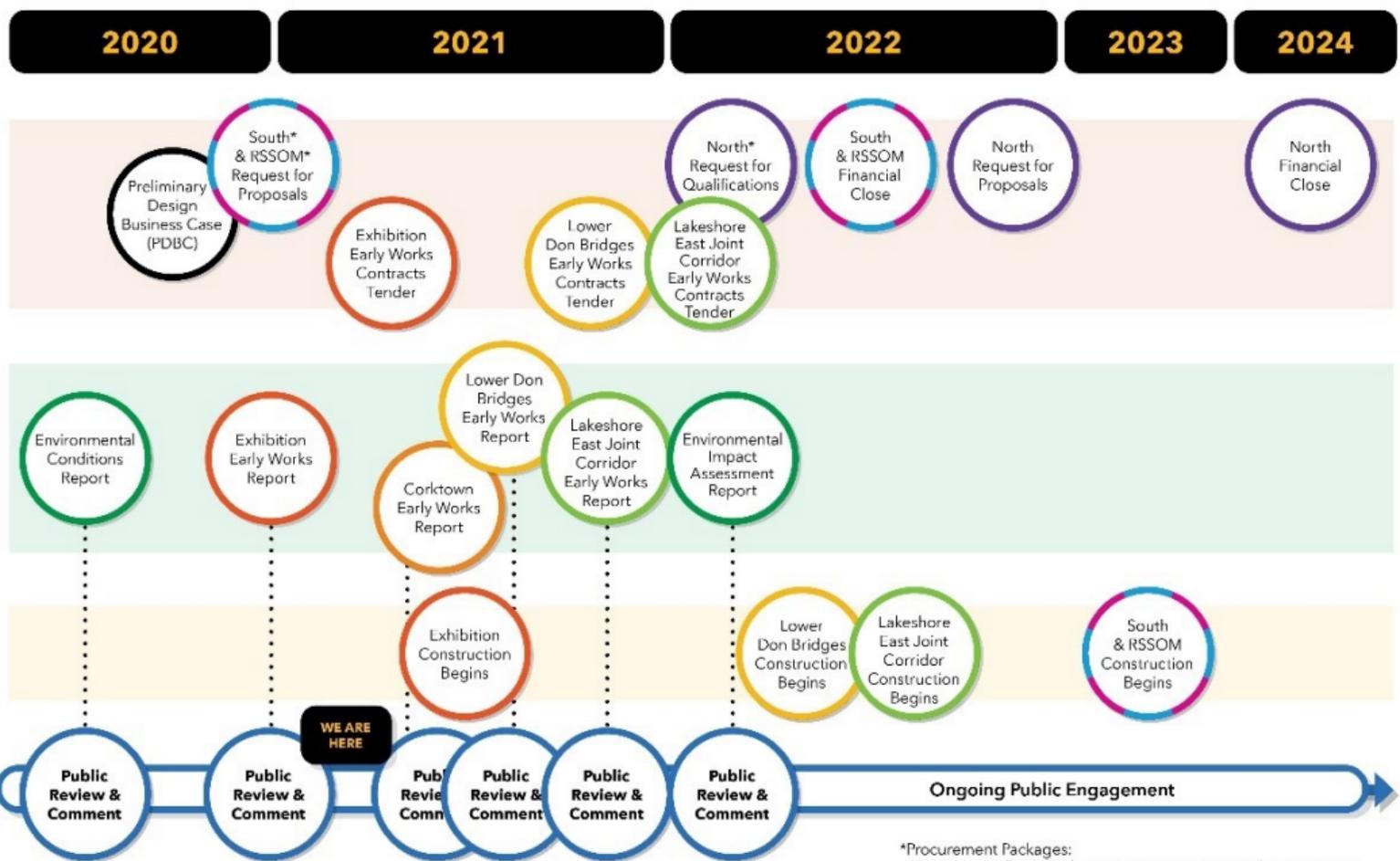
Procurement & Design



Environmental Assessment



Construction



\*Procurement Packages:  
 • RSSOM - Rolling Stock, Systems, Operations and Maintenance  
 • South - Southern Civil, Stations and Tunnel  
 • North - Northern Civil, Stations and Tunnel

Timelines are subject to change

**Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment**

| Environmental Component                                                                                            | Potential Impact                                                                                                                                                                                           | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                    | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                      | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |

| Environmental Component                               | Potential Impact                                                                                                                                                                                 | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Vegetation Communities</b>                         | <ul style="list-style-type: none"> <li>▪ Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> <li>▪ Introduction or spread of Invasive Species</li> </ul> | <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>▪ All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                  | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul> |
| <b>Wildlife and Wildlife Habitat – General</b>        | <ul style="list-style-type: none"> <li>▪ Disturbance, displacement or mortality of wildlife</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>▪ If wildlife is encountered, measures will be implemented to avoid 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 from wildlife.</li> </ul>                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>▪ On-site 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 minimize impacts.</li> </ul>                     |
| <b>Significant Wildlife Habitat: Common Nighthawk</b> | <ul style="list-style-type: none"> <li>▪ Removal of candidate nesting habitat for Common Nighthawk</li> </ul>                                                                                    | <ul style="list-style-type: none"> <li>▪ Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>▪ Demolition of buildings should be scheduled outside of 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:</li> <li>▪ 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.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Migratory Breeding Birds and Nests</b>             | <ul style="list-style-type: none"> <li>▪ Disturbance or destruction of migratory bird nests</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>▪ 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.</li> <li>▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>▪ Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                                                        |

| Environmental Component          | Potential Impact                                                                                                         | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                    | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Species at Risk – General</b> | <ul style="list-style-type: none"> <li>▪ Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul>        | <ul style="list-style-type: none"> <li>▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul> | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul> |
| <b>Wetlands and Waterbodies</b>  | <ul style="list-style-type: none"> <li>▪ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Fish and Fish Habitat</b>     | <ul style="list-style-type: none"> <li>▪ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |

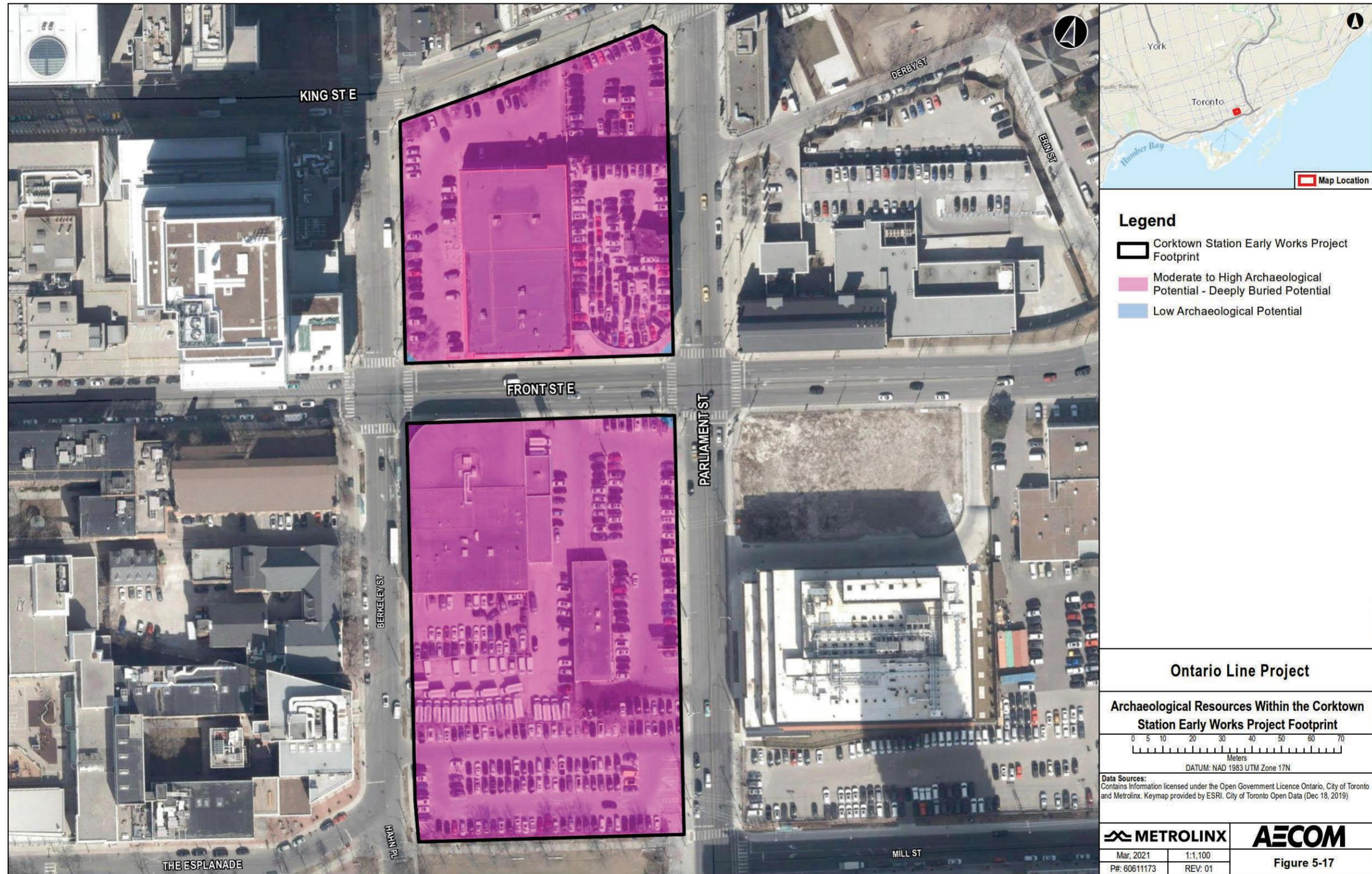
Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component         | Potential Impact                                                                                                                                                              | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Monitoring Activities                                                                                                                                                                                                             |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Archaeological Potential</b> | <ul style="list-style-type: none"> <li>Potential for the disturbance of registered archaeological sites and/or archaeological resources not previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>, and include the following. Should ground disturbing activities<sup>29</sup> be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. <ul style="list-style-type: none"> <li>The majority of the Corktown Station Early Works Project Footprint on either side of Front Street retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, and the Consumers' Gas company buildings.</li> </ul> </li> <li>Given the significance of the First Parliament Site, all previous site specific archaeological assessments should be reviewed to determine what additional archaeological work is required.</li> <li>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 any ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present.</li> <li>Indigenous Nations will be invited to participate in monitoring requirements for any subsequent archaeological work is recommended. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</li> </ul> | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |
| <b>Archaeological Resources</b> | <ul style="list-style-type: none"> <li>Potential recovery of unexpected archaeological resources during construction.</li> </ul>                                              | <ul style="list-style-type: none"> <li>Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

<sup>29</sup> Ground disturbing activities can be defined as any and all activities that will or have the potential to impact/disturb the area below the surface. Example of activities include, but is not limited to, heavy machine movement/weight, clearing, grading, excavating, trenching, drilling, and transporting and filling of land.

Figure 5-17: Archaeological Resources Within the Corktown Station Early Works Project Footprint



## Indigenous Nations

- Métis Nation of Ontario

**From:** [Indigenous Relations](#)  
**To:** [consultations@metisnation.org](mailto:consultations@metisnation.org)  
**Cc:** [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Ontario Line: Draft Corktown Station Early Works Report for Review  
**Date:** Wednesday, May 12, 2021 5:01:17 PM  
**Attachments:** 

---

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 share the Draft Corktown Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback.

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.

We ask that you provide any comments no later than June 11, 2021.

The reports are available at the following link:



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 the Indigenous Relations Office.

Miigwetch,

Fallon

**Fallon Melander**

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

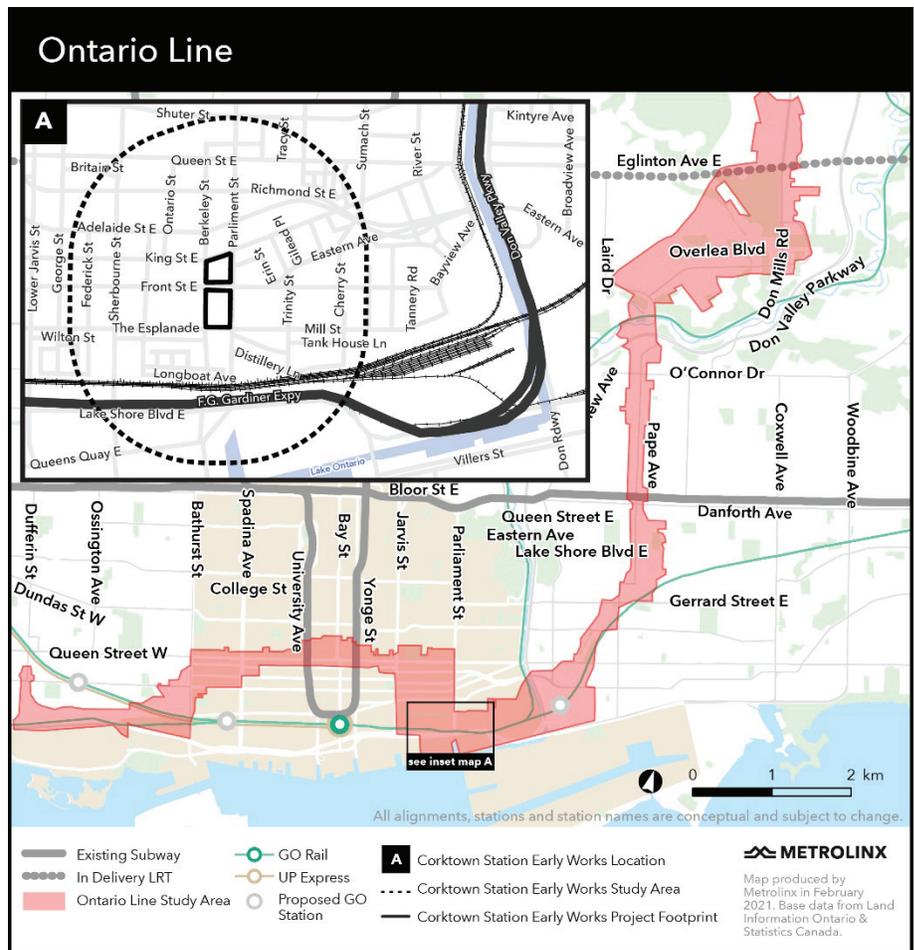
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)



May 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 - Notice of Publication of Draft 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 15.6 kilometres of subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Métis Nation of Ontario.

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 the Draft Corktown Station Early Works Report (EWR).

**Project Description**

The Ontario Line will stretch from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line is proposed to include 15 stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the Eglinton Crosstown LRT, and streetcar lines. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable commutes. More information on the Project can be found on our website:

[www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)

The initial draft of the Corktown Station EWR and a letter outlining Corktown Station early works were shared with Métis Nation of Ontario on March 11, 2021. As outlined in the letter, 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*.

### Draft Corktown Station Early Works Report

In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared a Draft Corktown Station EWR that documents the assessment of Corktown Station early works.

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station. The location of the Corktown Station early works project footprint and study area can be viewed below in **Figure 1**.



Figure 1: Map of Corktown Station Early Works



The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

The EWR documents the assessment of Corktown Station early works and outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

The Draft EWR is available for your review and can be found via the Dropbox link shared in the body of the email that is associated with this letter. We welcome any additional comments you may have on the Draft EWR. The Draft EWR is available for review and comment starting **May 12, 2021** and ending on **June 11, 2021**. The Notice of Publication of Draft Corktown Station EWR is provided in **Attachment 1**. The Draft EWR will be updated following the review period, and the Final EWR will be published on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)) and shared with Métis Nation of Ontario.

### Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft EWR that may be of interest to *Métis Nation of Ontario*. If *Métis Nation of Ontario* 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.

### Revisions to the Initial Draft of the Corktown Station Early Works Report

In accordance with O. Reg. 341/20, Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR.

To streamline capacity for Métis Nation of Ontario to provide comments or feedback, a summary of revisions to the EWR since the circulation of the initial draft of the EWR is as follows:

- Minor editorial changes to address grammatical and syntax errors and updates to reflect comments received from agencies;
- Clarification that the project operations, construction of Corktown Station and other project components will be assessed in the Ontario Line Environmental Impact Assessment Report;
- Inclusion of information on the Parkland Strategy (City of Toronto, 2019), First Parliament Master Plan (City of Toronto, 2020) and additional information on planned community services and facilities in the Corktown Station Early Works Study Area;
- Edits to the text to reflect that the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) Minister's Consent has been granted for the demolition and removal of the non-heritage buildings at 265 Front Street East and removal of the heritage attributes at 265 Front Street East, 271 Front Street East and 25 Berkeley Street located on the First Parliament Site, and affirming Metrolinx's commitment to fulfilling the conditions outlined in the Minister's Consent, including completion of archaeological requirements;
- Additional mitigation measures for environmental disciplines such as archaeology, air quality and traffic and transportation, that include:
  - Coordination and completion of required archaeological investigations, early works activities and/or activities that have the potential for vibration effects such that buried archaeological resources are appropriately considered;
  - Use of non-chloride dust suppressants; and
  - Consultation with the City of Toronto to minimize potential impacts during special events (e.g., the Toronto Christmas Market at the Distillery District) should closures or long-term impacts be required.
- Revision of traffic and transportation figures to include additional information such as intersection names and inclusion of an additional noise and vibration figure to show representative receptor locations.

## Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Métis Nation of Ontario. We appreciate the significant volume of documents related to this Project that have been shared with Métis Nation of Ontario. We are happy to assist in the review of these documents by meeting with Métis Nation of Ontario or working to address any questions that Métis Nation of Ontario 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](mailto:IndigenousRelations@metrolinx.com).



Metrolinx welcomes any comments or feedback on the Draft EWR from Métis Nation of Ontario. Please provide these in writing no later than **June 11, 2021**. Comments and information regarding this draft report will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. 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*.

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 underline.

Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

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

Attachments: Attachment 1 - Notice of Publication of Draft Corktown Station  
Early Works Report  
Attachment 2 - Draft Corktown Station Early Works Report Natural  
Environment Potential Effects, Mitigation Measures and Monitoring  
Attachment 3 - Draft Corktown Station Early Works Report Archaeology  
Potential Effects, Mitigation Measures and Monitoring

**Table ES-1: Potential Impacts, Mitigation Measures and Monitoring Activities for the Corktown Station Early Works**

| Environmental Component                                                                                             | Potential Impacts                                                                                                                                                                                          | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture (I.S.A.) Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height (DBH) which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> </ul>                                                                   | <ul style="list-style-type: none"> <li>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.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Environmental Component                                      | Potential Impacts                                                                                               | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                              | <ul style="list-style-type: none"> <li>Introduction or spread of invasive species</li> </ul>                    | <ul style="list-style-type: none"> <li>Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                                                                                                                                                                                                                                                                                                               | <p>Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.</p> <ul style="list-style-type: none"> <li>Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul>                                                                                                                     |
| <p><b>Wildlife and Wildlife Habitat – General</b></p>        | <ul style="list-style-type: none"> <li>Disturbance, displacement or mortality of wildlife</li> </ul>            | <ul style="list-style-type: none"> <li>Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>If wildlife is encountered, measures will be implemented to avoid 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.</li> </ul>                                                                                                                                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>Regular on-site inspection by environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>On-site 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 minimize impacts.</li> </ul> |
| <p><b>Significant Wildlife Habitat: Common Nighthawk</b></p> | <ul style="list-style-type: none"> <li>Removal of candidate nesting habitat for Common Nighthawk</li> </ul>     | <ul style="list-style-type: none"> <li>Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>Demolition of buildings should be scheduled outside of 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"> <li>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.</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                 |
| <p><b>Migratory Breeding Birds and Nests</b></p>             | <ul style="list-style-type: none"> <li>Disturbance or destruction of migratory bird nests</li> </ul>            | <ul style="list-style-type: none"> <li>All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>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.</li> <li>If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                            |
| <p><b>Species at Risk – General</b></p>                      | <ul style="list-style-type: none"> <li>Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul> | <ul style="list-style-type: none"> <li>All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>On-site 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 minimize impacts.</li> <li>Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul>                           |

| Environmental Component         | Potential Impacts                                                                                                        | Mitigation Measure(s)                                             | Monitoring Activities                                             |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-------------------------------------------------------------------|
| <b>Wetlands and Waterbodies</b> | <ul style="list-style-type: none"> <li>■ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |
| <b>Fish and Fish Habitat</b>    | <ul style="list-style-type: none"> <li>■ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component                | Potential Impact                                                                                                                                                            | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Archaeological Potential</b></p> | <ul style="list-style-type: none"> <li>▪ Potential for the disturbance of registered archaeological sites and/or archaeological resources previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>. Work plans shall be developed for the next stages of archaeological work on the First Parliament and Lime Kiln Works Sites and will be made available for review by the City of Toronto Heritage Planning, in addition to ongoing consultation with the City of Toronto, Indigenous Nations and other parties.               <ul style="list-style-type: none"> <li>– The majority of the Corktown Station Early Works Project Footprint retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, the Consumers’ Gas company buildings, and other registered archaeological sites.</li> <li>– The Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit will be consulted prior to any ground disturbing activities within areas identified as having archaeological potential.</li> </ul> </li> <li>▪ All archaeology on the First Parliament site on 265 Front Street East, 271 Front Street East and 25 Berkeley Street will be in accordance with the following conditions of the Minister of Heritage, Sport, Tourism and Culture Industries’ Consent:               <ul style="list-style-type: none"> <li>– All archaeological assessments are undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of previously completed archaeological assessment reports.</li> <li>– Prior to commencing any archaeological fieldwork, the licensed consultant archaeologist will submit a detailed strategy for review and approval by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. Additionally, where new conditions or situations are encountered that are not covered by an approved strategy, a revised strategy will be submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit for approval prior to proceeding with fieldwork.</li> <li>– Any construction excavation must be preceded by archaeological fieldwork according to a strategy approved by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit or must be accompanied by an excavation and monitoring strategy.</li> <li>– Excavation by a licensed consultant archaeologist or under the direction of a licensed consultant archaeologist will proceed to a point that is to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. In the event that the Project will not require total excavation of the site, an avoidance and protection strategy must be implemented for the remainder of the archaeological site to the satisfaction of the ministry. Archaeological assessments on other areas within the Corktown Station Early Works Footprint will be undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of the previously completed archaeological assessment reports and in advance of ground disturbance activities.</li> </ul> </li> <li>▪ The Mississaugas of the Credit First Nation, and other Indigenous Nations will be invited to participate in archaeological fieldwork. All future archaeological assessment findings and reports will be shared</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

| Environmental Component                | Potential Impact                                                                                                                   | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                        |                                                                                                                                    | <p>with the Mississaugas of the Credit First Nation and other Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</p> <ul style="list-style-type: none"> <li>▪ Metrolinx and the Ontario Heritage Trust will develop an Interpretation and Commemoration Plan for the First Parliament Site, in consultation with the City of Toronto Heritage Planning, and as appropriate, with Indigenous communities and other parties.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                       |
| <p><b>Archaeological Resources</b></p> | <ul style="list-style-type: none"> <li>▪ Potential recovery of unexpected archaeological resources during construction.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately cease work and notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services, in accordance with the Funeral, Burial, and Cremation Services Act. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> <li>▪</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

**From:** [Indigenous Relations](#)  
**To:** [consultations@metisnation.org](mailto: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:** [REDACTED]

---

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](http://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](mailto: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.

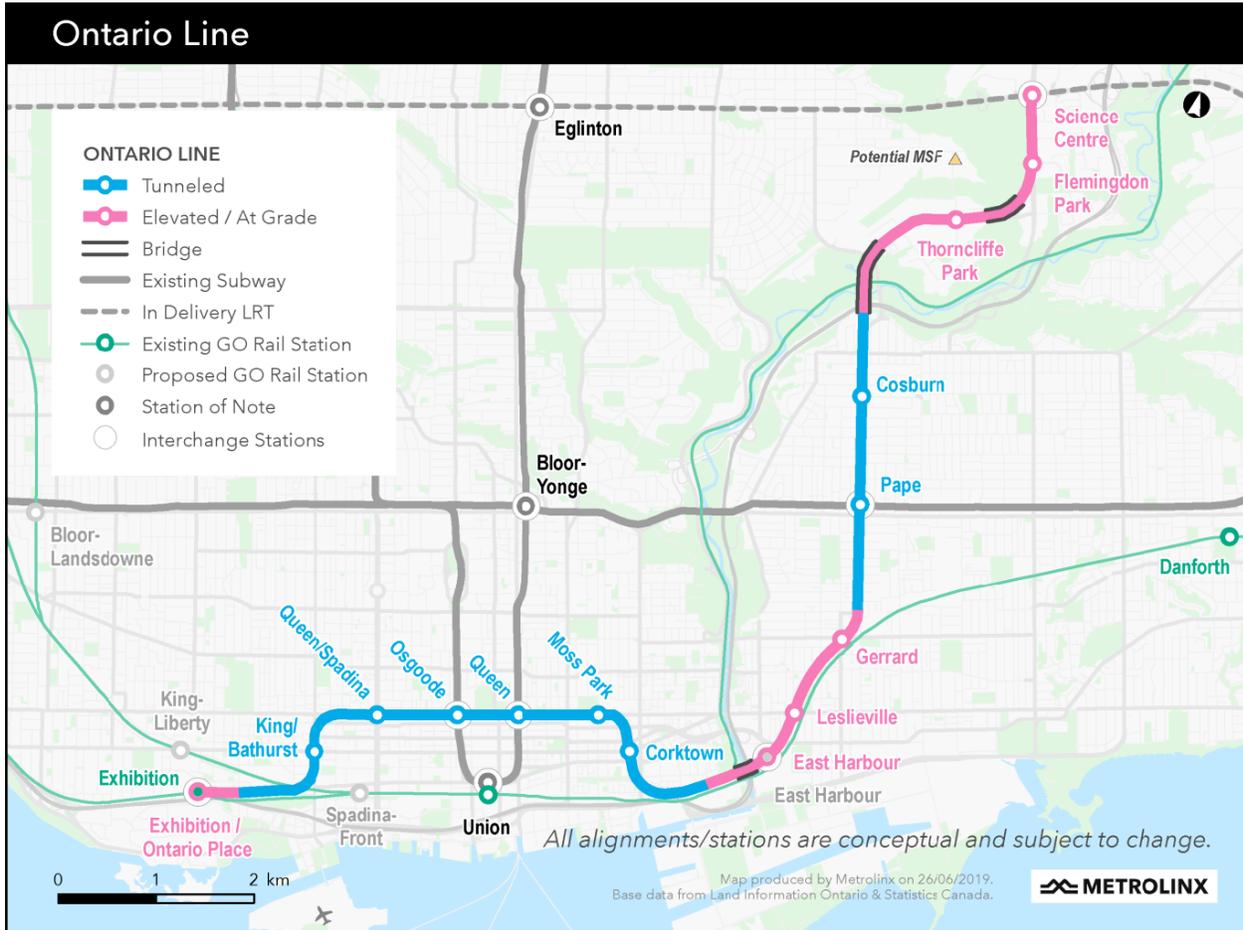
Yours Truly,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a long, sweeping underline.

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](mailto:consultations@metisnation.org)  
**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 22, 2021 11:38:20 AM

---

Dear Sir/Madam,

Please note that the Noise and Vibration Report is now available for review as outlined below.

It can be found at the following link:

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

Miigwetch,

Fallon

**Fallon Melander**

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

---

**From:** Indigenous Relations  
**Sent:** March-11-21 1:58 PM  
**To:** 'consultations@metisnation.org' <consultations@metisnation.org>  
**Cc:** 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 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:

[REDACTED]

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



March 11, 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 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 Métis Nation of Ontario.

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 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](http://www.metrolinx.com/ontarioline)

**Ontario Line Environmental Assessment Process and Reports**



In 2020, Metrolinx provided Métis Nation of Ontario 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 Métis Nation of Ontario 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 Métis Nation of Ontario. 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 Métis Nation of Ontario to participate in these assessments should Métis Nation of Ontario 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**.

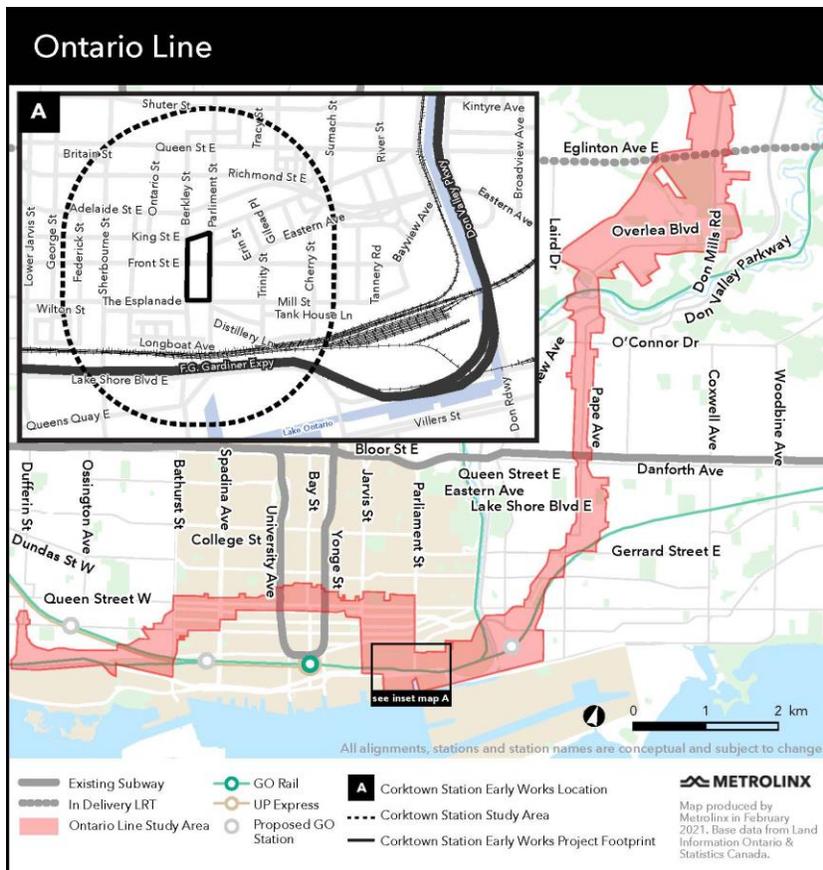


Figure 2: Map of Corktown Station Early Works

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 Métis Nation of Ontario'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 Métis Nation of Ontario on **March 19, 2021** for review.



Metrolinx welcomes any comments or feedback on the initial draft of the Corktown Station Early Works Report from Métis Nation of Ontario. 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 Métis Nation of Ontario, 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 Métis Nation of Ontario 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 Métis Nation of Ontario's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

Metrolinx acknowledges that Métis Nation of Ontario 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 Métis Nation of Ontario in draft form, prior to submission to MHSTCI.

### **Engagement**

Metrolinx is committed to an open, respectful, and transparent relationship with Métis Nation of Ontario. We appreciate the significant volume of documents related to this Project that have been shared with Métis Nation of Ontario. We are happy to assist in the review of these documents by meeting with Métis Nation of Ontario or working to address any questions that Métis Nation of Ontario 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](mailto: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 be "Maria Zintchenko", written in a cursive style.

Maria Zintchenko, Environmental Project Manager  
Environmental Programs & Assessment  
Metrolinx

cc: 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



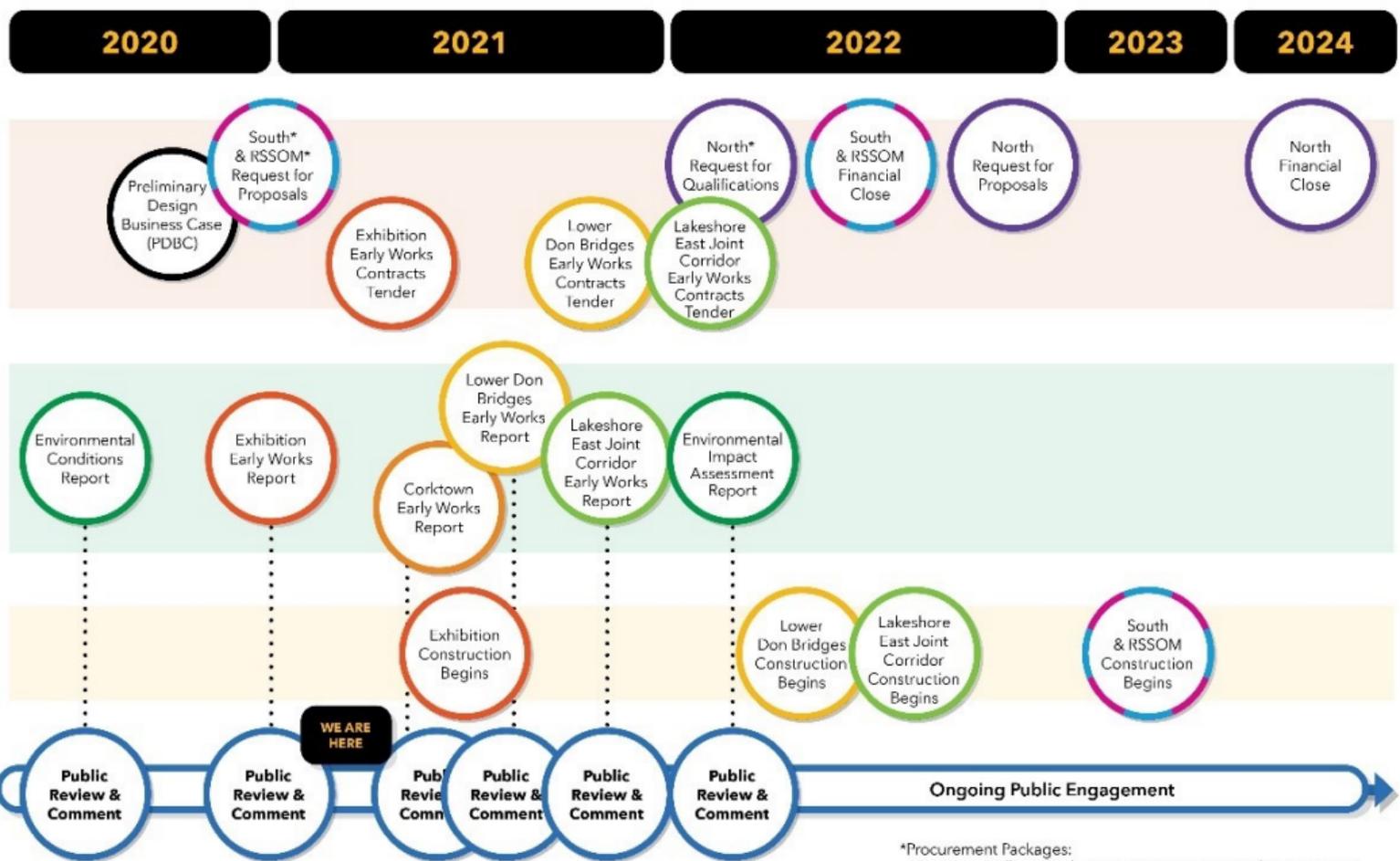
Procurement & Design



Environmental Assessment



Construction



\*Procurement Packages:  
 • RSSOM - Rolling Stock, Systems, Operations and Maintenance  
 • South - Southern Civil, Stations and Tunnel  
 • North - Northern Civil, Stations and Tunnel

Timelines are subject to change

**Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment**

| Environmental Component                                                                                            | Potential Impact                                                                                                                                                                                           | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                    | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                      | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |

| Environmental Component                               | Potential Impact                                                                                                                                                                                 | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Vegetation Communities</b>                         | <ul style="list-style-type: none"> <li>▪ Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> <li>▪ Introduction or spread of Invasive Species</li> </ul> | <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>▪ All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                  | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul> |
| <b>Wildlife and Wildlife Habitat – General</b>        | <ul style="list-style-type: none"> <li>▪ Disturbance, displacement or mortality of wildlife</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>▪ If wildlife is encountered, measures will be implemented to avoid 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 from wildlife.</li> </ul>                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>▪ On-site 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 minimize impacts.</li> </ul>                     |
| <b>Significant Wildlife Habitat: Common Nighthawk</b> | <ul style="list-style-type: none"> <li>▪ Removal of candidate nesting habitat for Common Nighthawk</li> </ul>                                                                                    | <ul style="list-style-type: none"> <li>▪ Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>▪ Demolition of buildings should be scheduled outside of 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:</li> <li>▪ 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.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Migratory Breeding Birds and Nests</b>             | <ul style="list-style-type: none"> <li>▪ Disturbance or destruction of migratory bird nests</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>▪ 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.</li> <li>▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>▪ Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                                                        |

| Environmental Component          | Potential Impact                                                                                                         | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                    | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Species at Risk – General</b> | <ul style="list-style-type: none"> <li>▪ Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul>        | <ul style="list-style-type: none"> <li>▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul> | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul> |
| <b>Wetlands and Waterbodies</b>  | <ul style="list-style-type: none"> <li>▪ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Fish and Fish Habitat</b>     | <ul style="list-style-type: none"> <li>▪ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |

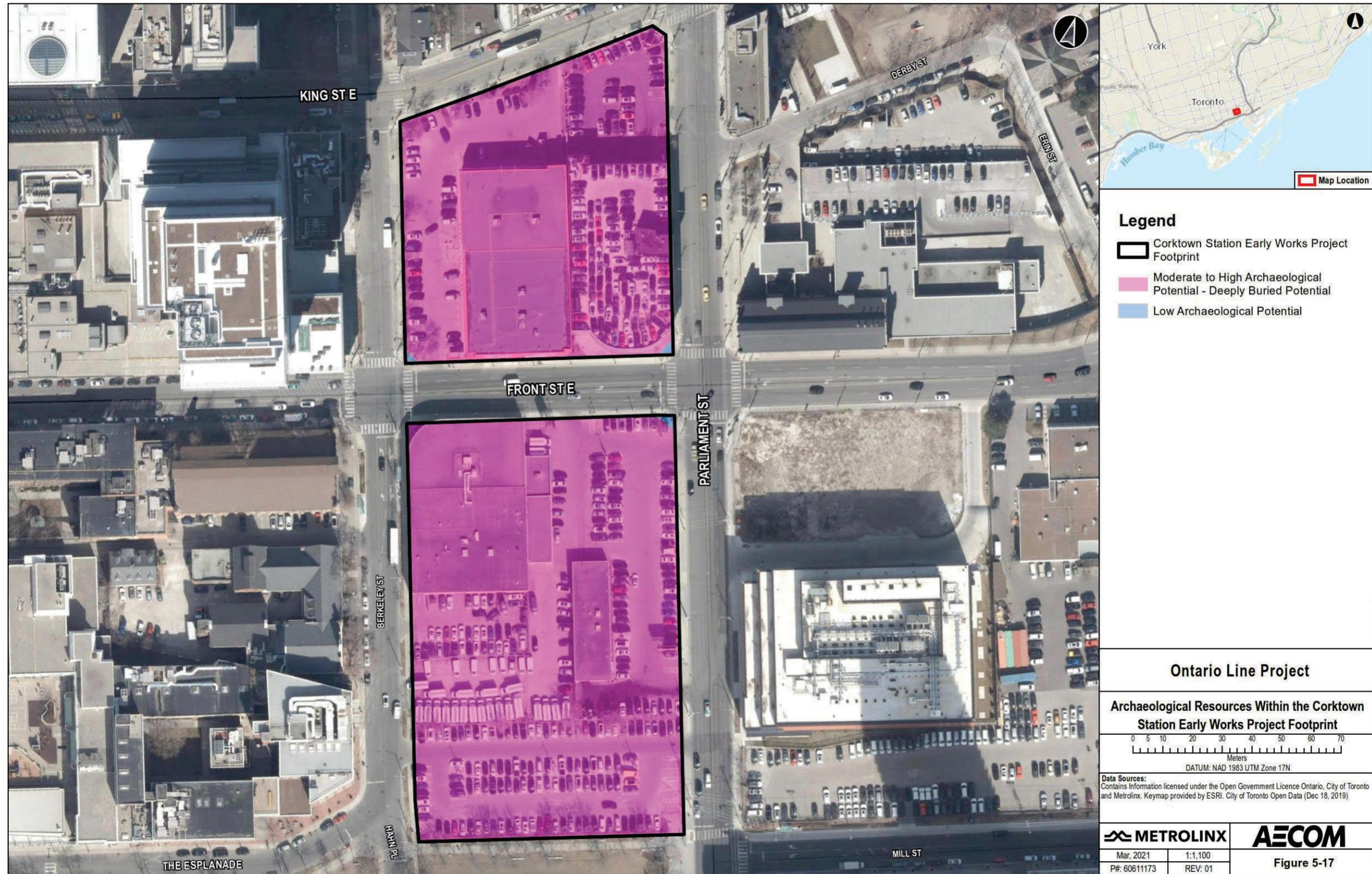
Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component         | Potential Impact                                                                                                                                                              | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Monitoring Activities                                                                                                                                                                                                             |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Archaeological Potential</b> | <ul style="list-style-type: none"> <li>Potential for the disturbance of registered archaeological sites and/or archaeological resources not previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>, and include the following. Should ground disturbing activities<sup>29</sup> be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. <ul style="list-style-type: none"> <li>The majority of the Corktown Station Early Works Project Footprint on either side of Front Street retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, and the Consumers' Gas company buildings.</li> </ul> </li> <li>Given the significance of the First Parliament Site, all previous site specific archaeological assessments should be reviewed to determine what additional archaeological work is required.</li> <li>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 any ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present.</li> <li>Indigenous Nations will be invited to participate in monitoring requirements for any subsequent archaeological work is recommended. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</li> </ul> | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |
| <b>Archaeological Resources</b> | <ul style="list-style-type: none"> <li>Potential recovery of unexpected archaeological resources during construction.</li> </ul>                                              | <ul style="list-style-type: none"> <li>Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

<sup>29</sup> Ground disturbing activities can be defined as any and all activities that will or have the potential to impact/disturb the area below the surface. Example of activities include, but is not limited to, heavy machine movement/weight, clearing, grading, excavating, trenching, drilling, and transporting and filling of land.

Figure 5-17: Archaeological Resources Within the Corktown Station Early Works Project Footprint



## Indigenous Nations

- **Mississaugas of the Credit First Nation**

**From:** [Fawn Sault](#)  
**To:** [Indigenous Relations](#)  
**Cc:** [Mark LaForme](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [DOCA Admin](#)  
**Subject:** RE: Ontario Line: Draft Corktown Station Early Works Report for Review  
**Date:** Thursday, May 13, 2021 1:17:52 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.

Miigwech Fallon

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**From:** Indigenous Relations [mailto:IndigenousRelations@metrolinx.com]  
**Sent:** Wednesday, May 12, 2021 5:00 PM  
**To:** Fawn Sault  
**Cc:** Mark LaForme; Maria Zintchenko; Merlin Yuen; Crystal Ho  
**Subject:** Ontario Line: Draft Corktown Station Early Works Report for Review

Dear Fawn and Mark,

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 share the Draft Corktown Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback.

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.

We ask that you provide any comments no later than June 11, 2021.

The reports are available at the following link:

[REDACTED]

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 the Indigenous Relations Office.

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.

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

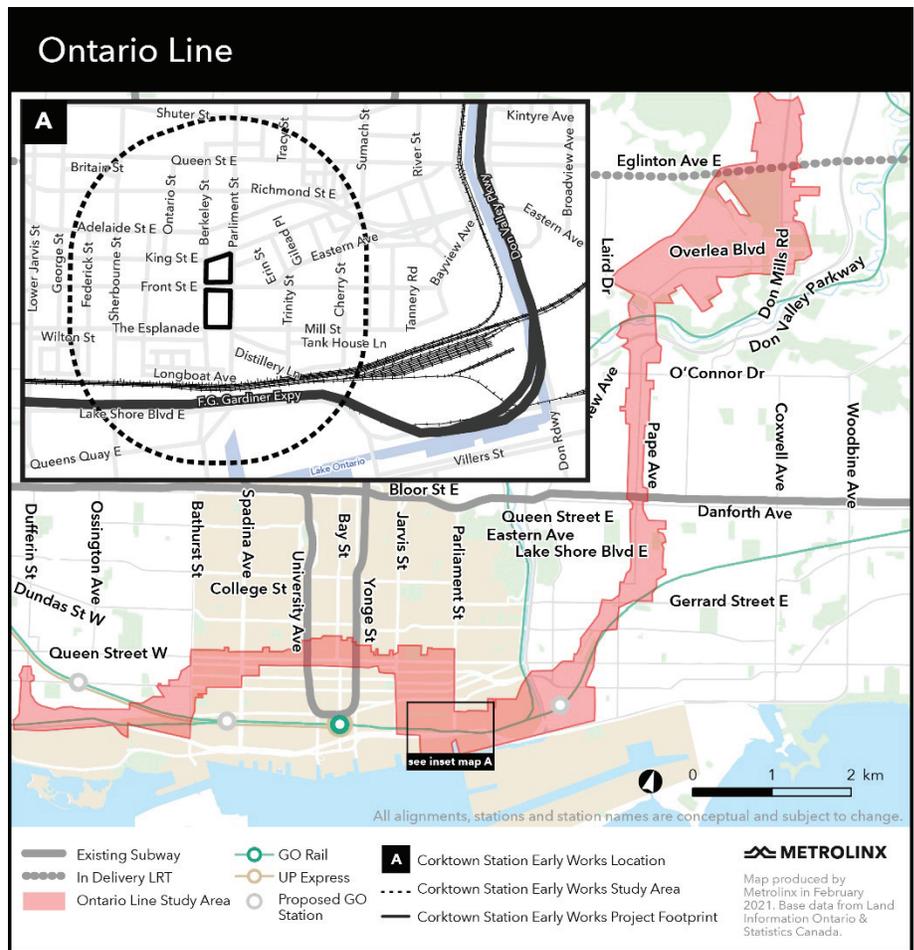
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)



May 12, 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 - Notice of Publication of Draft 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 15.6 kilometres of subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Mississaugas of the Credit First Nation.

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the 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 wishes to share with Mississaugas of the Credit First Nation the Draft Corktown Station Early Works Report (EWR).

**Project Description**

The Ontario Line will stretch from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line is proposed to include 15 stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the Eglinton Crosstown LRT, and streetcar lines. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable commutes. More information on the Project can be found on our website: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)

The initial draft of the Corktown Station EWR and a letter outlining Corktown Station early works were shared with Mississaugas of the Credit First Nation on March 11,

2021. As outlined in the letter, 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*.

### Draft Corktown Station Early Works Report

In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared a Draft Corktown Station EWR that documents the assessment of Corktown Station early works.

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station. The location of the Corktown Station early works project footprint and study area can be viewed below in **Figure 1**.



Figure 1: Map of Corktown Station Early Works



The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

The EWR documents the assessment of Corktown Station early works and outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

The Draft EWR is available for your review and can be found via the Dropbox link shared in the body of the email that is associated with this letter. We welcome any additional comments you may have on the Draft EWR. The Draft EWR is available for review and comment starting **May 12, 2021** and ending on **June 11, 2021**. The Notice of Publication of Draft Corktown Station EWR is provided in **Attachment 1**. The Draft EWR will be updated following the review period, and the Final EWR will be published on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)) and shared with Mississaugas of the Credit First Nation.

### Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft EWR that may be of interest to *Mississaugas of the Credit First Nation*. If *Mississaugas of the Credit First 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.

### Revisions to the Initial Draft of the Corktown Station Early Works Report

In accordance with O. Reg. 341/20, Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR.

To streamline capacity for Mississaugas of the Credit First Nation to provide comments or feedback, a summary of revisions to the EWR since the circulation of the initial draft of the EWR is as follows:



- Minor editorial changes to address grammatical and syntax errors and updates to reflect comments received from agencies;
- Clarification that the project operations, construction of Corktown Station and other project components will be assessed in the Ontario Line Environmental Impact Assessment Report;
- Inclusion of information on the Parkland Strategy (City of Toronto, 2019), First Parliament Master Plan (City of Toronto, 2020) and additional information on planned community services and facilities in the Corktown Station Early Works Study Area;
- Edits to the text to reflect that the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) Minister's Consent has been granted for the demolition and removal of the non-heritage buildings at 265 Front Street East and removal of the heritage attributes at 265 Front Street East, 271 Front Street East and 25 Berkeley Street located on the First Parliament Site, and affirming Metrolinx's commitment to fulfilling the conditions outlined in the Minister's Consent, including completion of archaeological requirements;
- Additional mitigation measures for environmental disciplines such as archaeology, air quality and traffic and transportation, that include:
  - Coordination and completion of required archaeological investigations, early works activities and/or activities that have the potential for vibration effects such that buried archaeological resources are appropriately considered;
  - Use of non-chloride dust suppressants; and
  - Consultation with the City of Toronto to minimize potential impacts during special events (e.g., the Toronto Christmas Market at the Distillery District) should closures or long-term impacts be required.
- Revision of traffic and transportation figures to include additional information such as intersection names and inclusion of an additional noise and vibration figure to show representative receptor locations.

## Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Mississaugas of the Credit First Nation. We appreciate the significant volume of documents related to this 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 Mississaugas of the Credit First Nation or working to address any questions that Mississaugas of the Credit 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](mailto:IndigenousRelations@metrolinx.com).



Metrolinx welcomes any comments or feedback on the Draft EWR from Mississaugas of the Credit First Nation. Please provide these in writing no later than **June 11, 2021**. Comments and information regarding this draft report will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. 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*.

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 underline.

Maria Zintchenko, 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, Metrolinx  
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Corktown Station  
Early Works Report  
Attachment 2 - Draft Corktown Station Early Works Report Natural  
Environment Potential Effects, Mitigation Measures and Monitoring  
Attachment 3 - Draft Corktown Station Early Works Report Archaeology  
Potential Effects, Mitigation Measures and Monitoring

**Table ES-1: Potential Impacts, Mitigation Measures and Monitoring Activities for the Corktown Station Early Works**

| Environmental Component                                                                                             | Potential Impacts                                                                                                                                                                                          | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture (I.S.A.) Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height (DBH) which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> </ul>                                                                   | <ul style="list-style-type: none"> <li>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.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Environmental Component                                      | Potential Impacts                                                                                                 | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                              | <ul style="list-style-type: none"> <li>■ Introduction or spread of invasive species</li> </ul>                    | <ul style="list-style-type: none"> <li>■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>■ All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                                                                                                                                                                                                                                                                                                                 | <p>Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.</p> <ul style="list-style-type: none"> <li>■ Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul>                                                                                                                       |
| <p><b>Wildlife and Wildlife Habitat – General</b></p>        | <ul style="list-style-type: none"> <li>■ Disturbance, displacement or mortality of wildlife</li> </ul>            | <ul style="list-style-type: none"> <li>■ Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>■ If wildlife is encountered, measures will be implemented to avoid 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.</li> </ul>                                                                                                                                                                                                                                                                                                                               | <ul style="list-style-type: none"> <li>■ Regular on-site inspection by environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>■ On-site 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 minimize impacts.</li> </ul> |
| <p><b>Significant Wildlife Habitat: Common Nighthawk</b></p> | <ul style="list-style-type: none"> <li>■ Removal of candidate nesting habitat for Common Nighthawk</li> </ul>     | <ul style="list-style-type: none"> <li>■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>■ Demolition of buildings should be scheduled outside of 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"> <li>– 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.</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                   |
| <p><b>Migratory Breeding Birds and Nests</b></p>             | <ul style="list-style-type: none"> <li>■ Disturbance or destruction of migratory bird nests</li> </ul>            | <ul style="list-style-type: none"> <li>■ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>■ 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.</li> <li>■ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>■ Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                              |
| <p><b>Species at Risk – General</b></p>                      | <ul style="list-style-type: none"> <li>■ Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul> | <ul style="list-style-type: none"> <li>■ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <ul style="list-style-type: none"> <li>■ On-site 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 minimize impacts.</li> <li>■ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul>                           |

| Environmental Component         | Potential Impacts                                                                                                        | Mitigation Measure(s)                                             | Monitoring Activities                                             |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-------------------------------------------------------------------|
| <b>Wetlands and Waterbodies</b> | <ul style="list-style-type: none"> <li>■ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |
| <b>Fish and Fish Habitat</b>    | <ul style="list-style-type: none"> <li>■ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component                | Potential Impact                                                                                                                                                            | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Archaeological Potential</b></p> | <ul style="list-style-type: none"> <li>▪ Potential for the disturbance of registered archaeological sites and/or archaeological resources previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>. Work plans shall be developed for the next stages of archaeological work on the First Parliament and Lime Kiln Works Sites and will be made available for review by the City of Toronto Heritage Planning, in addition to ongoing consultation with the City of Toronto, Indigenous Nations and other parties.               <ul style="list-style-type: none"> <li>– The majority of the Corktown Station Early Works Project Footprint retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, the Consumers’ Gas company buildings, and other registered archaeological sites.</li> <li>– The Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit will be consulted prior to any ground disturbing activities within areas identified as having archaeological potential.</li> </ul> </li> <li>▪ All archaeology on the First Parliament site on 265 Front Street East, 271 Front Street East and 25 Berkeley Street will be in accordance with the following conditions of the Minister of Heritage, Sport, Tourism and Culture Industries’ Consent:               <ul style="list-style-type: none"> <li>– All archaeological assessments are undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of previously completed archaeological assessment reports.</li> <li>– Prior to commencing any archaeological fieldwork, the licensed consultant archaeologist will submit a detailed strategy for review and approval by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. Additionally, where new conditions or situations are encountered that are not covered by an approved strategy, a revised strategy will be submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit for approval prior to proceeding with fieldwork.</li> <li>– Any construction excavation must be preceded by archaeological fieldwork according to a strategy approved by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit or must be accompanied by an excavation and monitoring strategy.</li> <li>– Excavation by a licensed consultant archaeologist or under the direction of a licensed consultant archaeologist will proceed to a point that is to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. In the event that the Project will not require total excavation of the site, an avoidance and protection strategy must be implemented for the remainder of the archaeological site to the satisfaction of the ministry. Archaeological assessments on other areas within the Corktown Station Early Works Footprint will be undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of the previously completed archaeological assessment reports and in advance of ground disturbance activities.</li> </ul> </li> <li>▪ The Mississaugas of the Credit First Nation, and other Indigenous Nations will be invited to participate in archaeological fieldwork. All future archaeological assessment findings and reports will be shared</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

| Environmental Component                | Potential Impact                                                                                                                   | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                        |                                                                                                                                    | <p>with the Mississaugas of the Credit First Nation and other Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</p> <ul style="list-style-type: none"> <li>▪ Metrolinx and the Ontario Heritage Trust will develop an Interpretation and Commemoration Plan for the First Parliament Site, in consultation with the City of Toronto Heritage Planning, and as appropriate, with Indigenous communities and other parties.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                       |
| <p><b>Archaeological Resources</b></p> | <ul style="list-style-type: none"> <li>▪ Potential recovery of unexpected archaeological resources during construction.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately cease work and notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services, in accordance with the Funeral, Burial, and Cremation Services Act. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> <li>▪</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

**From:** [Indigenous Relations](#)  
**To:** [Fawn Sault](#)  
**Cc:** [Mark LaForme](#); [Megan DeVries](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Ontario Line Project - Invitation to Meet & provide input on First Parliament Site  
**Date:** Monday, April 12, 2021 4:02:37 PM  
**Attachments:** [REDACTED]

---

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

437.225.0302



April 12, 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 - 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 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 wishes to share with Mississaugas of the Credit 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](http://www.metrolinx.com/ontarioline)

**Corktown Station Early Works**

As communicated in the letter sent to Mississaugas of the Credit 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 the Credit 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 the Credit 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 the Credit 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 the Credit 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 the Credit First Nation that may be appropriate to commemorate Indigenous Peoples.

### **Engagement**

Metrolinx is committed to an open, respectful, and transparent relationship with Mississaugas of the Credit First Nation. We would like to meet with Mississaugas of the Credit 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 the Credit 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](mailto: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.

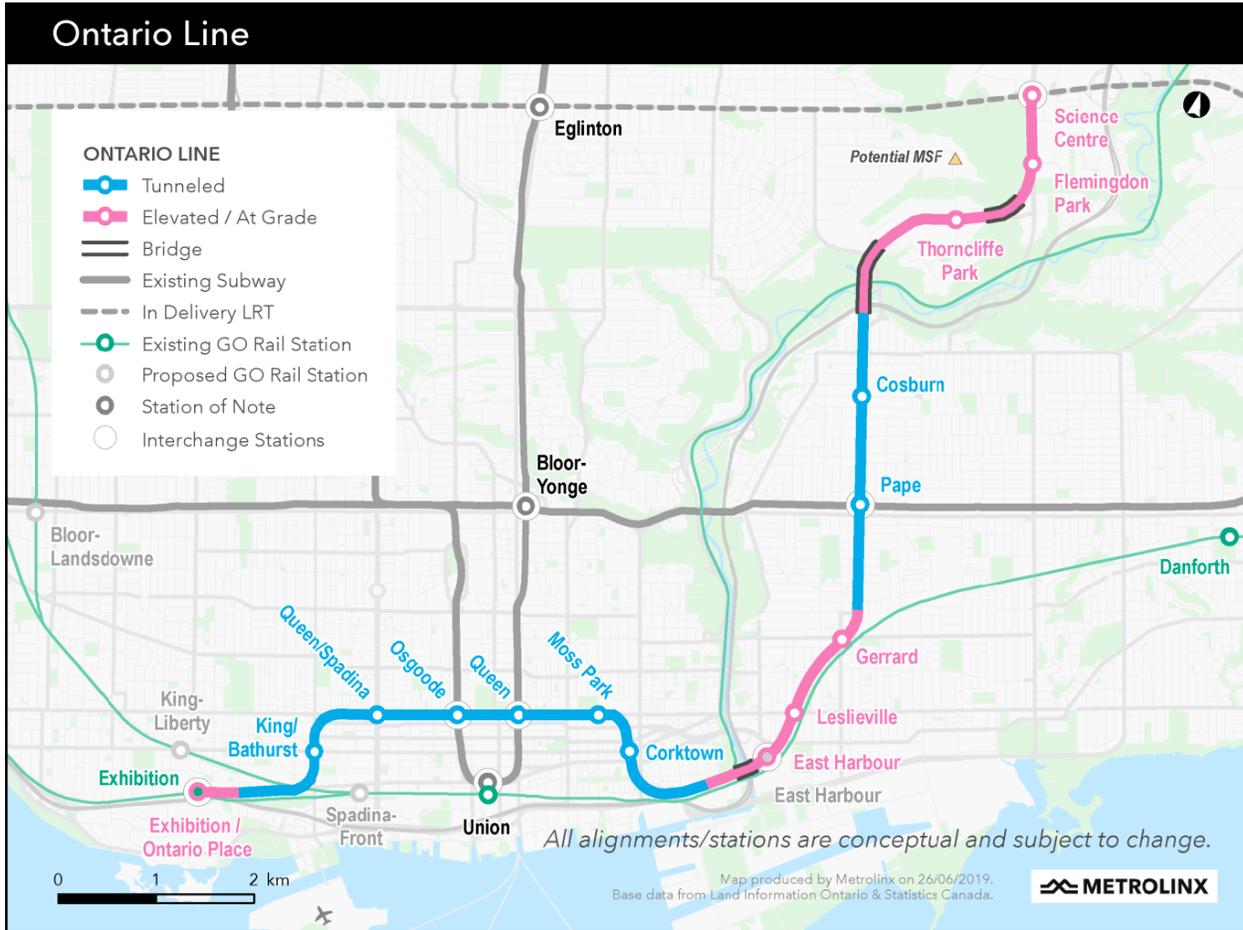
Yours Truly,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a long, sweeping underline.

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

Figure 1



**From:** [Indigenous Relations](#)  
**To:** [Fawn Sault](#)  
**Cc:** [Megan DeVries](#); [Mark LaForme](#); [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 22, 2021 11:38:01 AM

---

Hi Fawn,

Please note that the Noise and Vibration Report is now available for review as outlined below.

It can be found at the following link:



Please let me know if you have any further 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:** [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

**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 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

P: 905-768-4260 | M: 289-527-2763

<http://www.mncfn.ca>

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**From:** Indigenous Relations <[IndigenousRelations@metrolinx.com](mailto:IndigenousRelations@metrolinx.com)>

**Sent:** Thursday, March 11, 2021 1:55 PM

**To:** Fawn Sault <[Fawn.Sault@mncfn.ca](mailto:Fawn.Sault@mncfn.ca)>

**Cc:** Megan DeVries <[Megan.DeVries@mncfn.ca](mailto:Megan.DeVries@mncfn.ca)>; Mark LaForme <[Mark.LaForme@mncfn.ca](mailto:Mark.LaForme@mncfn.ca)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto: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:

[REDACTED]

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

[REDACTED]

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

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.



March 11, 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 - 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 Mississaugas of the Credit First Nation.

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the 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 wishes to share with Mississaugas of the Credit 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](http://www.metrolinx.com/ontarioline)

**Ontario Line Environmental Assessment Process and Reports**

10 Bay Street                      416.202.4967  
Toronto, ON M5J 2N8              metrolinx.com

In 2020, Metrolinx provided Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit First Nation to participate in these assessments should Mississaugas of the Credit 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**.

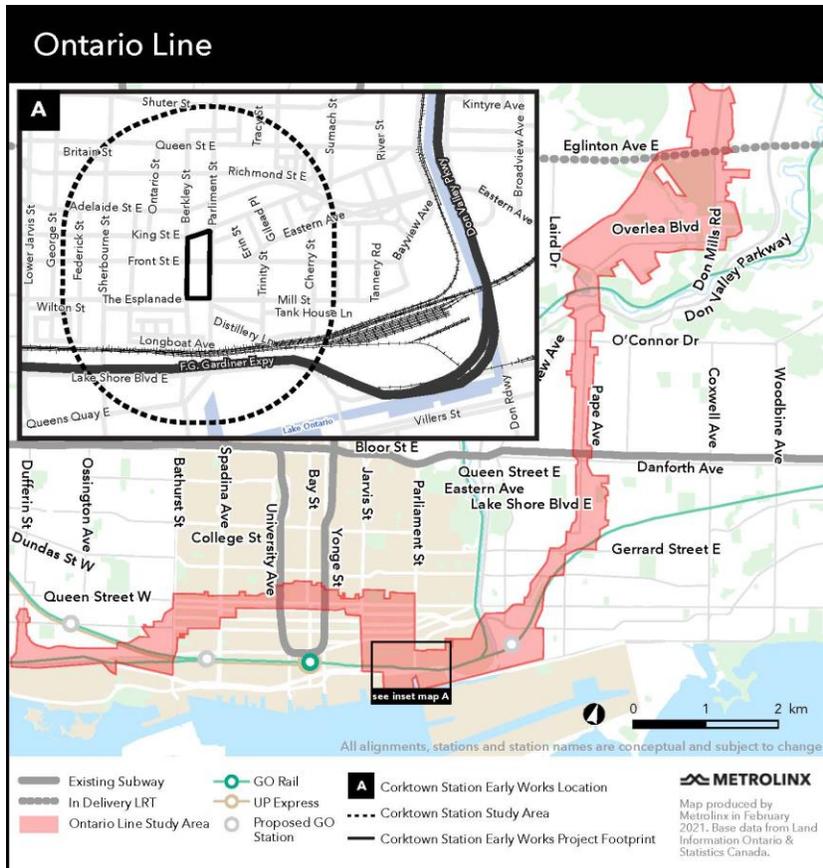


Figure 2: Map of Corktown Station Early Works

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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

Metrolinx acknowledges that Mississaugas of the Credit 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 Mississaugas of the Credit First Nation in draft form, prior to submission to MHSTCI.

### **Engagement**

Metrolinx is committed to an open, respectful, and transparent relationship with Mississaugas of the Credit First Nation. We appreciate the significant volume of documents related to this 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 Mississaugas of the Credit First Nation or working to address any questions that Mississaugas of the Credit 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](mailto: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 underline.

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  
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



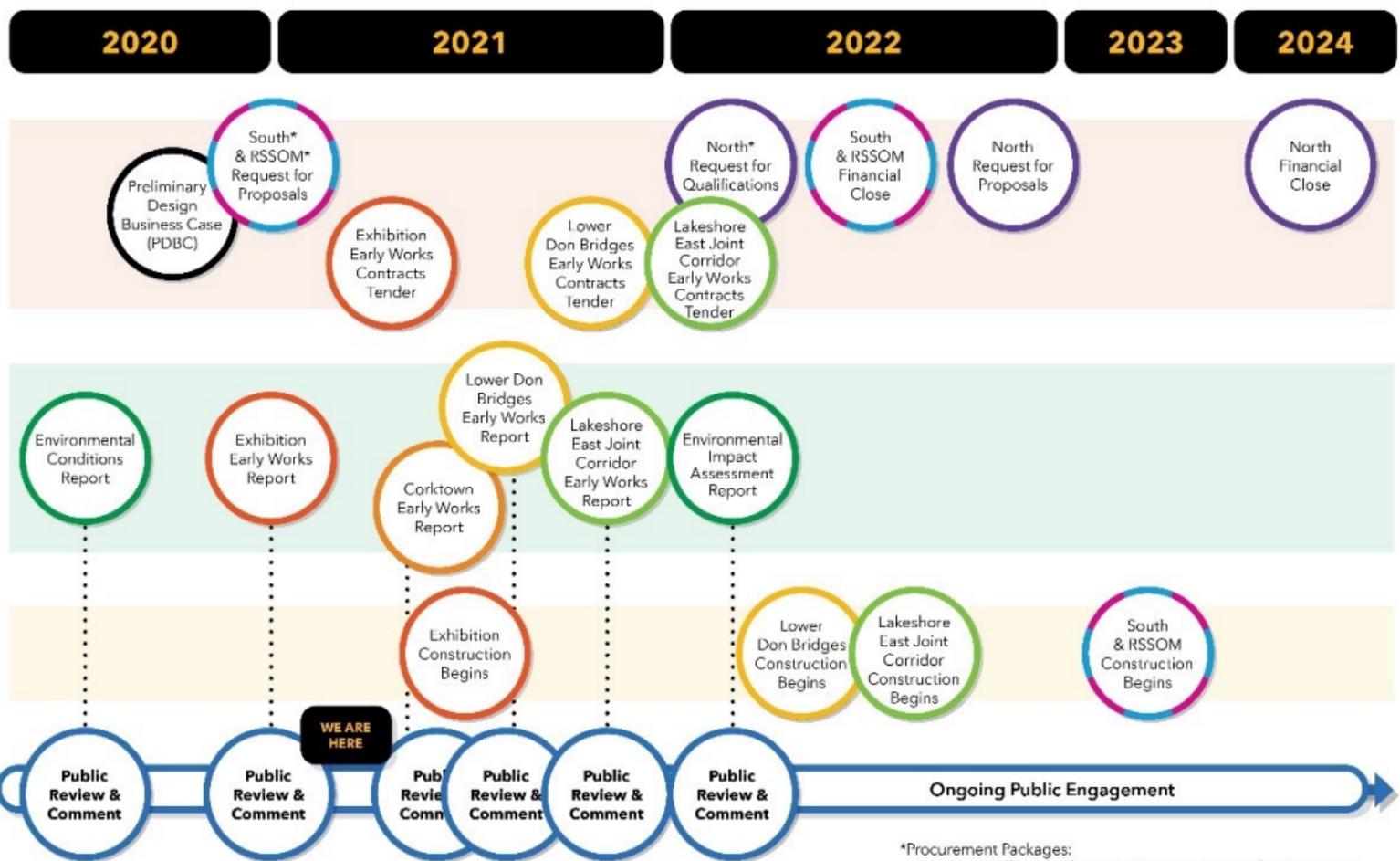
Procurement & Design



Environmental Assessment



Construction



\*Procurement Packages:  
 • RSSOM - Rolling Stock, Systems, Operations and Maintenance  
 • South - Southern Civil, Stations and Tunnel  
 • North - Northern Civil, Stations and Tunnel

Timelines are subject to change

**Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment**

| Environmental Component                                                                                            | Potential Impact                                                                                                                                                                                           | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                    | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                      | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |

| Environmental Component                               | Potential Impact                                                                                                                                                                                 | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Vegetation Communities</b>                         | <ul style="list-style-type: none"> <li>▪ Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> <li>▪ Introduction or spread of Invasive Species</li> </ul> | <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>▪ All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                  | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul> |
| <b>Wildlife and Wildlife Habitat – General</b>        | <ul style="list-style-type: none"> <li>▪ Disturbance, displacement or mortality of wildlife</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>▪ If wildlife is encountered, measures will be implemented to avoid 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 from wildlife.</li> </ul>                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>▪ On-site 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 minimize impacts.</li> </ul>                     |
| <b>Significant Wildlife Habitat: Common Nighthawk</b> | <ul style="list-style-type: none"> <li>▪ Removal of candidate nesting habitat for Common Nighthawk</li> </ul>                                                                                    | <ul style="list-style-type: none"> <li>▪ Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>▪ Demolition of buildings should be scheduled outside of 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:</li> <li>▪ 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.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Migratory Breeding Birds and Nests</b>             | <ul style="list-style-type: none"> <li>▪ Disturbance or destruction of migratory bird nests</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>▪ 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.</li> <li>▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>▪ Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                                                        |

| Environmental Component          | Potential Impact                                                                                                         | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                    | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Species at Risk – General</b> | <ul style="list-style-type: none"> <li>▪ Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul>        | <ul style="list-style-type: none"> <li>▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul> | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul> |
| <b>Wetlands and Waterbodies</b>  | <ul style="list-style-type: none"> <li>▪ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Fish and Fish Habitat</b>     | <ul style="list-style-type: none"> <li>▪ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |

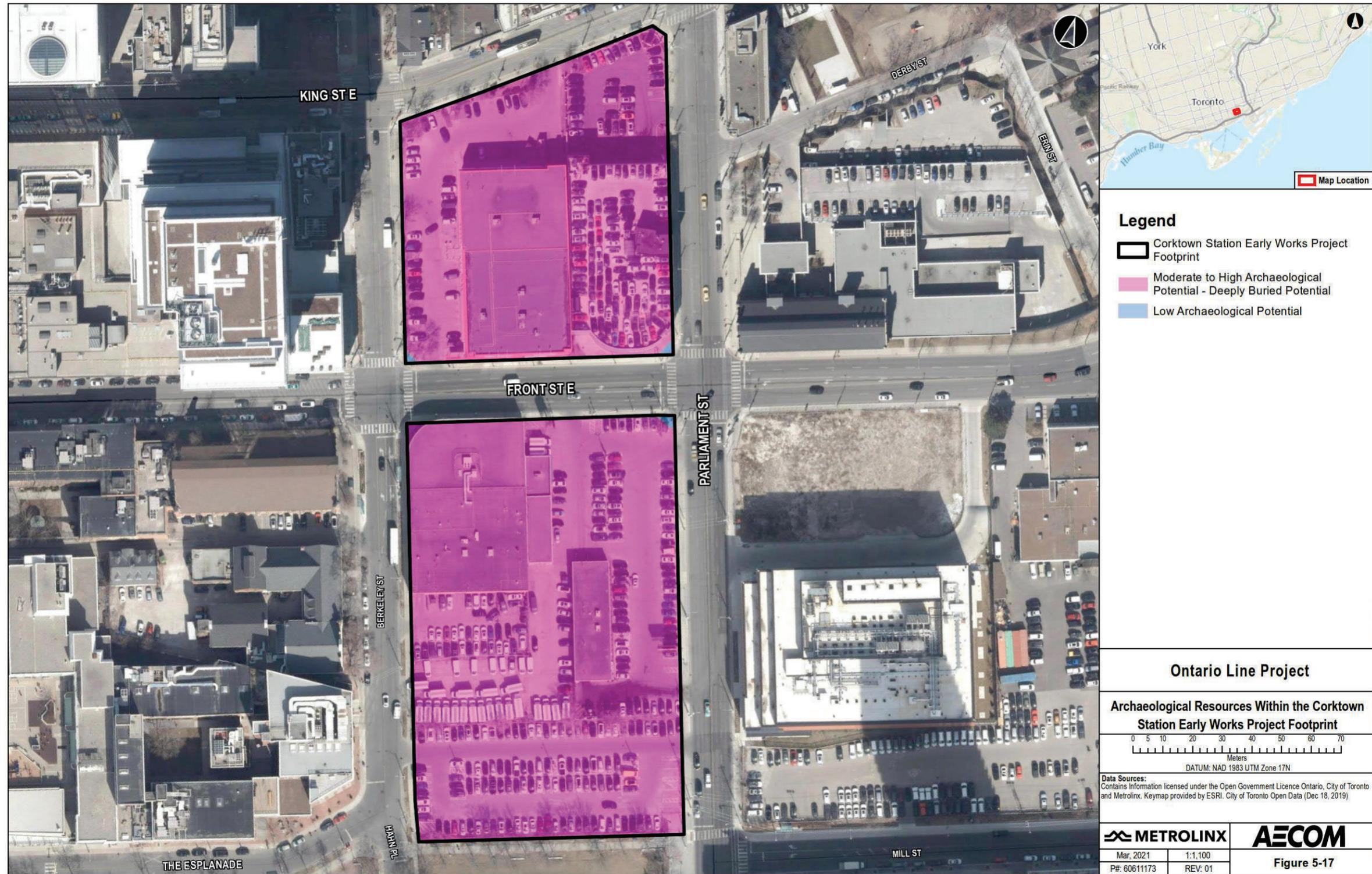
Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component         | Potential Impact                                                                                                                                                              | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Monitoring Activities                                                                                                                                                                                                             |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Archaeological Potential</b> | <ul style="list-style-type: none"> <li>Potential for the disturbance of registered archaeological sites and/or archaeological resources not previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>, and include the following. Should ground disturbing activities<sup>29</sup> be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. <ul style="list-style-type: none"> <li>The majority of the Corktown Station Early Works Project Footprint on either side of Front Street retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, and the Consumers' Gas company buildings.</li> </ul> </li> <li>Given the significance of the First Parliament Site, all previous site specific archaeological assessments should be reviewed to determine what additional archaeological work is required.</li> <li>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 any ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present.</li> <li>Indigenous Nations will be invited to participate in monitoring requirements for any subsequent archaeological work is recommended. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</li> </ul> | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |
| <b>Archaeological Resources</b> | <ul style="list-style-type: none"> <li>Potential recovery of unexpected archaeological resources during construction.</li> </ul>                                              | <ul style="list-style-type: none"> <li>Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

<sup>29</sup> Ground disturbing activities can be defined as any and all activities that will or have the potential to impact/disturb the area below the surface. Example of activities include, but is not limited to, heavy machine movement/weight, clearing, grading, excavating, trenching, drilling, and transporting and filling of land.

Figure 5-17: Archaeological Resources Within the Corktown Station Early Works Project Footprint



## Indigenous Nations

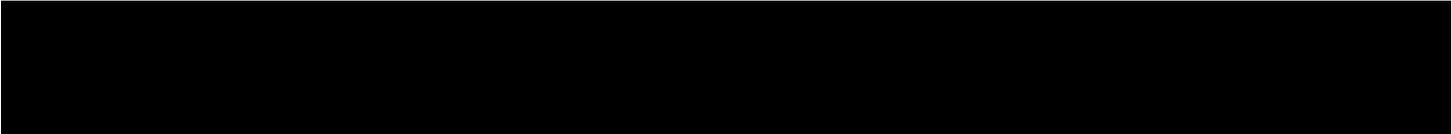
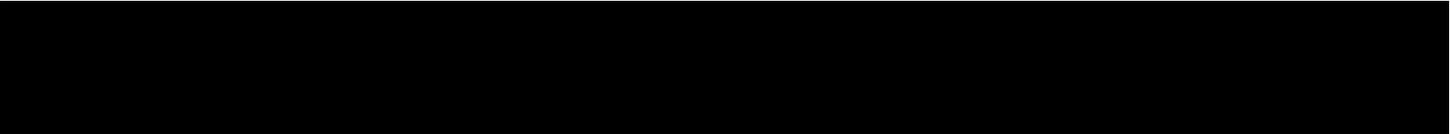
- **Mississaugas of the Credit  
First Nation Meeting Materials**

# **The Mississaugas of the Credit First Nation Meeting**

## **Ontario Line [REDACTED] Water Crossings and Proposed Works**

February 23, 2021

# AGENDA

1. Introductions
2. Metrolinx update of Subway Program
3. Project Updates:
  - Ontario Line
  - 
4. Waterway Crossings and Environmental Assessments:
  - Ontario Line
  - 
5. Next Steps

# Subway Program Update: Ontario Line

# METROLINX - REGIONAL TRANSIT NETWORK

## Legend

- 1 Yonge–University Line
- 2 Bloor–Danforth Line
- 3 Sheppard Line
- 4 Eglinton Line
- GO Lines
- A Yonge North Subway Extension to Richmond Hill
- B Three-stop Scarborough Subway Extension
- C Ontario Line
- D Eglinton West Extension to Pearson Airport
- E Sheppard East Extension
- F Hurontario LRT
- G Finch West LRT

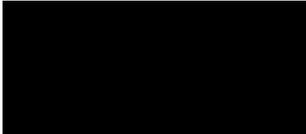


# METROLINX - THE SUBWAY PROGRAM UPDATE

Metrolinx and its partners are delivering on a bold, forward-looking transportation plan. The goals of the 2041 Regional Transportation Plan (RTP) are to create strong connections, complete travel experiences and sustainable communities. The Subway Program is a key component of this plan.

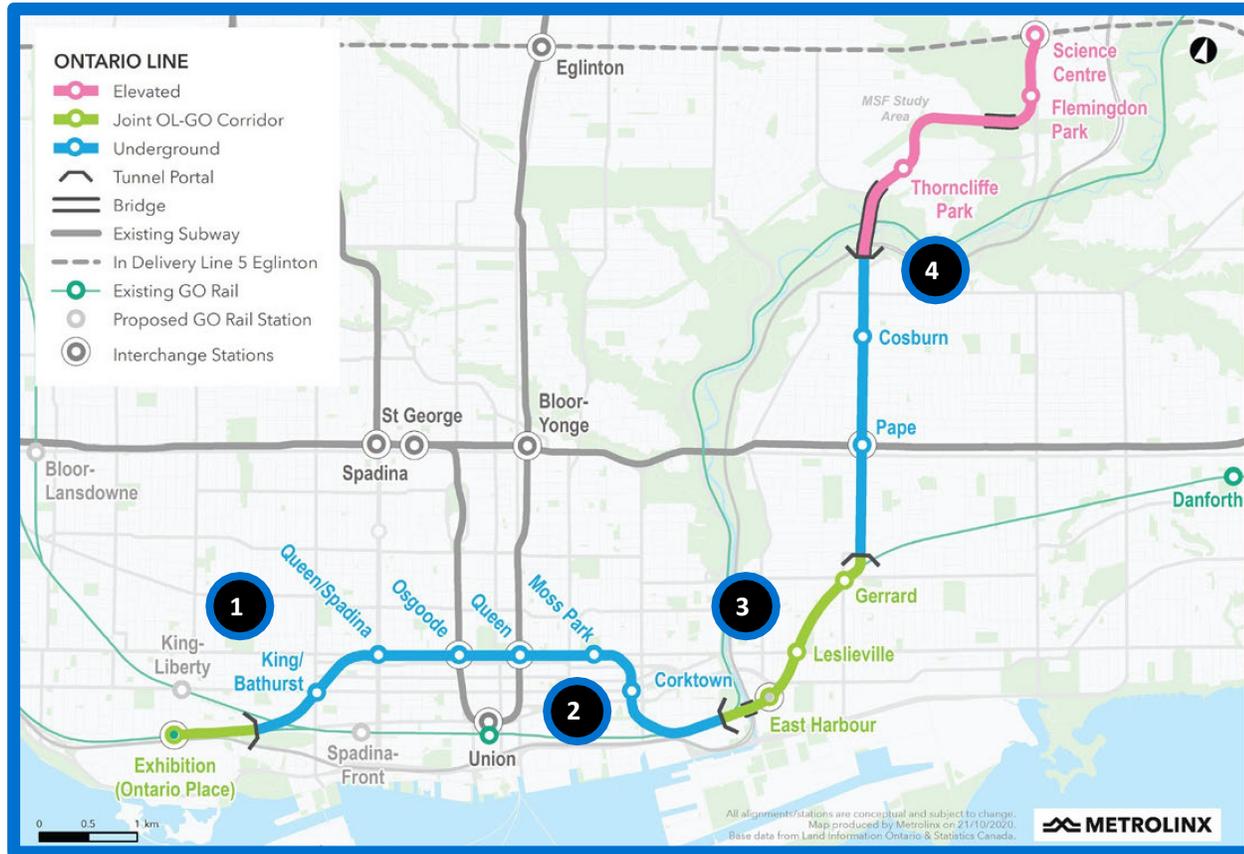
The Subway Program consists of four (4) transit projects:

1. The Ontario Line

Today we will be discussing Ontario Line  and specifically the waterways around the projects

# Ontario Line

# THE ONTARIO LINE



**1 West**  
(Exhibition to Queen/Spadina)

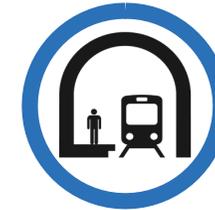
**2 Downtown**  
(Osgoode to Don Yard)

**3 East**  
(East Harbour to Pape South)

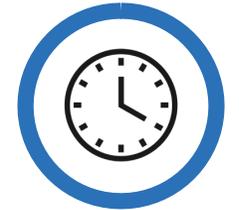
**4 North**  
(Pape to Science Centre)



~16 kilometres long



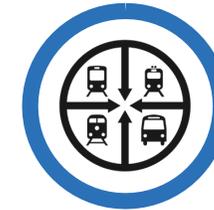
15 stations



As frequent as every 90 seconds during rush hour



388,000 daily boardings



40+ connections to other transit options

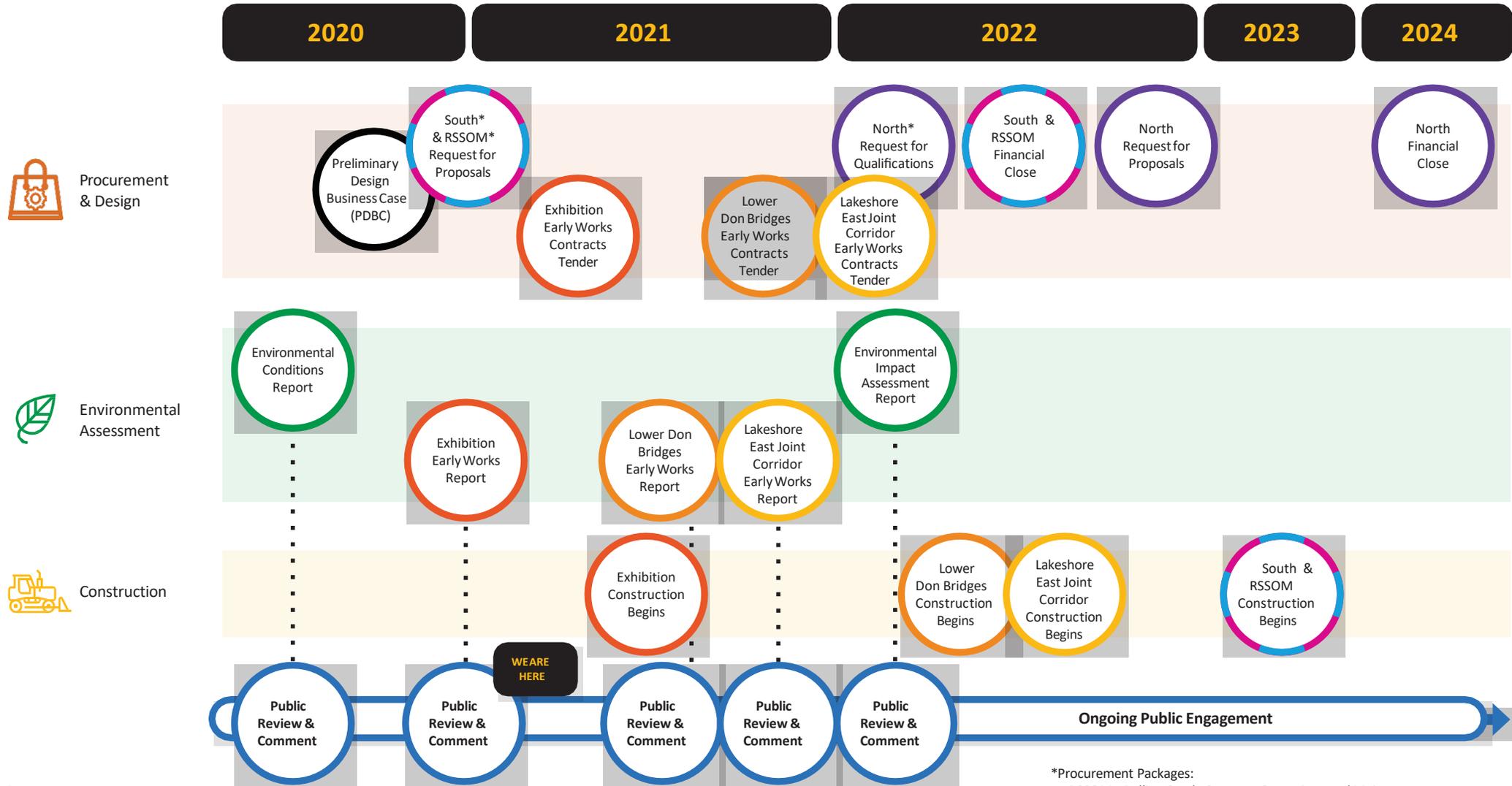


255,000 more people within walking distance to transit



Up to 47,000 more jobs accessible in 45 minutes or less, on average

# Timeline



Timelines are subject to change

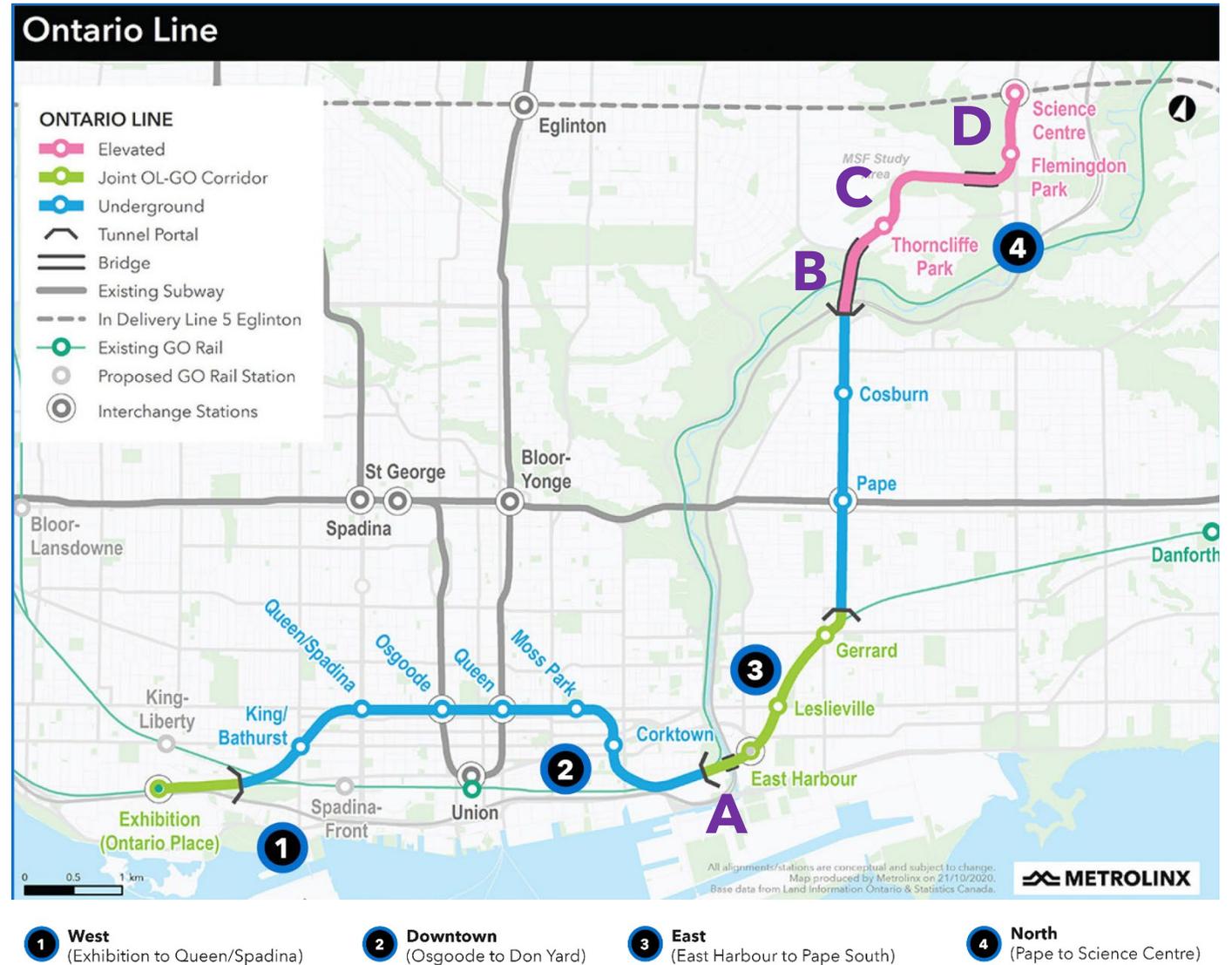
\*Procurement Packages:  
 • RSSOM - Rolling Stock, Systems, Operations and Maintenance  
 • South - Southern Civil, Stations and Tunnel  
 • North - Northern Civil, Stations and Tunnel

# EA Highlights - Ontario Line Don River Crossings

# OL - OVERVIEW OF THE DON VALLEY CROSSINGS

## Don Valley Crossings:

- A - Lower Don Crossing (Lower Don Bridges) at existing Lakeshore East rail bridge
- B - Don River Crossing at Millwood Road
- C - West Don River (Walmsley Brook) Crossing near Beth Neilson Drive
- D - West Don River Crossing at Overlea Boulevard



# OL - NATURAL ENVIRONMENT


 Imagine it. Delivered.

**Appendix B. Terrestrial Environmental Conditions Photographic Log**

Metrolinx  
**Natural Environment Environmental Conditions Report**  
 Ontario Line Project

Prepared by:  
 AECOM Canada Ltd.  
 105 Commerce Valley Drive West, 7<sup>th</sup> Floor  
 Markham, ON L3T 7W3  
 Canada

T: 905.886.7022  
 F: 905.886.9494  
 www.aecom.com

Date: November 2020



Photograph 9: Dry-moist Old Field Meadow (CUM1-1) located along the south bank of the Don River underneath the Millwood Road Overpass Bridge-- June 19, 2019 (facing south)

| Environmental Component                                    | Potential Impacts                                                                                                                                  | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Refer below to W Communities, W Environment.                                                                                                                                                                                                                                   |
|------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Policy Areas – Urban River Valley under the Greenbelt Plan | Vegetation removal within the Urban River Valley                                                                                                   | Refer below to mitigation measures described for Vegetation Communities, Wildlife and Wildlife Habitat and Aquatic Environment.<br>Compensation for the removal of vegetation in accordance with Metrolinx's Vegetation Guidelines (2020) will consider maintaining or enhancing connectivity along the Don River to the extent possible.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                |
| Vegetation Communities                                     | Removal of vegetation communities. Damage to adjacent vegetation or Ecological Land Classification communities as a result of accidental intrusion | Vegetation removal will be kept to a minimum and limited to within the construction footprint.<br>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 Ecological Land Classification communities.<br>Provide compensation for the removal of vegetation in accordance with Metrolinx's Vegetation Guidelines (2020).<br>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-measure cover crop as needed.<br>Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds and Species at Risk) and features (e.g., Significant Wildlife Habitat). Refer to the Wildlife, Significant Wildlife Habitat, and Species at Risk mitigation measures described below. | On-site inspection implementation of corrective action include additional activities to minimize the approach to be determined by pre by-laws / regular ecological funds.                                                                                                      |
| Vegetation Communities                                     | City and Private Tree Removal                                                                                                                      | An Arborist Report by an ISA, Certified Arborist may be prepared with regard to the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.<br>The Arborist Report may include, but not be limited to the individual identification of trees within the Study Area including those that require removal or preservation, or trees that may be injured as a result of the Project. Trees to be identified within the Study Area may include those on Metrolinx property, trees on public and private lands, and boundary trees. The City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.<br>Prior to the undertaking of tree removals, a Tree Removal Strategy / Tree Preservation Plan may be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection                                                                                                                            | Regular inspection undertaken as well as fencing is intact, damage to existing vegetation occurs.<br>On-site inspection implementation of corrective action include additional activities to minimize the approach to be determined by pre by-laws / regular ecological funds. |

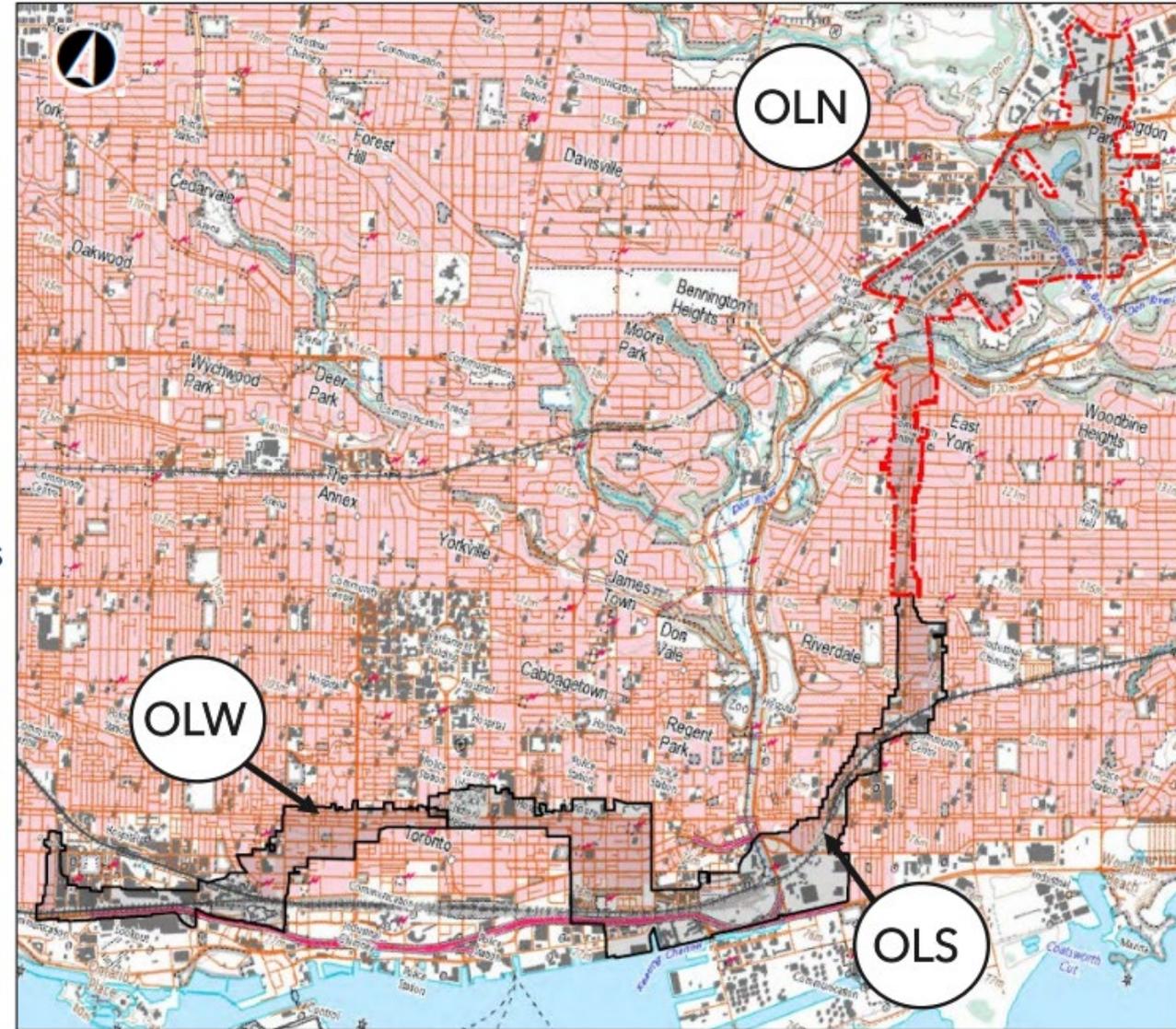


Photograph 15: Butternut (*Juglans cinerea*) identified within the Millwood Road Area of Investigation in the Dry – Fresh Sugar Maple – Oak Deciduous Forest Type (FOD5-3) – July 9, 2019

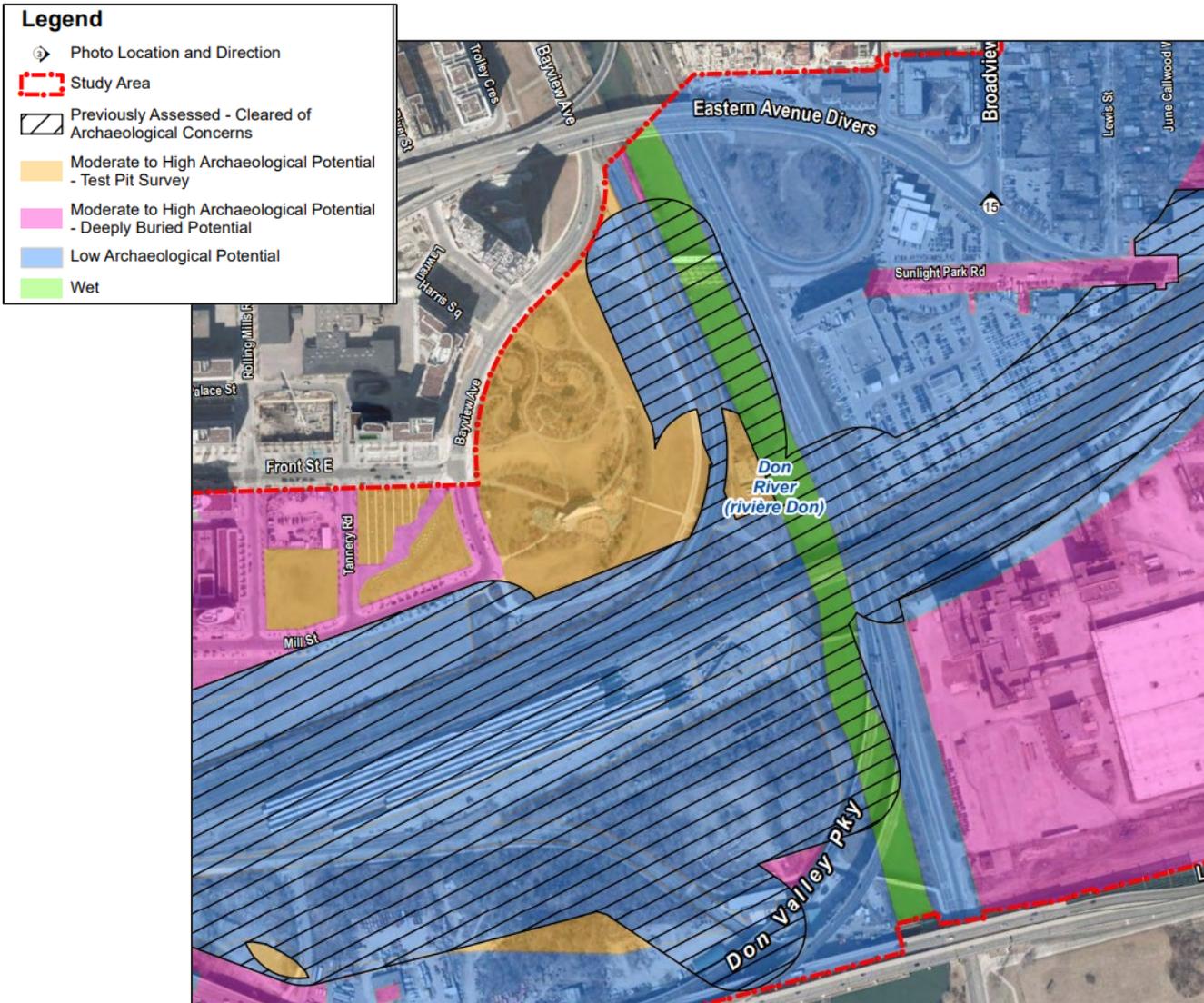
- OL Environmental Conditions Report outlines impacts, mitigation measures and monitoring activities, including those related to:
  - Vegetation and Vegetation Communities
  - Wildlife and Wildlife Habitat
  - Aquatic Environment (Fish and Fish Habitat, Wetlands and Waterbodies)
  - Species at Risk (SAR)
- These impacts, mitigation measures and monitoring activities will be further studied and refined in the forthcoming Lower Don Bridges Early Works Report and the Environmental Impact Assessment Report
- Once more project details are available (e.g., specific alignment of crossings and anticipated areas of construction disturbance), further studies will be completed, which may include:
  - Species-specific SAR surveys
  - Additional plant community surveys
  - Detailed fish and fish habitat assessments
- These studies will also support further consultation with applicable regulatory agencies (e.g., DFO) and the necessary permits/approvals

# OL - ARCHAEOLOGICAL WORK AND ENGAGEMENT OVERVIEW

- Archaeological assessments conducted in three sections: Ontario Line West (OLW), Ontario Line South (OLS) and Ontario Line North (OLN)
- Stage 1 work:
  - Draft reports shared with Indigenous communities in March 2020
  - Reports submitted to MHSTCI in May 2020 and accepted into Registry
  - Draft Addendum to OLS Stage 1 AA report that corrects a mapping error in the Lower Don Bridges area was shared with MCFN on February 5 2021
- Stage 2 work:
  - Stage 2 assessments in Don Valley areas that are anticipated to be impacted are planned to start in Summer 2021, subject to further design detail confirmation and Permission to Enter agreements
  - To facilitate FLR involvement, Metrolinx will share the details of the planned Stage 2 work as soon as this information is available



# LOWER DON BRIDGES CROSSING AREA



**Image:** Southern view of the existing rail bridge crossing the Lower Don River.  
Source: Metrolinx, 2020

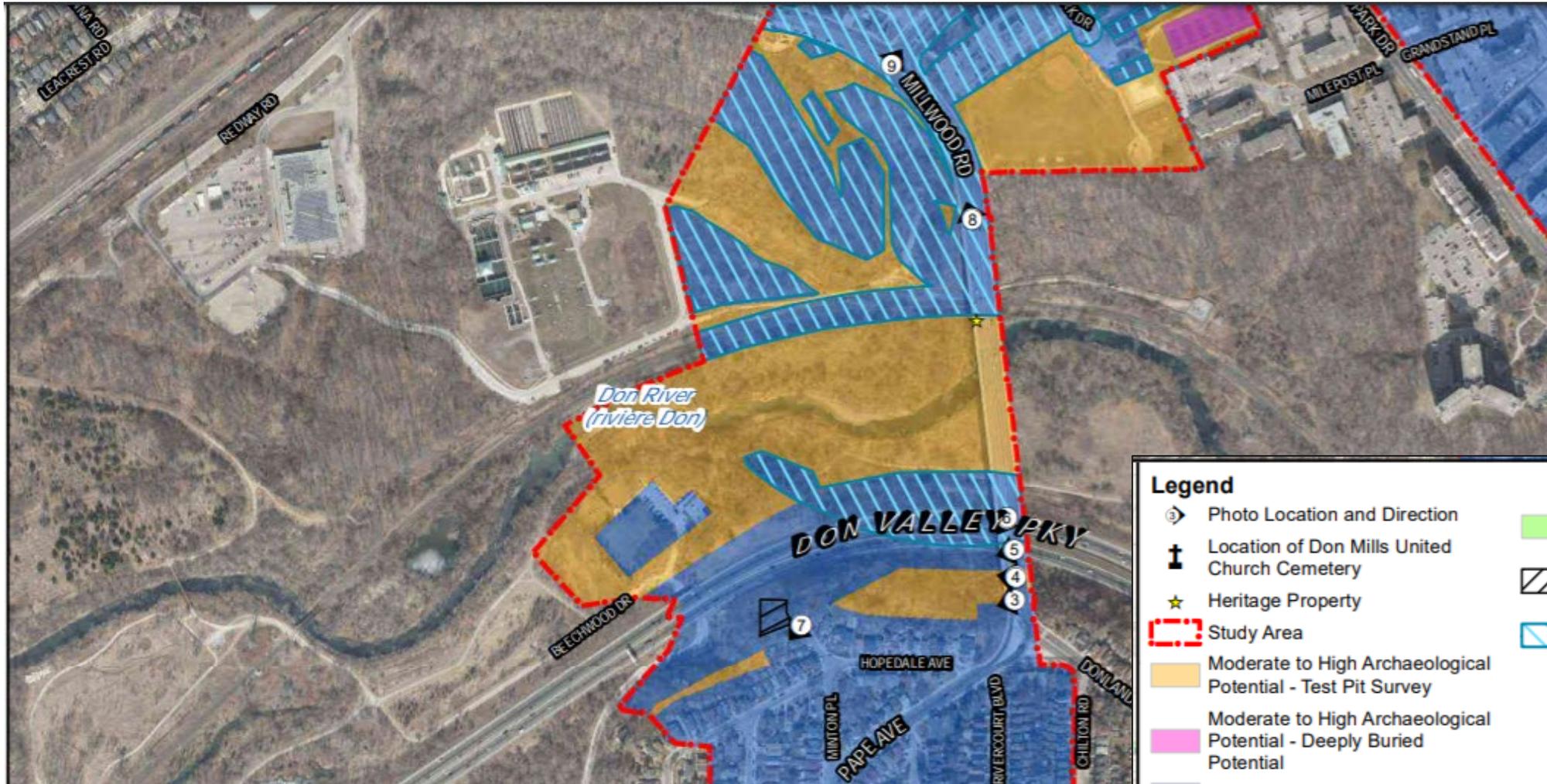


**Image:** Northern view of the existing rail bridge crossing the Lower Don River.  
Source: Metrolinx, 2020

# LOWER DON BRIDGES CROSSING AREA

- Existing Conditions Overview:
  - Crossing area is within the Don River floodplain, though no provincially or locally significant wetlands, areas of natural and scientific interest, woodlands, valleylands or environmentally significant areas are present in vicinity of this crossing.
  - Lower Don River provides fish habitat important for migration, feeding and refuge.
  - Species of Conservation Concern (Northern Map Turtle) and Species at Risk (Barn Swallow and Chimney Swift) may occur. There are no recent records of aquatic Species at Risk.
- Anticipated Impacts Summary:
  - Removal of/damage to trees, terrestrial vegetation and wildlife habitat; impacts to aquatic/riparian vegetation.
  - Erosion and sedimentation, and potential for impacts to fish and fish habitat.
  - Disturbance or displacement of wildlife species, and reduced habitat connectivity.
- Mitigation Measures Summary:
  - Tree/vegetation removals will be kept to a minimum and limited to the construction footprint. Temporarily disturbed areas will be restored/re-vegetated.
  - Construction activities will maintain buffers established during the design phase to minimize potential impacts to the Lower Don River. Erosion and sediment control measures will be implemented.
  - Ensure that all in-water activities do not interfere with fish passage, constrict the channel width, or reduce flows.
  - Prior to construction, species-specific surveys will be completed, as required, to avoid or minimize potential impacts and meet all Species at Risk regulatory requirements.

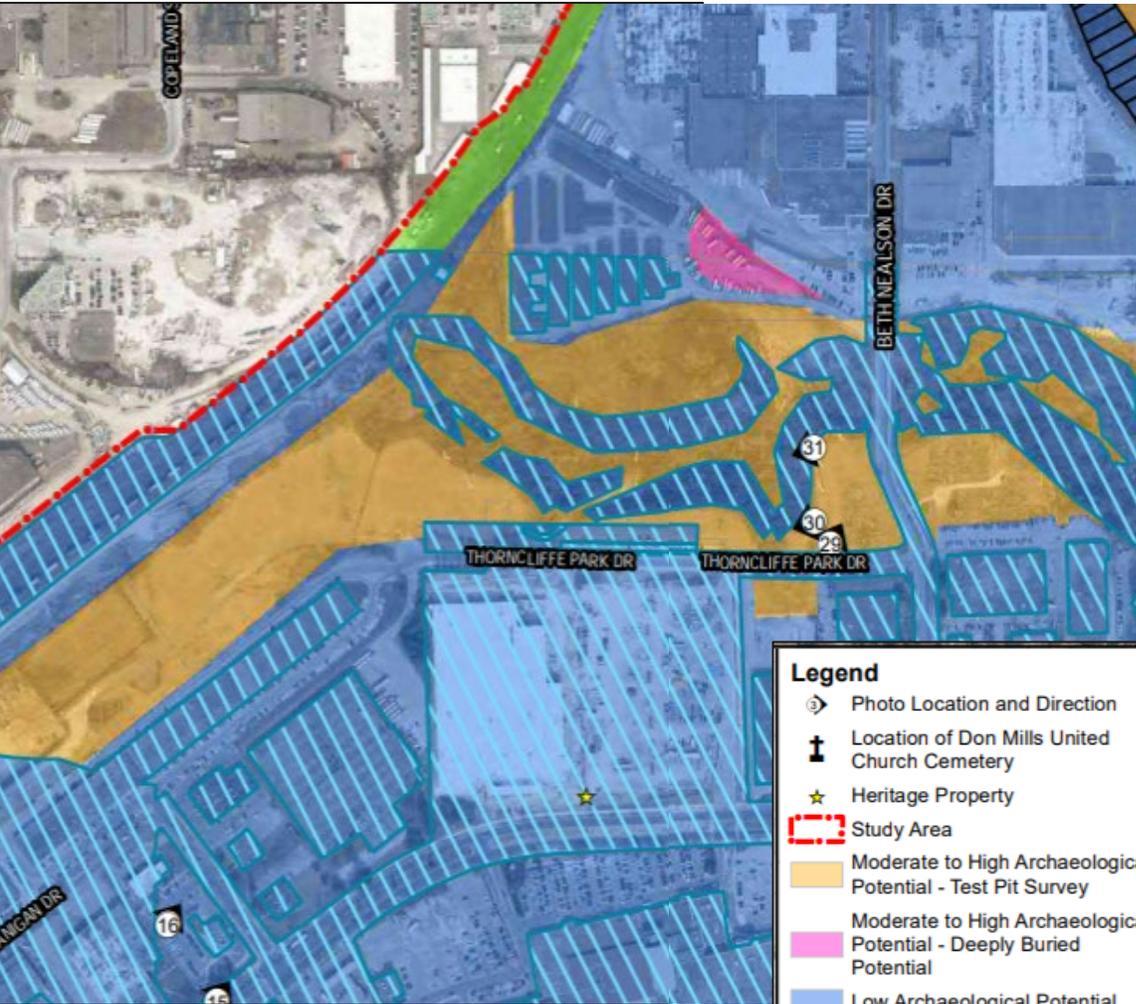
# MILLWOOD ROAD CROSSING AREA



**Legend**

|                                                                     |                                                         |
|---------------------------------------------------------------------|---------------------------------------------------------|
| Photo Location and Direction                                        | Previously Disturbed; No Further Work Required          |
| Location of Don Mills United Church Cemetery                        | Steeply Sloped - Archaeological Assessment Not Required |
| Heritage Property                                                   | Previously Assessed, No Further Work Required           |
| Study Area                                                          |                                                         |
| Moderate to High Archaeological Potential - Test Pit Survey         |                                                         |
| Moderate to High Archaeological Potential - Deeply Buried Potential |                                                         |
| Low Archaeological Potential                                        |                                                         |

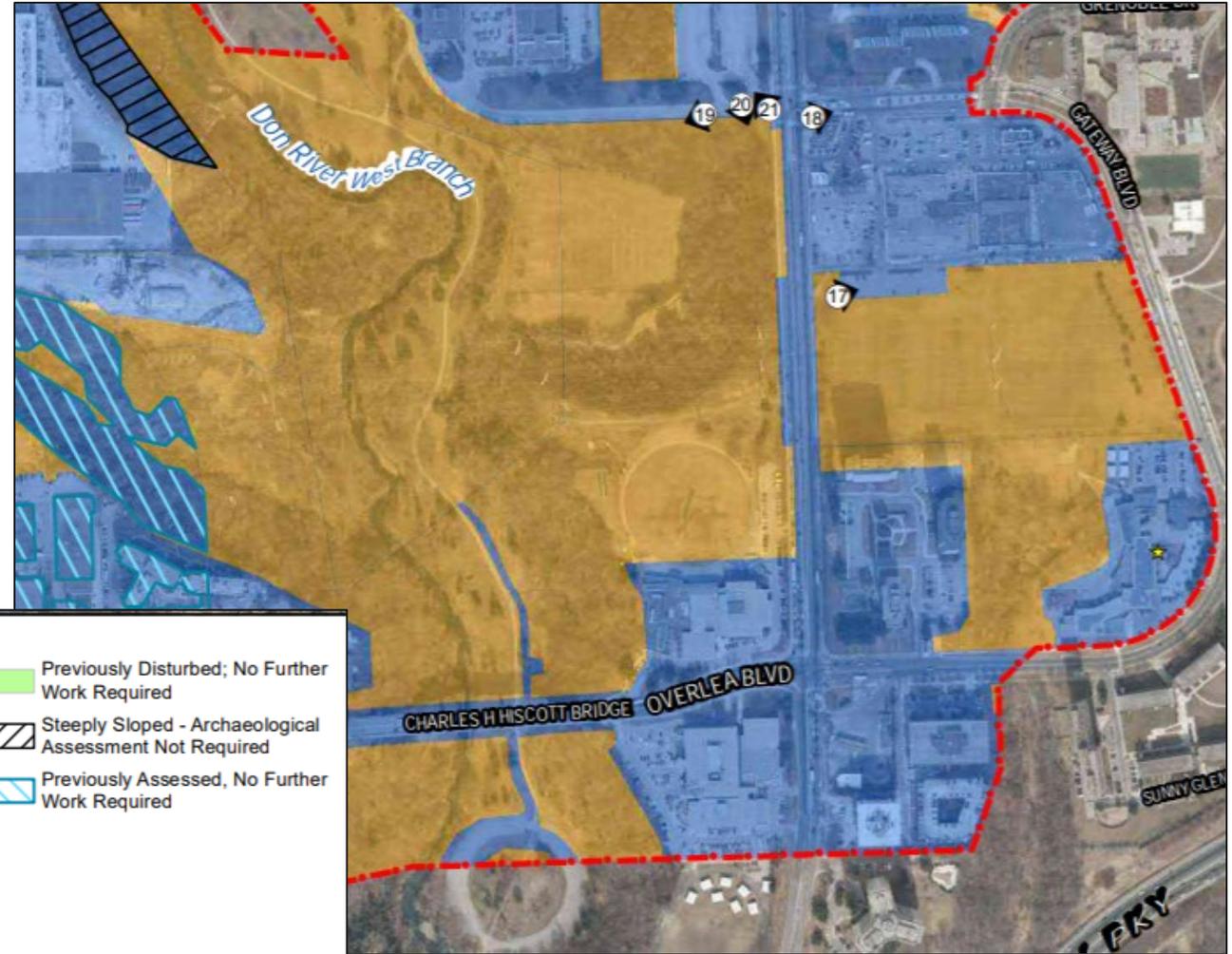
# WALMSLEY BROOK CROSSING AREA



**Legend**

- Photo Location and Direction
- Location of Don Mills United Church Cemetery
- Heritage Property
- Study Area
- Moderate to High Archaeological Potential - Test Pit Survey
- Moderate to High Archaeological Potential - Deeply Buried Potential
- Low Archaeological Potential
- Previously Disturbed; No Further Work Required
- Steeply Sloped - Archaeological Assessment Not Required
- Previously Assessed, No Further Work Required

# OVERLEA BOULEVARD CROSSING AREA



# Next Steps

# Questions / Discussion on Engagement



## Metrolinx and Mississaugas of the Credit First Nation Subways Program Meeting

**DATE/TIME:** February 23, 2021/ 10:00 am – 12:00pm

**LOCATION:** Teams Videoconference Meeting

**PREPARED BY:** Metrolinx

### IN ATTENDANCE (by phone)

- |                                                                                                                                                                                                                 |                                                                                                                                                                                                                                      |                                                                                                                                                                                               |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Mark LaForme – MCFN</li> <li>• Fawn Sault – MCFN</li> <li>• Megan DeVries - MCFN</li> <li>• Fallon Melander – Metrolinx</li> <li>• Tyler Mayhew - Metrolinx</li> </ul> | <ul style="list-style-type: none"> <li>• Laura Durie – Metrolinx</li> <li>• Kelly Thornton – Metrolinx</li> <li>• Carrie Sheaffer – Metrolinx</li> <li>• James Francis – Metrolinx</li> <li>• Catherine Curak - Metrolinx</li> </ul> | <ul style="list-style-type: none"> <li>• Jaimi O’Hara – Metrolinx</li> <li>• Daniel Cicero – Metrolinx</li> <li>• Malcom Mackay – Metrolinx</li> <li>• Joshua Engel-Yan– Metrolinx</li> </ul> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

### MINUTES

#### TOPIC / COMMENTS

#### Welcome and Introductions

- The purpose of this meeting was to discuss the proposed plans that are on or near waterways for the Ontario Line and [REDACTED] Subway Projects and to ensure participation of MCFN in the projects
- The meeting was chaired by Fallon Melander, Manager of Indigenous Relations at Metrolinx
- Mark LaForme provided a brief overview of DOCA and thanks Metrolinx for embracing the responsibility of working with MCFN
- [REDACTED]
- Fawn Sault indicated that MCFN receives approximately 180 notices a month from various proponents
- Fallon Melander recognized the importance of water and indicated that Metrolinx wanted to understand the expectations of the Nation and expressed a desire to meet with the right people, including if required, chief and council in order to address and hear any concerns. She mentioned that the work along the Humber River fell on lands that are within the boundaries of the TRCA, [REDACTED]

#### Overview of Subway Program

- Tyler Mayhew provided a high-level overview of the Subway Program, the Ontario Line and the time line related to the Don Bridges
- Mark LaForme had a question about difference between existing conditions report and environmental impact report – James Francis indicated that the reports are connected. The Early Works Report will be included in the Environmental Impact Assessment. He stated that the existing conditions was a smaller look at the project area and the environmental impact report will be the entire project area including four new bridges over Don River and a pedestrian cyclist connection over the river. The Environmental Impact Assessment will also include the operational impacts separate from construction
- Mark LaForme asked if it was a provincial or federal impact assessment. James Francis stated it was a provincial assessment under the provincial EA Act
- [REDACTED]

#### Environmental and Archaeological Works

Ontario Line EA

- James Francis presented slides on the four proposed Don River Crossings. There will be four total crossings which are being assessed over the Don River in multiple locations. He indicated that the Early Works report had been completed for the Lower Don crossing, but that the other three crossings would be studied in the Environmental Impact Assessment Report and included Natural environment studies that would provide much more detail
- Mark LaForme asked if the lands presented in slide 16 all fall within the TRCA boundaries. James Francis indicated that while much of it does, it is a mixture of landowners including private property owners.
- Mark LaForme asked if there would be any in-water works. James Francis indicated that in-water works are not anticipated for this location.
- James Francis went over the vegetation removal policy – Metrolinx plans to employ a 3:1 tree replacement ratio as we try to lower our impact on the environment, but that those ratios go up within any Designated Natural Areas, for which much of the study area along the Don River is. Ratios within DNAs are compensated also based on the ecological value of specific species which go above and beyond 3:1. **ACTION ITEM:** Follow up with Vegetation Guideline and tree replacement counts
- James Francis indicated that there will be protections in place for soil, and that Metrolinx will be completing a series of species-specific studies in advance of construction
- James Francis indicated that Stage 2 Archaeology (Millwood) would be occurring this year [REDACTED]
- Mark LaForme asked how archaeological potential was determined. James Francis indicated that this was explored and identified through the Stage 1 Archaeological Assessment which had been shared with MCFN
- Megan DeVries indicated that MCFN was reviewing the Ontario Line South Stage 1 Archaeological Assessment Addendum and stated that MCFN's field archaeologists may have technical questions about tunnels. Subways are new to DOCA and would like to possibly have a technical discussion with engineers to provide some clarity about what work would entail in the near future.
- Megan DeVries also commented that the river crossings include natural heritage and environmental field work [REDACTED]  
[REDACTED] To date MCFN hasn't had that participation in Mx projects but want to ensure that they will on subways. MCFN continues to have Stewardship responsibilities for the lands and waters which requires an understanding of risk
- [REDACTED] **ACTION ITEM:** Fallon Melander to book another meeting with Megan DeVries
- Fallon Melander inquired as to whether or not the forecast that is sent by IRO is helpful and what other ways IRO could support DOCA
- James Francis confirmed that a technical meeting could be set up to discuss the OLS Addendum if needed
- Fawn Sault inquired about opportunities for education within Stations. Fallon Melander identified that Head Sponsors on the project have identified opportunities for MCFN to have educational components about Indigenous peoples, MCFN, treaties etc. in stations, trains or part of design. One opportunity could be looking to funding partners to fund land acknowledgement art etc. Fallon Melander discussed the development of the Metrolinx network-wide transit map which now includes the treaties. Fallon Melander indicated that Metrolinx is open to ideas about how to acknowledge the original keepers of the land.
- Mark LaForme stated that the Mississauga Business Development Corp has been in touch with Metrolinx to discuss opportunities. Fawn Sault indicated there are many opportunities outside of DOCA to engage MCFN and perhaps Mx could canvas a few people to brainstorm

[REDACTED]

█  
█

[REDACTED]

**Discussion**

- [REDACTED] **ACTION ITEM:** Fallon Melander to set up a meeting with Megan DeVries and Joelle Williams [REDACTED]
- Fallon Melander identified the First Parliament site and reviewed Metrolinx engagement with MCFN regarding participation in the borehole drilling that took place in February and continues into March. She indicated that IRO identified that it may be appropriate that the location of Canada’s first parliament commemorate Indigenous Peoples as well. Metrolinx is looking to have a working group and opportunity to engage with others about what the future station site will look like to capture the history of the area
- Malcolm McKay inquired about who would be appropriate to represent Indigenous Nations for the commemoration of the site and working group
- Fallon Melander said she did not know, and that Metrolinx would have to ask the Nations who lived and gathered in the area at the time
- Malcom McKay provided an overview, that the site was in the Don Yard and was planned to be used for a future station and tunneling works. One area of the site was the location of the first parliament and second parliament of Canada, as well as a jail. Metrolinx is looking to develop a working group or table to talk about how to go about archaeological investigations, possible soil contamination due to previous gas station, and how to educate and commemorate the significance of the site. Work is planned to begin Summer of 2021, and Metrolinx is looking for representatives who could provide guidance and input on commemoration.
- Mark LaForme said that this would need to be more of a political discussion by Chief and Council and that would ask and explore what MCFN’s historical connection to the site may be. He asked for further information about the site.
- Malcolm McKay said he would provide slide deck to Fallon with an overview of the site and proposed working group to share with Mark **ACTION ITEM:** Fallon Melander to send slide deck to Mark LaForme

**Next Steps**

- IRO to follow up on action items
- Meeting to be booked with Fawn and Megan [REDACTED]

\*Please contact Metrolinx (IndigenousRelations@metrolinx.com) within seven (7) days of issuance of these minutes for any errors or omissions.

## Indigenous Nations

- **Mississaugas of Scugog Island First Nation**

**From:** [Indigenous Relations](#)  
**To:** [klarocca@scugogfirstnation.com](mailto:klarocca@scugogfirstnation.com)  
**Cc:** [Michael Thoms](#); [Monica Sanford](#); [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Ontario Line: Draft Corktown Station Early Works Report for Review  
**Date:** Wednesday, May 12, 2021 5:02:54 PM  
**Attachments:** 

---

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 share the Draft Corktown Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback.

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.

We ask that you provide any comments no later than June 11, 2021.

The reports are available at the following link:



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 the Indigenous Relations Office.

Miigwetch,

Fallon

**Fallon Melander**

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

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

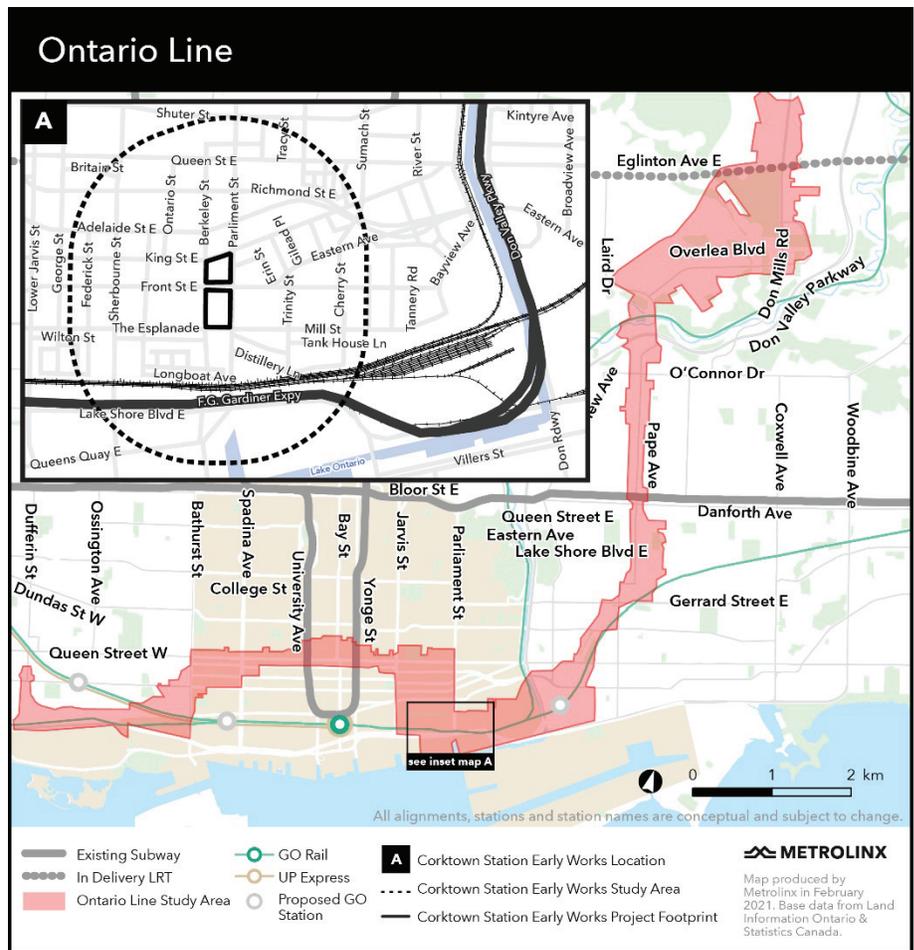
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)



May 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 - Notice of Publication of Draft 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 15.6 kilometres of subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Mississaugas of Scugog Island First Nation.

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 the Draft Corktown Station Early Works Report (EWR).

**Project Description**

The Ontario Line will stretch from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line is proposed to include 15 stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the Eglinton Crosstown LRT, and streetcar lines. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable commutes. More information on the Project can be found on our website:

[www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)

The initial draft of the Corktown Station EWR and a letter outlining Corktown Station early works were shared with Mississaugas of Scugog Island First Nation on March 11, 2021. As outlined in the letter, 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*.

### Draft Corktown Station Early Works Report

In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared a Draft Corktown Station EWR that documents the assessment of Corktown Station early works.

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station. The location of the Corktown Station early works project footprint and study area can be viewed below in **Figure 1**.

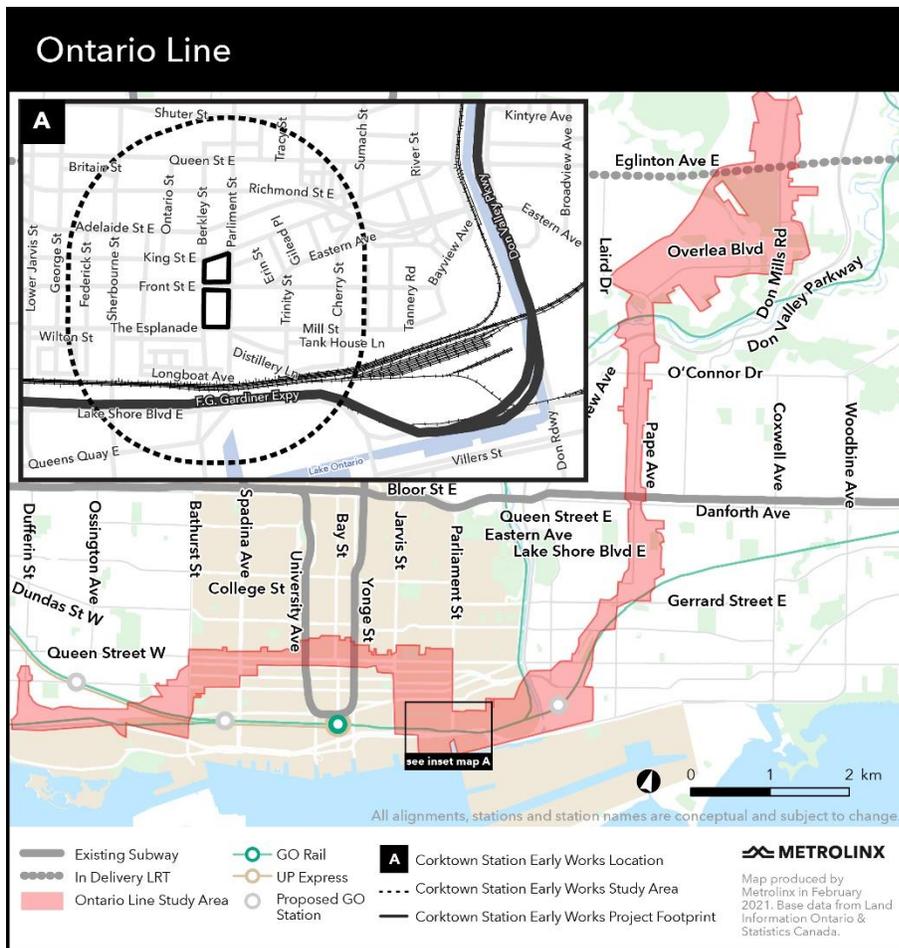


Figure 1: Map of Corktown Station Early Works



The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

The EWR documents the assessment of Corktown Station early works and outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

The Draft EWR is available for your review and can be found via the Dropbox link shared in the body of the email that is associated with this letter. We welcome any additional comments you may have on the Draft EWR. The Draft EWR is available for review and comment starting **May 12, 2021** and ending on **June 11, 2021**. The Notice of Publication of Draft Corktown Station EWR is provided in **Attachment 1**. The Draft EWR will be updated following the review period, and the Final EWR will be published on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)) and shared with Mississaugas of Scugog Island First Nation.

#### Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft EWR that may be of interest to *Mississaugas of Scugog Island First Nation*. If *Mississaugas of Scugog Island First 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.

#### Revisions to the Initial Draft of the Corktown Station Early Works Report

In accordance with O. Reg. 341/20, Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR.

To streamline capacity for Mississaugas of Scugog Island First Nation to provide comments or feedback, a summary of revisions to the EWR since the circulation of the initial draft of the EWR is as follows:

- Minor editorial changes to address grammatical and syntax errors and updates to reflect comments received from agencies;
- Clarification that the project operations, construction of Corktown Station and other project components will be assessed in the Ontario Line Environmental Impact Assessment Report;
- Inclusion of information on the Parkland Strategy (City of Toronto, 2019), First Parliament Master Plan (City of Toronto, 2020) and additional information on planned community services and facilities in the Corktown Station Early Works Study Area;
- Edits to the text to reflect that the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) Minister's Consent has been granted for the demolition and removal of the non-heritage buildings at 265 Front Street East and removal of the heritage attributes at 265 Front Street East, 271 Front Street East and 25 Berkeley Street located on the First Parliament Site, and affirming Metrolinx's commitment to fulfilling the conditions outlined in the Minister's Consent, including completion of archaeological requirements;
- Additional mitigation measures for environmental disciplines such as archaeology, air quality and traffic and transportation, that include:
  - Coordination and completion of required archaeological investigations, early works activities and/or activities that have the potential for vibration effects such that buried archaeological resources are appropriately considered;
  - Use of non-chloride dust suppressants; and
  - Consultation with the City of Toronto to minimize potential impacts during special events (e.g., the Toronto Christmas Market at the Distillery District) should closures or long-term impacts be required.
- Revision of traffic and transportation figures to include additional information such as intersection names and inclusion of an additional noise and vibration figure to show representative receptor locations.

## Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Mississaugas of Scugog Island First Nation. We appreciate the significant volume of documents related to this 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 Mississaugas of Scugog Island First Nation or working to address any questions that Mississaugas of Scugog Island 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](mailto:IndigenousRelations@metrolinx.com).

Metrolinx welcomes any comments or feedback on the Draft EWR from Mississaugas of Scugog Island First Nation. Please provide these in writing no later than **June 11, 2021**. Comments and information regarding this draft report will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. 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*.

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 underline.

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  
Merlin Yuen, Project Coordinator, Metrolinx  
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Corktown Station Early Works Report  
Attachment 2 - Draft Corktown Station Early Works Report Natural Environment Potential Effects, Mitigation Measures and Monitoring  
Attachment 3 - Draft Corktown Station Early Works Report Archaeology Potential Effects, Mitigation Measures and Monitoring

**Table ES-1: Potential Impacts, Mitigation Measures and Monitoring Activities for the Corktown Station Early Works**

| Environmental Component                                                                                             | Potential Impacts                                                                                                                                                                                          | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture (I.S.A.) Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height (DBH) which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> </ul>                                                                   | <ul style="list-style-type: none"> <li>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.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Environmental Component                                      | Potential Impacts                                                                                               | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                              | <ul style="list-style-type: none"> <li>Introduction or spread of invasive species</li> </ul>                    | <ul style="list-style-type: none"> <li>Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                                                                                                                                                                                                                                                                                                               | <p>Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.</p> <ul style="list-style-type: none"> <li>Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul>                                                                                                                     |
| <p><b>Wildlife and Wildlife Habitat – General</b></p>        | <ul style="list-style-type: none"> <li>Disturbance, displacement or mortality of wildlife</li> </ul>            | <ul style="list-style-type: none"> <li>Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>If wildlife is encountered, measures will be implemented to avoid 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.</li> </ul>                                                                                                                                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>Regular on-site inspection by environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>On-site 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 minimize impacts.</li> </ul> |
| <p><b>Significant Wildlife Habitat: Common Nighthawk</b></p> | <ul style="list-style-type: none"> <li>Removal of candidate nesting habitat for Common Nighthawk</li> </ul>     | <ul style="list-style-type: none"> <li>Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>Demolition of buildings should be scheduled outside of 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"> <li>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.</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                 |
| <p><b>Migratory Breeding Birds and Nests</b></p>             | <ul style="list-style-type: none"> <li>Disturbance or destruction of migratory bird nests</li> </ul>            | <ul style="list-style-type: none"> <li>All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>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.</li> <li>If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                            |
| <p><b>Species at Risk – General</b></p>                      | <ul style="list-style-type: none"> <li>Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul> | <ul style="list-style-type: none"> <li>All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>On-site 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 minimize impacts.</li> <li>Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul>                           |

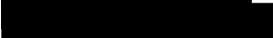
| Environmental Component         | Potential Impacts                                                                                                        | Mitigation Measure(s)                                             | Monitoring Activities                                             |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-------------------------------------------------------------------|
| <b>Wetlands and Waterbodies</b> | <ul style="list-style-type: none"> <li>■ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |
| <b>Fish and Fish Habitat</b>    | <ul style="list-style-type: none"> <li>■ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component                | Potential Impact                                                                                                                                                            | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Archaeological Potential</b></p> | <ul style="list-style-type: none"> <li>▪ Potential for the disturbance of registered archaeological sites and/or archaeological resources previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>. Work plans shall be developed for the next stages of archaeological work on the First Parliament and Lime Kiln Works Sites and will be made available for review by the City of Toronto Heritage Planning, in addition to ongoing consultation with the City of Toronto, Indigenous Nations and other parties.               <ul style="list-style-type: none"> <li>– The majority of the Corktown Station Early Works Project Footprint retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, the Consumers’ Gas company buildings, and other registered archaeological sites.</li> <li>– The Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit will be consulted prior to any ground disturbing activities within areas identified as having archaeological potential.</li> </ul> </li> <li>▪ All archaeology on the First Parliament site on 265 Front Street East, 271 Front Street East and 25 Berkeley Street will be in accordance with the following conditions of the Minister of Heritage, Sport, Tourism and Culture Industries’ Consent:               <ul style="list-style-type: none"> <li>– All archaeological assessments are undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of previously completed archaeological assessment reports.</li> <li>– Prior to commencing any archaeological fieldwork, the licensed consultant archaeologist will submit a detailed strategy for review and approval by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. Additionally, where new conditions or situations are encountered that are not covered by an approved strategy, a revised strategy will be submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit for approval prior to proceeding with fieldwork.</li> <li>– Any construction excavation must be preceded by archaeological fieldwork according to a strategy approved by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit or must be accompanied by an excavation and monitoring strategy.</li> <li>– Excavation by a licensed consultant archaeologist or under the direction of a licensed consultant archaeologist will proceed to a point that is to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. In the event that the Project will not require total excavation of the site, an avoidance and protection strategy must be implemented for the remainder of the archaeological site to the satisfaction of the ministry. Archaeological assessments on other areas within the Corktown Station Early Works Footprint will be undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of the previously completed archaeological assessment reports and in advance of ground disturbance activities.</li> </ul> </li> <li>▪ The Mississaugas of the Credit First Nation, and other Indigenous Nations will be invited to participate in archaeological fieldwork. All future archaeological assessment findings and reports will be shared</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

| Environmental Component                | Potential Impact                                                                                                                   | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                        |                                                                                                                                    | <p>with the Mississaugas of the Credit First Nation and other Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</p> <ul style="list-style-type: none"> <li>▪ Metrolinx and the Ontario Heritage Trust will develop an Interpretation and Commemoration Plan for the First Parliament Site, in consultation with the City of Toronto Heritage Planning, and as appropriate, with Indigenous communities and other parties.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                       |
| <p><b>Archaeological Resources</b></p> | <ul style="list-style-type: none"> <li>▪ Potential recovery of unexpected archaeological resources during construction.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately cease work and notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services, in accordance with the Funeral, Burial, and Cremation Services Act. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> <li>▪</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

**From:** [Indigenous Relations](#)  
**To:** [klarocca@scugogfirstnation.com](mailto:klarocca@scugogfirstnation.com)  
**Cc:** [Monica Sanford](#); [Michael Thoms](#); [k.a.sandy-mckenzie@rogers.com](mailto: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:** 

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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](http://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](mailto: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.

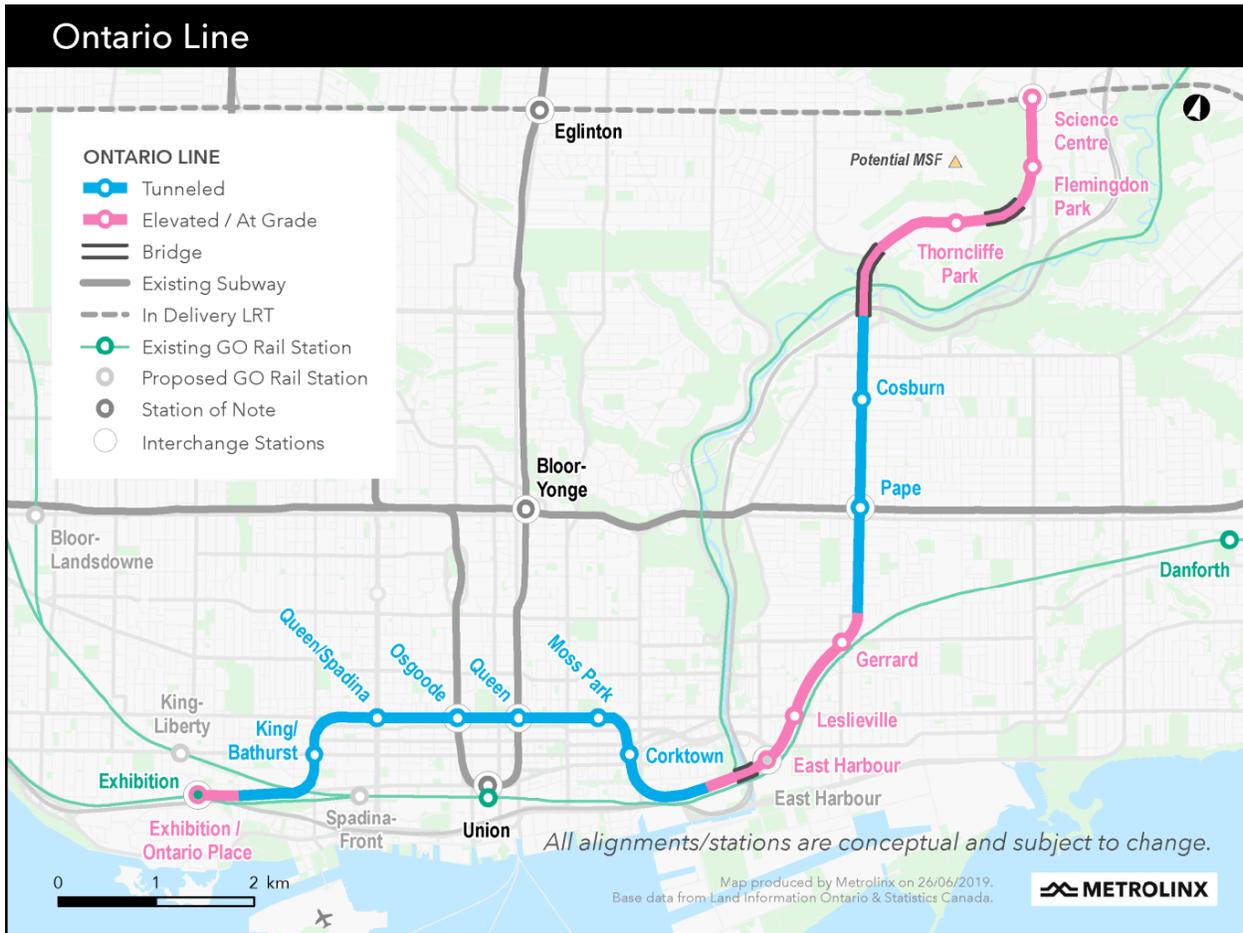
Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a long, sweeping underline.

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](mailto:klarocca@scugogfirstnation.com)  
**Cc:** [Monica Sanford](#); [Michael Thoms](#); [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [Merlin Yuen](#); [Crystal Ho](#); [Maria Zintchenko](#)  
**Subject:** RE: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork  
**Date:** Monday, March 22, 2021 11:39:12 AM

---

Dear Chief LaRocca,

Please note that the Noise and Vibration Report is now available for review as outlined below.

It can be found at the following link:

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

Miigwetch,

Fallon

**Fallon Melander**

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

---

**From:** Indigenous Relations  
**Sent:** March-11-21 2:27 PM  
**To:** [klarocca@scugogfirstnation.com](mailto:klarocca@scugogfirstnation.com)  
**Cc:** [Monica Sanford <msanford@scugogfirstnation.com>](mailto:msanford@scugogfirstnation.com); [Michael Thoms <mthoms@scugogfirstnation.com>](mailto:mthoms@scugogfirstnation.com); [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com); [Merlin Yuen <Merlin.Yuen@metrolinx.com>](mailto:Merlin.Yuen@metrolinx.com); [Crystal Ho <Crystal.Ho@metrolinx.com>](mailto:Crystal.Ho@metrolinx.com); [Maria Zintchenko <Maria.Zintchenko@metrolinx.com>](mailto:Maria.Zintchenko@metrolinx.com)  
**Subject:** Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork

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:

[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



March 11, 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 - 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 Mississaugas of Scugog Island First Nation.

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 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](http://www.metrolinx.com/ontarioline)

**Ontario Line Environmental Assessment Process and Reports**



In 2020, Metrolinx provided Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island First Nation to participate in these assessments should Mississaugas of Scugog Island 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**.

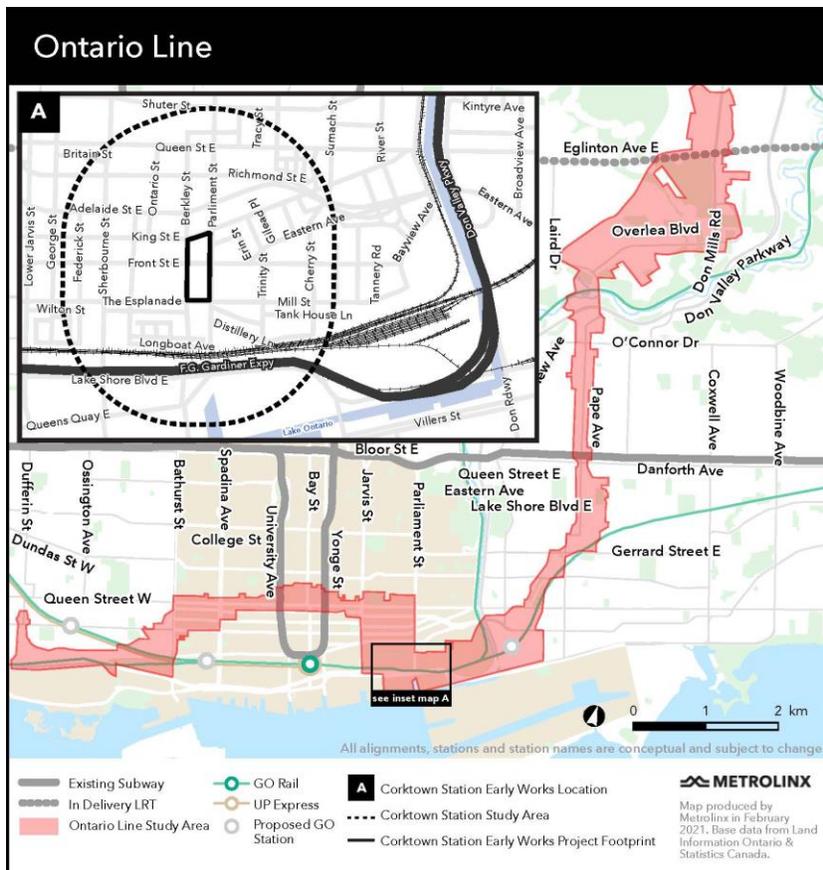


Figure 2: Map of Corktown Station Early Works

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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

Metrolinx acknowledges that Mississaugas of Scugog Island 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 Mississaugas of Scugog Island First Nation in draft form, prior to submission to MHSTCI.

### **Engagement**

Metrolinx is committed to an open, respectful, and transparent relationship with Mississaugas of Scugog Island First Nation. We appreciate the significant volume of documents related to this 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 Mississaugas of Scugog Island First Nation or working to address any questions that Mississaugas of Scugog Island 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](mailto: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 underline.

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  
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



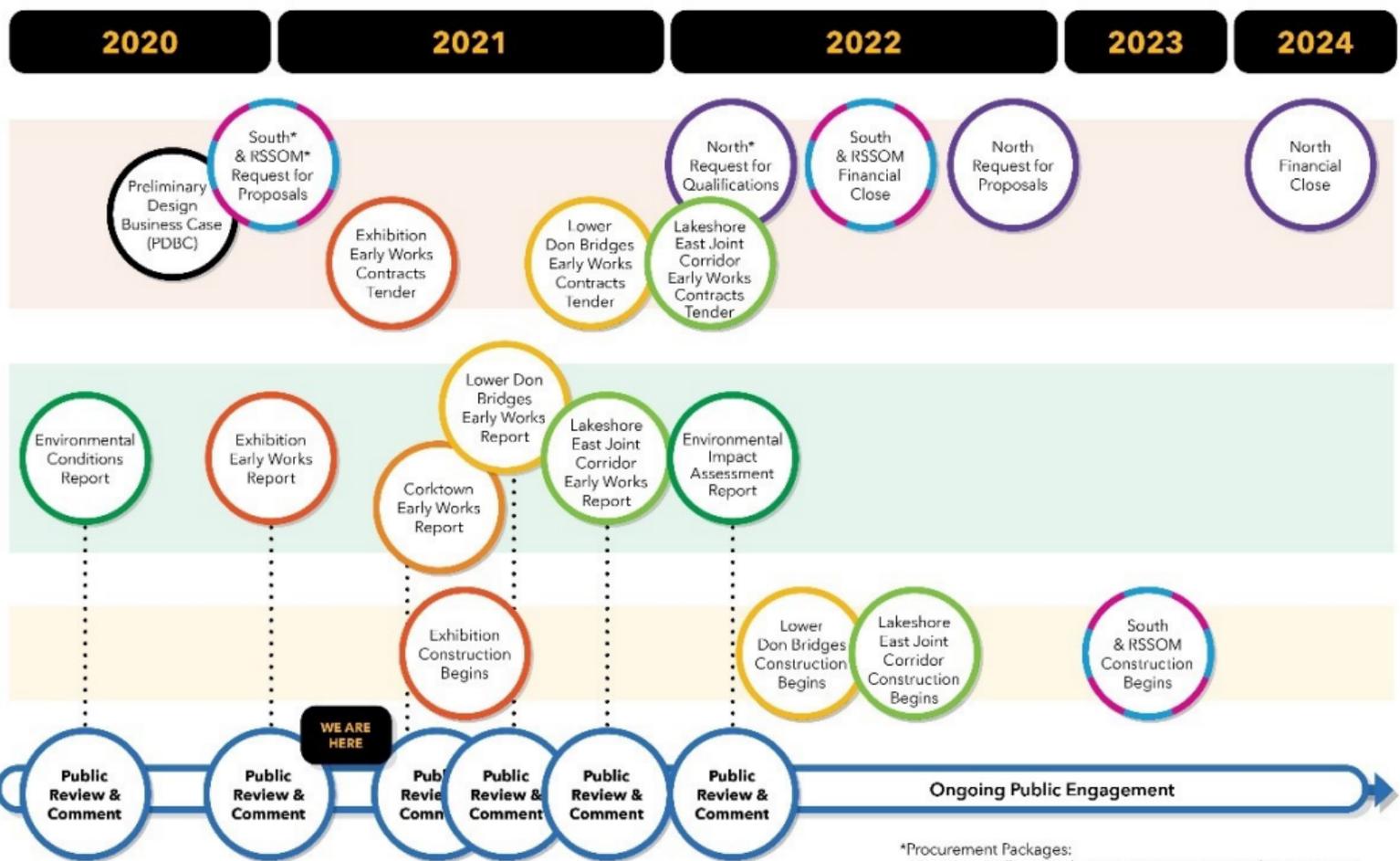
Procurement & Design



Environmental Assessment



Construction



\*Procurement Packages:  
 • RSSOM - Rolling Stock, Systems, Operations and Maintenance  
 • South - Southern Civil, Stations and Tunnel  
 • North - Northern Civil, Stations and Tunnel

Timelines are subject to change

**Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment**

| Environmental Component                                                                                            | Potential Impact                                                                                                                                                                                           | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                    | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                      | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |

| Environmental Component                               | Potential Impact                                                                                                                                                                                 | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Vegetation Communities</b>                         | <ul style="list-style-type: none"> <li>▪ Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> <li>▪ Introduction or spread of Invasive Species</li> </ul> | <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>▪ All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                  | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul> |
| <b>Wildlife and Wildlife Habitat – General</b>        | <ul style="list-style-type: none"> <li>▪ Disturbance, displacement or mortality of wildlife</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>▪ If wildlife is encountered, measures will be implemented to avoid 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 from wildlife.</li> </ul>                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>▪ On-site 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 minimize impacts.</li> </ul>                     |
| <b>Significant Wildlife Habitat: Common Nighthawk</b> | <ul style="list-style-type: none"> <li>▪ Removal of candidate nesting habitat for Common Nighthawk</li> </ul>                                                                                    | <ul style="list-style-type: none"> <li>▪ Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>▪ Demolition of buildings should be scheduled outside of 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:</li> <li>▪ 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.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Migratory Breeding Birds and Nests</b>             | <ul style="list-style-type: none"> <li>▪ Disturbance or destruction of migratory bird nests</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>▪ 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.</li> <li>▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>▪ Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                                                        |

| Environmental Component          | Potential Impact                                                                                                         | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                    | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Species at Risk – General</b> | <ul style="list-style-type: none"> <li>▪ Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul>        | <ul style="list-style-type: none"> <li>▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul> | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul> |
| <b>Wetlands and Waterbodies</b>  | <ul style="list-style-type: none"> <li>▪ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Fish and Fish Habitat</b>     | <ul style="list-style-type: none"> <li>▪ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |

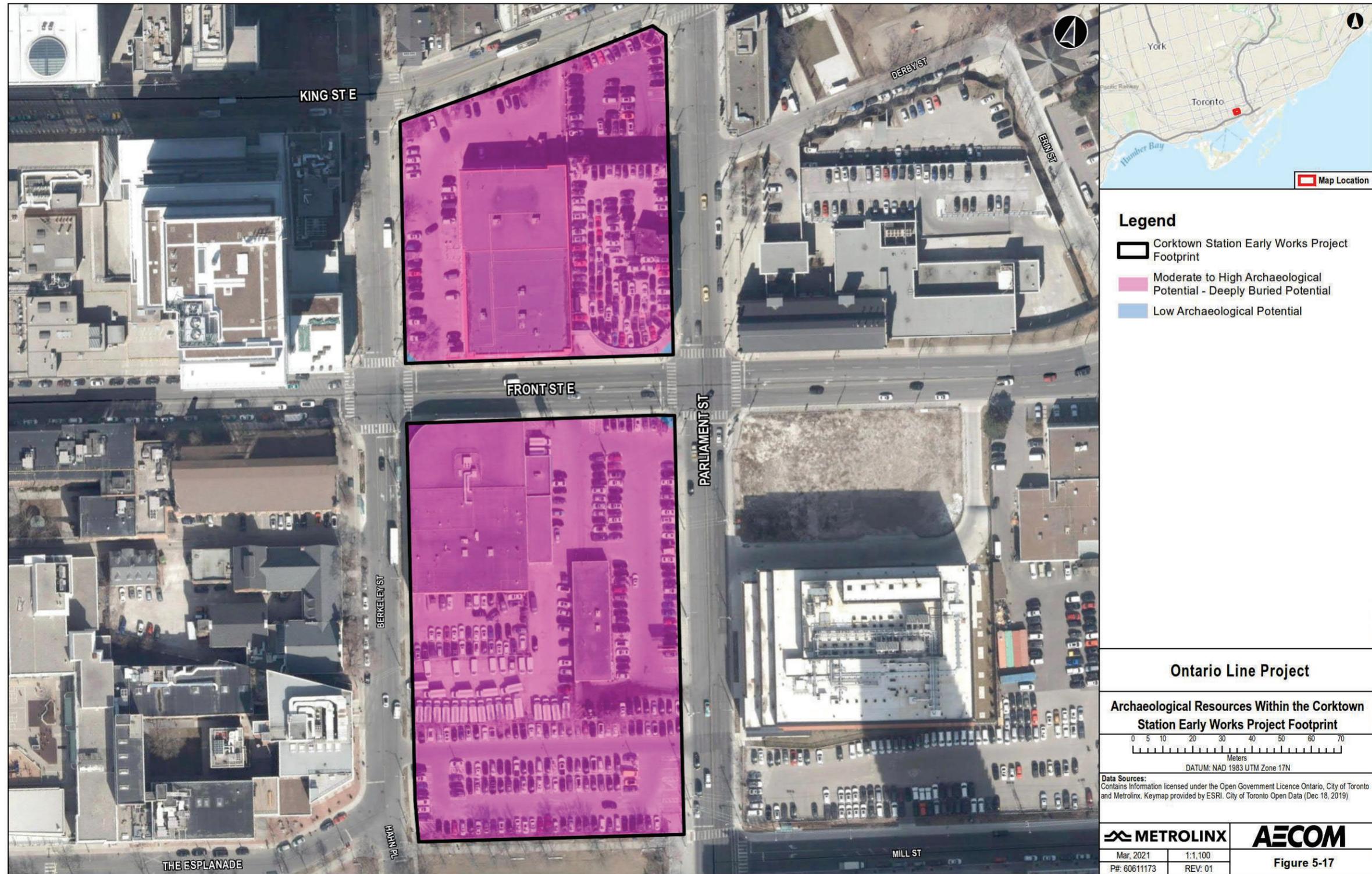
Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component         | Potential Impact                                                                                                                                                              | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Monitoring Activities                                                                                                                                                                                                             |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Archaeological Potential</b> | <ul style="list-style-type: none"> <li>Potential for the disturbance of registered archaeological sites and/or archaeological resources not previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>, and include the following. Should ground disturbing activities<sup>29</sup> be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities. <ul style="list-style-type: none"> <li>The majority of the Corktown Station Early Works Project Footprint on either side of Front Street retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, and the Consumers' Gas company buildings.</li> </ul> </li> <li>Given the significance of the First Parliament Site, all previous site specific archaeological assessments should be reviewed to determine what additional archaeological work is required.</li> <li>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 any ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present.</li> <li>Indigenous Nations will be invited to participate in monitoring requirements for any subsequent archaeological work is recommended. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</li> </ul> | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |
| <b>Archaeological Resources</b> | <ul style="list-style-type: none"> <li>Potential recovery of unexpected archaeological resources during construction.</li> </ul>                                              | <ul style="list-style-type: none"> <li>Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

<sup>29</sup> Ground disturbing activities can be defined as any and all activities that will or have the potential to impact/disturb the area below the surface. Example of activities include, but is not limited to, heavy machine movement/weight, clearing, grading, excavating, trenching, drilling, and transporting and filling of land.

Figure 5-17: Archaeological Resources Within the Corktown Station Early Works Project Footprint



## Indigenous Nations

- **Six Nations of the Grand River**

**From:** [Indigenous Relations](#)  
**To:** [Lonny Bomberry](#)  
**Cc:** [Dawn LaForme](#); [Dawn Russell](#); [rvanstone@sixnations.ca](mailto:rvanstone@sixnations.ca); [Tanya Hill-Montour](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Ontario Line: Draft Corktown Station Early Works Report for Review  
**Date:** Wednesday, May 12, 2021 5:04:01 PM  
**Attachments:** 

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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 share the Draft Corktown Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback.

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.

We ask that you provide any comments no later than June 11, 2021.

The reports are available at the following link:



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 the Indigenous Relations Office.

Miigwetch,

Fallon

**Fallon Melander**

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302

## Notice of Publication of Draft Corktown Station Early Works Report Ontario Line Project

### The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto to make 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 is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its 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 commutes.

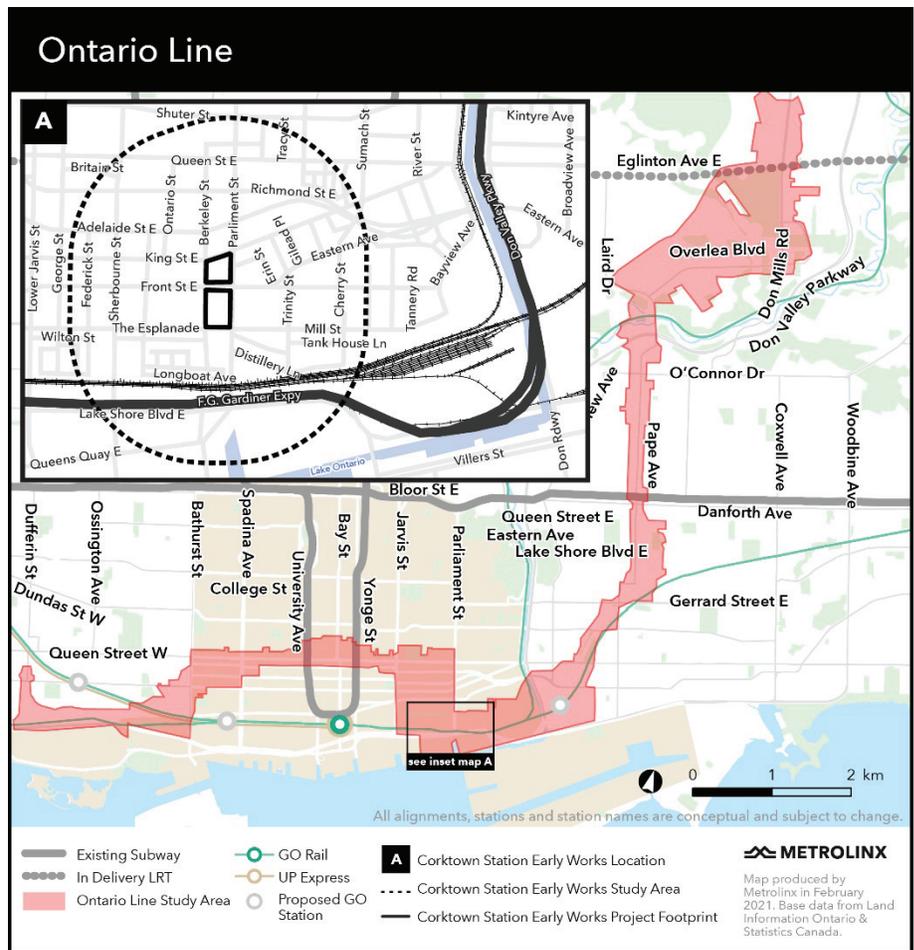
### Corktown Station Early Works

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station.

The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada’s First and Second Parliament Buildings and the Home District Gaol (Jail), and remnants of early Toronto industry may be found here.

Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

Environmental impacts of Corktown Station early works 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 8 of O. Reg. 341/20, Metrolinx has prepared the Draft Corktown Station Early Works Report (EWR) that is now available for public review.



The Draft EWR documents the assessment of Corktown Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

### **The Draft Early Works Report Review and Consultation Process**

Effective **May 12, 2021**, the Draft Corktown Station EWR will be available for review on the project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)).

As we temporarily shift to virtual open houses, please join us online from **May 12 to June 11, 2021** to find out more about and provide your feedback on the Draft Corktown Station EWR via the webpage form.

Those who wish to provide comments on the Draft Corktown Station EWR must do so by **June 11, 2021** and submit them using the webpage form or address them to the following email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Section 10 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 Corktown Station EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Corktown Station EWR on the project webpage: [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline) and issue a Notice of Publication of Final Corktown Station EWR.

To obtain a copy of the Draft Corktown Station EWR, please contact the project email listed above.

**Josh Vandezande (T: 416-202-5100, E: [ontarioline@metrolinx.com](mailto: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](mailto:ontarioline@metrolinx.com) or 416-874-5900.*

This Notice was first published on **May 12, 2021**.

Pour plus d'information, veuillez contacter le [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)



May 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 - Notice of Publication of Draft 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 15.6 kilometres of subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Six Nations of the Grand River.

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 the Draft Corktown Station Early Works Report (EWR).

**Project Description**

The Ontario Line will stretch from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line is proposed to include 15 stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the Eglinton Crosstown LRT, and streetcar lines. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable commutes. More information on the Project can be found on our website:

[www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)

The initial draft of the Corktown Station EWR and a letter outlining Corktown Station early works were shared with Six Nations of the Grand River on March 11, 2021. As outlined in the letter, 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*.

## Draft Corktown Station Early Works Report

In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared a Draft Corktown Station EWR that documents the assessment of Corktown Station early works.

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 early works are being advanced to prepare the site for future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station. The location of the Corktown Station early works project footprint and study area can be viewed below in **Figure 1**.



Figure 1: Map of Corktown Station Early Works



The First Parliament site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and the Home District Gaol (Jail) and remnants of early Toronto industry may be found here. Metrolinx is eager to work with the City of Toronto, Indigenous Nations and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

The EWR documents the assessment of Corktown Station early works and outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

The Draft EWR is available for your review and can be found via the Dropbox link shared in the body of the email that is associated with this letter. We welcome any additional comments you may have on the Draft EWR. The Draft EWR is available for review and comment starting **May 12, 2021** and ending on **June 11, 2021**. The Notice of Publication of Draft Corktown Station EWR is provided in **Attachment 1**. The Draft EWR will be updated following the review period, and the Final EWR will be published on the Project webpage ([www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline)) and shared with Six Nations of the Grand River.

#### Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2 and 3** provide a summary of natural environment and archaeology potential impacts and mitigation measures identified as part of the Draft EWR that may be of interest to *Six Nations of the Grand River*. If *Six Nations of the Grand River* 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.

#### Revisions to the Initial Draft of the Corktown Station Early Works Report

In accordance with O. Reg. 341/20, Metrolinx has now incorporated comments and feedback from the initial round of engagement with Indigenous Nations and agencies on the initial draft of the Corktown Station EWR into the Draft EWR.

To streamline capacity for Six Nations of the Grand River to provide comments or feedback, a summary of revisions to the EWR since the circulation of the initial draft of the EWR is as follows:

- Minor editorial changes to address grammatical and syntax errors and updates to reflect comments received from agencies;
- Clarification that the project operations, construction of Corktown Station and other project components will be assessed in the Ontario Line Environmental Impact Assessment Report;
- Inclusion of information on the Parkland Strategy (City of Toronto, 2019), First Parliament Master Plan (City of Toronto, 2020) and additional information on planned community services and facilities in the Corktown Station Early Works Study Area;
- Edits to the text to reflect that the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) Minister's Consent has been granted for the demolition and removal of the non-heritage buildings at 265 Front Street East and removal of the heritage attributes at 265 Front Street East, 271 Front Street East and 25 Berkeley Street located on the First Parliament Site, and affirming Metrolinx's commitment to fulfilling the conditions outlined in the Minister's Consent, including completion of archaeological requirements;
- Additional mitigation measures for environmental disciplines such as archaeology, air quality and traffic and transportation, that include:
  - Coordination and completion of required archaeological investigations, early works activities and/or activities that have the potential for vibration effects such that buried archaeological resources are appropriately considered;
  - Use of non-chloride dust suppressants; and
  - Consultation with the City of Toronto to minimize potential impacts during special events (e.g., the Toronto Christmas Market at the Distillery District) should closures or long-term impacts be required.
- Revision of traffic and transportation figures to include additional information such as intersection names and inclusion of an additional noise and vibration figure to show representative receptor locations.

## Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Six Nations of the Grand River. We appreciate the significant volume of documents related to this 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 Six Nations of the Grand River or working to address any questions that Six Nations of the Grand River 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](mailto:IndigenousRelations@metrolinx.com).



Metrolinx welcomes any comments or feedback on the Draft EWR from Six Nations of the Grand River. Please provide these in writing no later than **June 11, 2021**.

Comments and information regarding this draft report will be collected to assist in meeting the requirements of the *Environmental Assessment Act* and may be included in study documentation. 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*.

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 underline.

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, Land Use Officer, Six Nations of the Grand River  
Indigenous Relations, Metrolinx  
Merlin Yuen, Project Coordinator, Metrolinx  
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Notice of Publication of Draft Corktown Station Early Works Report  
Attachment 2 - Draft Corktown Station Early Works Report Natural Environment Potential Effects, Mitigation Measures and Monitoring  
Attachment 3 - Draft Corktown Station Early Works Report Archaeology Potential Effects, Mitigation Measures and Monitoring

**Table ES-1: Potential Impacts, Mitigation Measures and Monitoring Activities for the Corktown Station Early Works**

| Environmental Component                                                                                             | Potential Impacts                                                                                                                                                                                          | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Areas – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture (I.S.A.) Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height (DBH) which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |
| <b>Vegetation Communities</b>                                                                                       | <ul style="list-style-type: none"> <li>Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> </ul>                                                                   | <ul style="list-style-type: none"> <li>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.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Environmental Component                                      | Potential Impacts                                                                                                 | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                              | <ul style="list-style-type: none"> <li>■ Introduction or spread of invasive species</li> </ul>                    | <ul style="list-style-type: none"> <li>■ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>■ All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                                                                                                                                                                                                                                                                                                                 | <p>Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.</p> <ul style="list-style-type: none"> <li>■ Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul>                                                                                                                       |
| <p><b>Wildlife and Wildlife Habitat – General</b></p>        | <ul style="list-style-type: none"> <li>■ Disturbance, displacement or mortality of wildlife</li> </ul>            | <ul style="list-style-type: none"> <li>■ Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>■ If wildlife is encountered, measures will be implemented to avoid 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.</li> </ul>                                                                                                                                                                                                                                                                                                                               | <ul style="list-style-type: none"> <li>■ Regular on-site inspection by environmental workers or construction staff should occur within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>■ On-site 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 minimize impacts.</li> </ul> |
| <p><b>Significant Wildlife Habitat: Common Nighthawk</b></p> | <ul style="list-style-type: none"> <li>■ Removal of candidate nesting habitat for Common Nighthawk</li> </ul>     | <ul style="list-style-type: none"> <li>■ Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>■ Demolition of buildings should be scheduled outside of 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"> <li>– 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.</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>■ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                   |
| <p><b>Migratory Breeding Birds and Nests</b></p>             | <ul style="list-style-type: none"> <li>■ Disturbance or destruction of migratory bird nests</li> </ul>            | <ul style="list-style-type: none"> <li>■ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>■ 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.</li> <li>■ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>■ Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                              |
| <p><b>Species at Risk – General</b></p>                      | <ul style="list-style-type: none"> <li>■ Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul> | <ul style="list-style-type: none"> <li>■ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <ul style="list-style-type: none"> <li>■ On-site 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 minimize impacts.</li> <li>■ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul>                           |

| Environmental Component         | Potential Impacts                                                                                                        | Mitigation Measure(s)                                             | Monitoring Activities                                             |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-------------------------------------------------------------------|
| <b>Wetlands and Waterbodies</b> | <ul style="list-style-type: none"> <li>■ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |
| <b>Fish and Fish Habitat</b>    | <ul style="list-style-type: none"> <li>■ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> | <ul style="list-style-type: none"> <li>■ None Required</li> </ul> |

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component                | Potential Impact                                                                                                                                                            | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Archaeological Potential</b></p> | <ul style="list-style-type: none"> <li>▪ Potential for the disturbance of registered archaeological sites and/or archaeological resources previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>. Work plans shall be developed for the next stages of archaeological work on the First Parliament and Lime Kiln Works Sites and will be made available for review by the City of Toronto Heritage Planning, in addition to ongoing consultation with the City of Toronto, Indigenous Nations and other parties.               <ul style="list-style-type: none"> <li>– The majority of the Corktown Station Early Works Project Footprint retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, the Consumers’ Gas company buildings, and other registered archaeological sites.</li> <li>– The Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit will be consulted prior to any ground disturbing activities within areas identified as having archaeological potential.</li> </ul> </li> <li>▪ All archaeology on the First Parliament site on 265 Front Street East, 271 Front Street East and 25 Berkeley Street will be in accordance with the following conditions of the Minister of Heritage, Sport, Tourism and Culture Industries’ Consent:               <ul style="list-style-type: none"> <li>– All archaeological assessments are undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of previously completed archaeological assessment reports.</li> <li>– Prior to commencing any archaeological fieldwork, the licensed consultant archaeologist will submit a detailed strategy for review and approval by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. Additionally, where new conditions or situations are encountered that are not covered by an approved strategy, a revised strategy will be submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit for approval prior to proceeding with fieldwork.</li> <li>– Any construction excavation must be preceded by archaeological fieldwork according to a strategy approved by the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit or must be accompanied by an excavation and monitoring strategy.</li> <li>– Excavation by a licensed consultant archaeologist or under the direction of a licensed consultant archaeologist will proceed to a point that is to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries’ Archaeology Program Unit. In the event that the Project will not require total excavation of the site, an avoidance and protection strategy must be implemented for the remainder of the archaeological site to the satisfaction of the ministry. Archaeological assessments on other areas within the Corktown Station Early Works Footprint will be undertaken in accordance with the Ontario Heritage Act, the 2011 Standards and Guidelines for Consultant Archaeologists, and in accordance with the recommendations of the previously completed archaeological assessment reports and in advance of ground disturbance activities.</li> </ul> </li> <li>▪ The Mississaugas of the Credit First Nation, and other Indigenous Nations will be invited to participate in archaeological fieldwork. All future archaeological assessment findings and reports will be shared</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

| Environmental Component                | Potential Impact                                                                                                                   | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Monitoring Activities                                                                                                                                                                                                                 |
|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                        |                                                                                                                                    | <p>with the Mississaugas of the Credit First Nation and other Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</p> <ul style="list-style-type: none"> <li>▪ Metrolinx and the Ontario Heritage Trust will develop an Interpretation and Commemoration Plan for the First Parliament Site, in consultation with the City of Toronto Heritage Planning, and as appropriate, with Indigenous communities and other parties.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                       |
| <p><b>Archaeological Resources</b></p> | <ul style="list-style-type: none"> <li>▪ Potential recovery of unexpected archaeological resources during construction.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately cease work and notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services, in accordance with the Funeral, Burial, and Cremation Services Act. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> <li>▪</li> </ul> | <ul style="list-style-type: none"> <li>▪ None identified at this time.</li> <li>▪ Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

**From:** [Indigenous Relations](#)  
**To:** [Lonny Bomberry](#)  
**Cc:** [Dawn LaForme](#); [Dawn Russell](#); [Jen Mt.Pleasant](#); [Tanya Hill-Montour](#); [rvanstone@sixnations.ca](mailto: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:** [REDACTED]

---

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. [REDACTED]

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](http://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](mailto: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.

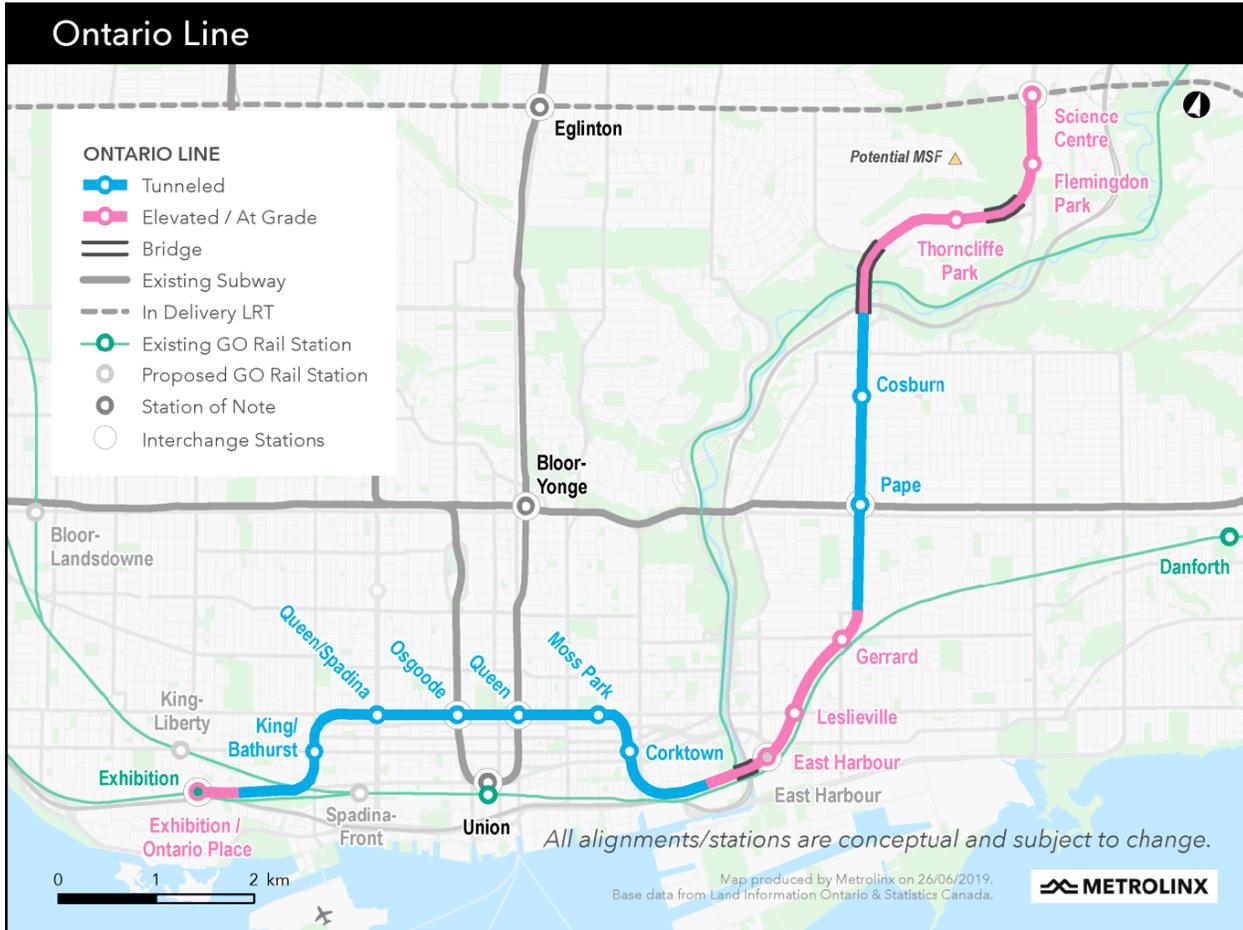
Yours Truly,

A handwritten signature in black ink, appearing to read "Maria Zintchenko", with a long, sweeping flourish extending to the right.

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:** [Mark B. Hill](#); [Dawn LaForme](#); [Tanya Hill-Montour](#); [Jen Mt.Pleasant](#); [Robin Linn](#); [Merlin Yuen](#); [Crystal Ho](#); [Maria Zintchenko](#)  
**Subject:** RE: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork  
**Date:** Monday, March 22, 2021 11:40:09 AM

---

Hi Lonny and Team,

Please note that the Noise and Vibration Report is now available for review as outlined below.

It can be found at the following link:

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

Miigwetch,

Fallon

**Fallon Melander**

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

---

**From:** Indigenous Relations  
**Sent:** March-11-21 3:02 PM  
**To:** Lonny Bomberry <lonnybomberry@sixnations.ca>  
**Cc:** Mark B. Hill <markhill@sixnations.ca>; Dawn LaForme <dlaforme@sixnations.ca>; Tanya Hill-Montour <tanyahill-montour@sixnations.ca>; Jen Mt.Pleasant <jenmtpleasant@sixnations.ca>; Robin Linn <rlinn@sixnations.ca>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>  
**Subject:** Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork

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:

[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



March 11, 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 - 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 Six Nations of the Grand River.

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 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](http://www.metrolinx.com/ontarioline)

**Ontario Line Environmental Assessment Process and Reports**



In 2020, Metrolinx provided Six Nations of the Grand River 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 July 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 Six Nations of the Grand River 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 Six Nations of the Grand River. 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 Six Nations of the Grand River to participate in these assessments should Six Nations of the Grand River 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**.

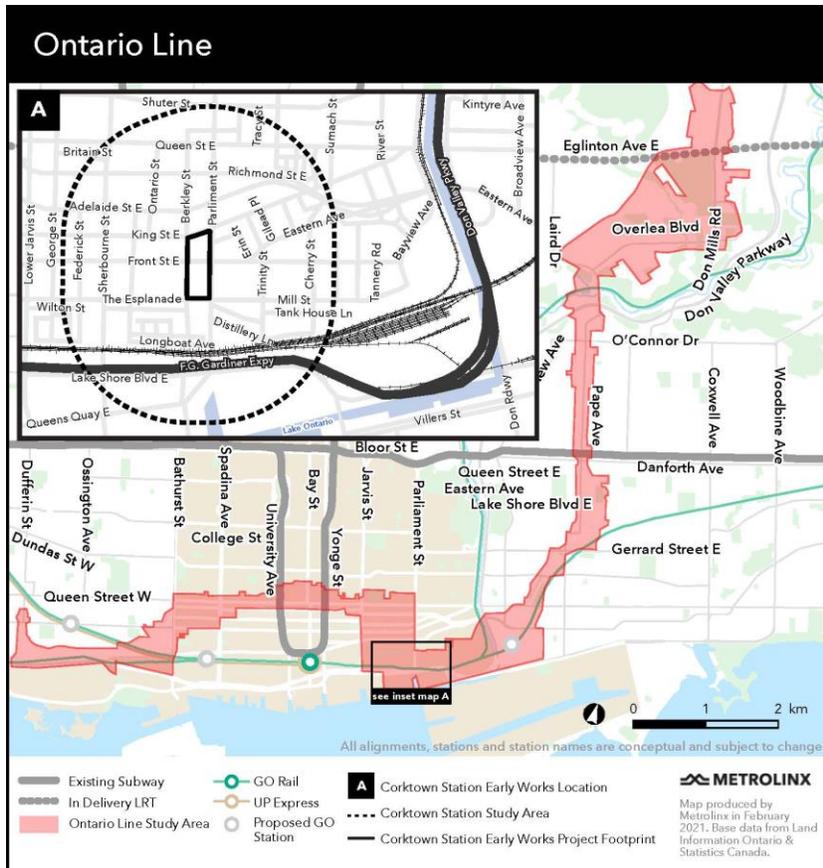


Figure 2: Map of Corktown Station Early Works

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 Six Nations of the Grand River’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 Six Nations of the Grand River on **March 19, 2021** for review.



Metrolinx welcomes any comments or feedback on the initial draft of the Corktown Station Early Works Report from Six Nations of the Grand River. 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 Six Nations of the Grand River, 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 Six Nations of the Grand River 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 Six Nations of the Grand River's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

Metrolinx acknowledges that Six Nations of the Grand River 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 Six Nations of the Grand River in draft form, prior to submission to MHSTCI.

### **Engagement**

Metrolinx is committed to an open, respectful, and transparent relationship with Six Nations of the Grand River. We appreciate the significant volume of documents related to this 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 Six Nations of the Grand River or working to address any questions that Six Nations of the Grand River 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](mailto: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 underline.

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, 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



Procurement & Design



Environmental Assessment



Construction



\*Procurement Packages:  
 • RSSOM - Rolling Stock, Systems, Operations and Maintenance  
 • South - Southern Civil, Stations and Tunnel  
 • North - Northern Civil, Stations and Tunnel

Timelines are subject to change

**Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment**

| Environmental Component                                                                                            | Potential Impact                                                                                                                                                                                           | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Designated Natural Areas</b>                                                                                    | <ul style="list-style-type: none"> <li>No potential impacts as there are no Designated Natural Areas within 120 metres of the Corktown Station Early Works Project Footprint</li> </ul>                    | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area</b> | <ul style="list-style-type: none"> <li>No potential impacts as there are no City of Toronto policy areas within the Corktown Station Early Works Project Footprint</li> </ul>                              | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy Area – Toronto and Region Conservation Authority Regulated Areas</b>                                     | <ul style="list-style-type: none"> <li>No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Corktown Station Early Works Project Footprint</li> </ul> | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Vegetation Communities</b>                                                                                      | <ul style="list-style-type: none"> <li>City and private tree removal</li> </ul>                                                                                                                            | <ul style="list-style-type: none"> <li>An Arborist Report by an International Society of Arboriculture Certified Arborist will be prepared, if required, in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable.</li> <li>The Arborist Report will include, but not be limited to the individual identification of all trees within the Corktown Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory.</li> <li>Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections.</li> <li>Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).</li> <li>Pruning of branches will be conducted through the implementation of proper arboricultural techniques.</li> <li>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.</li> </ul> | <ul style="list-style-type: none"> <li>Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities.</li> <li>On-site 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 minimize impacts.</li> <li>If required, the approach to compensation monitoring will be developed in accordance with Metrolinx’s Vegetation Guideline (2020).</li> </ul> |

| Environmental Component                                      | Potential Impact                                                                                                                                                                                 | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Vegetation Communities</b></p>                         | <ul style="list-style-type: none"> <li>▪ Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use</li> <li>▪ Introduction or spread of Invasive Species</li> </ul> | <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge.</li> <li>▪ All machinery, construction 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 construction site in order to prevent the spread of invasive species to other locations.</li> </ul>                  | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.</li> </ul> |
| <p><b>Wildlife and Wildlife Habitat – General</b></p>        | <ul style="list-style-type: none"> <li>▪ Disturbance, displacement or mortality of wildlife</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ Prior to construction, investigation of the Corktown Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate.</li> <li>▪ If wildlife is encountered, measures will be implemented to avoid 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 from wildlife.</li> </ul>                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area.</li> <li>▪ On-site 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 minimize impacts.</li> </ul>                     |
| <p><b>Significant Wildlife Habitat: Common Nighthawk</b></p> | <ul style="list-style-type: none"> <li>▪ Removal of candidate nesting habitat for Common Nighthawk</li> </ul>                                                                                    | <ul style="list-style-type: none"> <li>▪ Refer below to mitigation measures described for Migratory Breeding Birds and Nests.</li> <li>▪ Demolition of buildings should be scheduled outside of 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:</li> <li>▪ 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.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                             |
| <p><b>Migratory Breeding Birds and Nests</b></p>             | <ul style="list-style-type: none"> <li>▪ Disturbance or destruction of migratory bird nests</li> </ul>                                                                                           | <ul style="list-style-type: none"> <li>▪ All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario).</li> <li>▪ 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.</li> <li>▪ If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection.</li> </ul>                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>▪ Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.</li> </ul>                                                                                                                                                                                                                                                                                                        |

| Environmental Component          | Potential Impact                                                                                                         | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                    | Monitoring Activities                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Species at Risk – General</b> | <ul style="list-style-type: none"> <li>▪ Habitat loss, disturbance and/or mortality to Species at Risk</li> </ul>        | <ul style="list-style-type: none"> <li>▪ All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of Environment, Conservation and Parks.</li> </ul> | <ul style="list-style-type: none"> <li>▪ On-site 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 minimize impacts.</li> <li>▪ Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.</li> </ul> |
| <b>Wetlands and Waterbodies</b>  | <ul style="list-style-type: none"> <li>▪ No potential impacts as there are no wetlands or waterbodies present</li> </ul> | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Fish and Fish Habitat</b>     | <ul style="list-style-type: none"> <li>▪ No potential impacts as there is no fish or fish habitat present</li> </ul>     | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>▪ None Required</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                     |

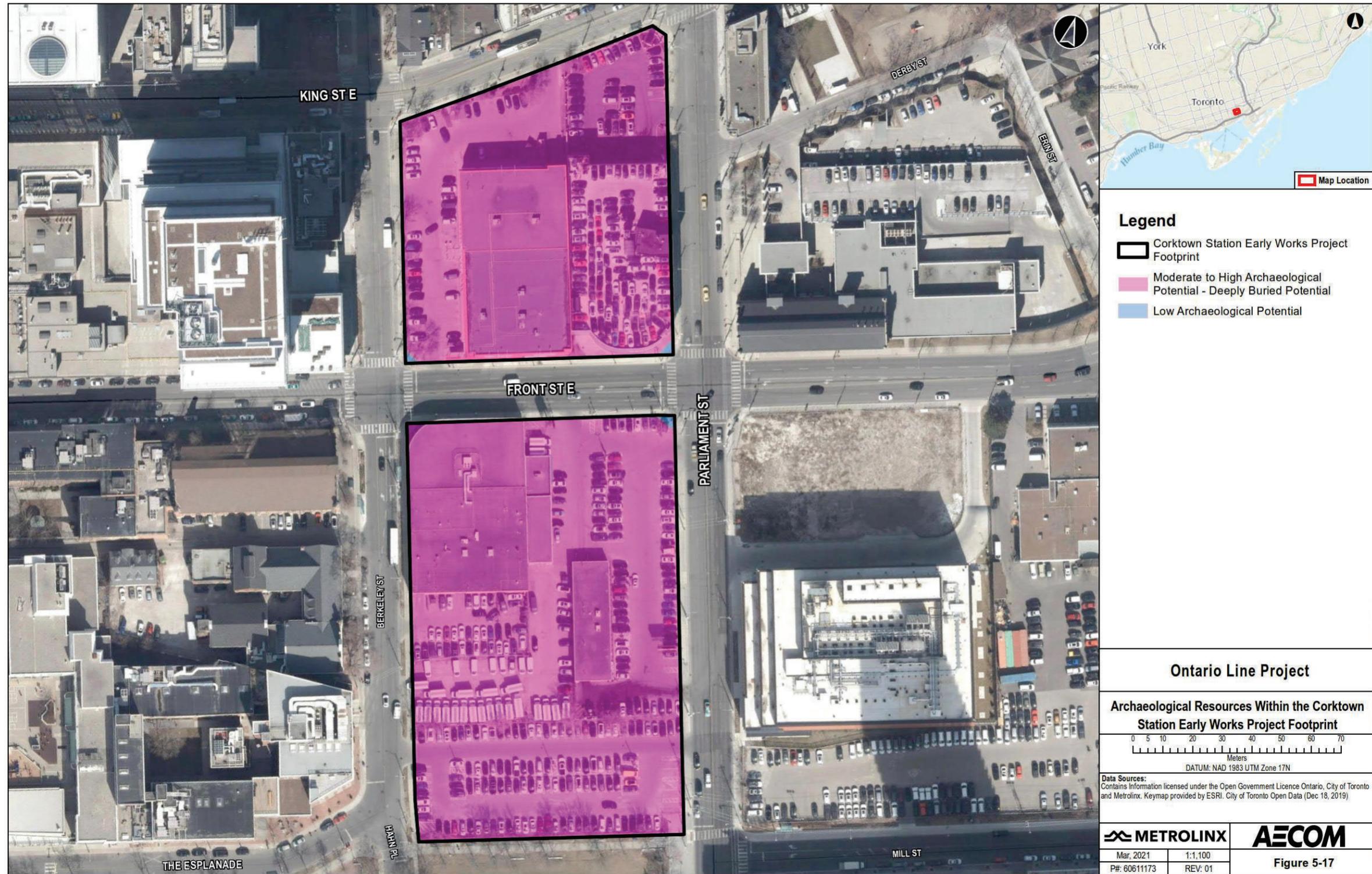
Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

**Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources**

| Environmental Component         | Potential Impact                                                                                                                                                              | Mitigation Measure(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Monitoring Activities                                                                                                                                                                                                             |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Archaeological Potential</b> | <ul style="list-style-type: none"> <li>Potential for the disturbance of registered archaeological sites and/or archaeological resources not previously identified.</li> </ul> | <ul style="list-style-type: none"> <li>Areas identified as retaining archaeological potential in the Corktown Station Early Works Project Footprint, as per the Ontario Line South Stage 1 Archaeological Assessment Report (AECOM, 2020c), are shown in <b>Figure 5-17</b>, and include the following. Should ground disturbing activities<sup>29</sup> be planned within these areas, further archaeological assessment must be completed prior to any ground disturbing activities.               <ul style="list-style-type: none"> <li>The majority of the Corktown Station Early Works Project Footprint on either side of Front Street retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto, including the First and Second Parliament Buildings, the Home District Gaol, and the Consumers' Gas company buildings.</li> </ul> </li> <li>Given the significance of the First Parliament Site, all previous site specific archaeological assessments should be reviewed to determine what additional archaeological work is required.</li> <li>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 any ground disturbing activities. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present.</li> <li>Indigenous Nations will be invited to participate in monitoring requirements for any subsequent archaeological work is recommended. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged during the Stage 1 archaeological assessment.</li> </ul> | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |
| <b>Archaeological Resources</b> | <ul style="list-style-type: none"> <li>Potential recovery of unexpected archaeological resources during construction.</li> </ul>                                              | <ul style="list-style-type: none"> <li>Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous Nations will be initiated in the event that archaeological resources or human remains are discovered.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <ul style="list-style-type: none"> <li>None identified at this time.</li> <li>Metrolinx will adhere to all recommendations in any subsequent archaeological assessments, including monitoring activities, as required.</li> </ul> |

<sup>29</sup> Ground disturbing activities can be defined as any and all activities that will or have the potential to impact/disturb the area below the surface. Example of activities include, but is not limited to, heavy machine movement/weight, clearing, grading, excavating, trenching, drilling, and transporting and filling of land.

Figure 5-17: Archaeological Resources Within the Corktown Station Early Works Project Footprint



**From:** [Jen Mt.Pleasant](#)  
**To:** [Indigenous Relations](#); [Lonny Bomberry](#)  
**Cc:** [Mark B. Hill](#); [Dawn LaForme](#); [Tanya Hill-Montour](#); [Robin Linn](#); [Maria Zintchenko](#); [Rodney Yee](#); [Laura Witherow](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** RE: Ontario Line Project - Notice of Publication of Draft Environmental Conditions Report  
**Date:** Friday, September 18, 2020 8:40:01 AM

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Thanks Fallon.

Have a great day and look forward to our next meeting as well.

Jen

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**From:** Indigenous Relations <IndigenousRelations@metrolinx.com>  
**Sent:** September 17, 2020 4:32 PM  
**To:** Jen Mt.Pleasant <jenmtpleasant@sixnations.ca>; Lonny Bomberry <lonnybomberry@sixnations.ca>  
**Cc:** Mark B. Hill <markhill@sixnations.ca>; Dawn LaForme <dlaforme@sixnations.ca>; Tanya Hill-Montour <tanyahill-montour@sixnations.ca>; Robin Linn <rlnn@sixnations.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Laura Witherow <Laura.Witherow@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>  
**Subject:** RE: Ontario Line Project - Notice of Publication of Draft Environmental Conditions Report

Hi Jen,

Thank you for your email. I wanted to let you know that I have brought Robin's letter and this follow up to Metrolinx's Community Relations Vice President to ensure that there is an understanding of the issues and capacity pressures at hand given the volume of reports and projects that Metrolinx is undertaking. I also am reinforcing the message to Metrolinx about the need for meaningful engagement and consultation with those whose Treaty territories Metrolinx projects are impacting.

I look forward to meeting on October 20<sup>th</sup> and will ask for my Vice President to be present so that she can also hear and understand the issues and concerns and so that Metrolinx can move forward in a good way.

Miigwetch,

Fallon

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**From:** Jen Mt.Pleasant [<mailto:jenmtpleasant@sixnations.ca>]  
**Sent:** September-17-20 4:00 PM  
**To:** Indigenous Relations; Lonny Bomberry  
**Cc:** Mark B. Hill; Dawn LaForme; Tanya Hill-Montour; Robin Linn; Maria Zintchenko; Rodney Yee; Laura Witherow; Merlin Yuen; Crystal Ho  
**Subject:** RE: Ontario Line Project - Notice of Publication of Draft Environmental Conditions Report

Hi Fallon,

So the letter that Robbin provided this afternoon is our current stance on Metrolinx Projects (essentially this is going to be sent out as a “blanket statement” on future projects, not just Metrolinx). It basically outlines and affirms our treaty territories and Indigenous rights as Haudenosaunee people as well as our concern for any developments that takes place within our treaty lands especially in terms of adverse impacts to said environment which would include: lands, waters, animal/plant/aviary/water life.

Having said that and something we’ve already discussed at our last meeting is due to the extremely large volume of reports and studies coming in to the Six Nations CAP team (which total thousand of pages) on Metrolinx projects, we currently do not have the resources or the capacity to be reading through each document.

In order to submit a well thought out and thorough response to these individual Metrolinx projects, we’d have to take the time to read thoroughly through all of the technical documents. As Metrolinx has already implied that they have not set aside any additional funding for Indigenous communities to be able to better participate in these projects (however they did say they are looking into it further), we cannot meet these upcoming deadlines to provide feedback.

This is not to say either that because we were unable to provide responses/feedback on each of these projects, that we are agreeable to or supportive of them and that needs to be documented. We cannot make that decision on whether or not we can support these projects because we do not have the resources to be able to analyze all of the technical documents.

With that being said, please take this email response into consideration when reading the letter that Robbin has already provided.

We can definitely discuss this further at our October 20 meeting and answer any concerns or questions you may have.

Have a great day,

jen

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**From:** Indigenous Relations <[IndigenousRelations@metrolinx.com](mailto:IndigenousRelations@metrolinx.com)>

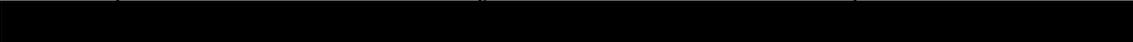
**Sent:** September 17, 2020 8:06 AM

**To:** Lonny Bomberry <[lonnybomberry@sixnations.ca](mailto:lonnybomberry@sixnations.ca)>

**Cc:** Mark B. Hill <[markhill@sixnations.ca](mailto:markhill@sixnations.ca)>; Dawn LaForme <[dlaforme@sixnations.ca](mailto:dlaforme@sixnations.ca)>; Tanya Hill-Montour <[tanyahill-montour@sixnations.ca](mailto:tanyahill-montour@sixnations.ca)>; Jen Mt.Pleasant <[jenmtpleasant@sixnations.ca](mailto:jenmtpleasant@sixnations.ca)>; Robin Linn <[rlinn@sixnations.ca](mailto:rlinn@sixnations.ca)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>; Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>

**Subject:** RE: Ontario Line Project - Notice of Publication of Draft Environmental Conditions Report

Hello Lonny and Team,

Please find attached, a letter outlining the Notice of Publication of Draft Environmental Conditions Report for the Ontario Line Project. The link to access the report can be found here: 

A copy of the formal Notice, and the impact and mitigation tables for this project have been attached. We hope these tables might help to streamline your review. Comments and feedback are requested by **October 17, 2020**.

We appreciate the size of these documents. Please let us know if you would like a meeting to review the project with our environmental teams or speak to me further about best practices for engaging your community.

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

Miigwetch!  
Fallon

**Fallon Melander**

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

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## **Indigenous Nations**

- **Six Nations of the Grand River Meeting Materials**





[REDACTED]

- [REDACTED]
- [REDACTED]

[REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]

[REDACTED]

[REDACTED]

- Jen indicated that she was able to review the Ontario Line Archaeology reports and that it doesn't speak specifically to the Nations specific to the areas. She indicated that Metrolinx should address the inaccuracies for instance the missing Treaty 13, Nan Fran, Fort Albany 1701.
- [REDACTED]
- [REDACTED]

\*Please contact Metrolinx (IndigenousRelations@metrolinx.com) within seven (7) days of issuance of these minutes for any errors or omissions.