

The background image shows a busy transit station. In the foreground, several pedestrians are walking on a paved path. A light rail train is visible in the middle ground, stopped at the station platform. The station's name, "PARK LAWN STATION", is visible on a red sign above the platform. The image is overlaid with a semi-transparent dark blue geometric shape that frames the title text.




APPENDIX L

Indigenous Engagement Report

**Lakeshore Development Inc.
Park Lawn GO Station
Indigenous Engagement Report**

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Executive Summary

Lakeshore Development Inc. (“the Developer”) has proposed the new Park Lawn GO Station to be developed in partnership with Metrolinx, located at the north end of 2150 Lake Shore Boulevard West in the City of Toronto (“the Project”). Hatch was retained by the Developer to undertake an Environmental Assessment (EA) for the proposed Park Lawn GO Station on the Lakeshore West rail corridor. The Initial Business Case (IBC) (2016) recognized Park Lawn as a strategic location of dense development and growth, as well as opportunity to integrate with local transit in the area. The Park Lawn GO Station has the opportunity to provide a stop between Mimico GO Station and Exhibition GO Station. The Park Lawn GO Station will be located 100 metres south of the Gardiner Expressway, 300 metres northwest of Lake Shore Boulevard West, on both sides of Park Lawn Road, and both sides of the Lakeshore West rail corridor within the City of Toronto.

Evaluating the impact of environmental effects of the proposed Park Lawn GO Station will be carried out in accordance with the Transit Project Assessment Process (TPAP). The TPAP is regulated by the *Environmental Assessment Act* (EAA) under Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings (O. Reg. 231/08). For TPAP purposes, Metrolinx is the proponent. The Developer will be constructing the Project and will be responsible for incorporating mitigation measures to address both construction and operation-related effects. Metrolinx will be responsible for operations and maintenance at the GO Station.

As part of the TPAP, a public, stakeholder, and Indigenous engagement was undertaken for the Park Lawn GO Station to meet the needs of O. Reg. 231/08. The Pre-TPAP Phase engagements were initiated in the summer of 2020 and continued through the fall of 2020 and 2021. TPAP engagements were undertaken commencing August 27, 2021 to December 16, 2021.

The purpose of this Indigenous Engagement Report is to document the details of the efforts taken and methods for Indigenous Nation engagement activities, including notification and the feedback that was received.

An Indigenous Nation Master Contact List was developed in consultation with the Ministry of the Environment, Conservation, and Parks to confirm the Indigenous Nations to engage.

Common themes identified by Indigenous Nations as part of the engagement included: the incorporation of Indigenous Knowledge, the involvement of Indigenous Nations in the development of restoration and management plans, impacts to wildlife, recommendations for consideration of culturally important species, and requests to incorporate Indigenous history as part of background knowledge.

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Project Notices

1. Introduction

Lakeshore Development Inc. (“the Developer”) has proposed the new Park Lawn GO Station to be developed through Metrolinx’s Transit Oriented Communities program, located at the north end of 2150 Lake Shore Boulevard West in the City of Toronto (“the Project”). Hatch was retained by the Developer to undertake an Environmental Assessment (EA) for the proposed Park Lawn GO Station on the Lakeshore West rail corridor. The evaluation of environmental impacts of the proposed Park Lawn GO Station has been carried out in accordance with the Transit Project Assessment Process (TPAP). The TPAP is regulated by the *Environmental Assessment Act* (EAA) under Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings (O. Reg. 231/08). The purpose of the TPAP is to ensure effects associated with the Project are clearly identified and mitigated to the greatest extent feasible. For TPAP purposes, Metrolinx is the proponent. The Developer will be constructing the Project and will be responsible for incorporating mitigation measures to address both construction and operation-related effects. Metrolinx will be responsible for operations and maintenance at the GO Station.

An Environmental Project Report (EPR) has been prepared to document the planning and decision-making process followed, the engagement undertaken and the effects of the proposed station on the technical areas noted below:

- Natural Environment – Consideration of natural features in the Study Area, including environmentally sensitive areas, slope stability, fluvial geomorphology, the presence of Species at Risk and tree inventory;
- Socio-Economic Environment – Consideration of socio-economic and key land use features in the Study Area, including air quality, noise and vibration, potential property impacts, and traffic; and
- Cultural Environment – Consideration of cultural heritage and archaeological features in the Study Area, such as built heritage resources, cultural heritage landscapes, and known or potential archaeological resources.

The Initial Business Case (IBC) (Metrolinx, 2016), recognized Park Lawn as a strategic location of dense development and growth, as well as an opportunity to integrate with local transit in the area. The commitment of GO Regional Express Rail (now referred to as GO Expansion) and more frequent and faster service creates significant opportunity to realize a transit hub bringing together and integrating higher order transit, local transit and other modes. An updated IBC (2018) considered an updated service plan, realigned station to minimize impacts on existing infrastructure, and a redefined station design. An updated IBC (Metrolinx, 2020) was published June 11, 2020.

The Park Lawn GO Station has the opportunity to provide a stop between Mimico GO Station and Exhibition GO Station. The Park Lawn GO Station will be located 100 metres south of the

Gardiner Expressway, 300 metres northwest of Lake Shore Boulevard West, on both sides of Park Lawn Road, and both sides of the Lakeshore West rail corridor within the City of Toronto.

The Park Lawn GO Station will include a fully accessible station building with platform access points, tunnel infrastructure, multimodal access, bicycle parking and connections with local transit.

This Project will be coordinated with the City of Toronto as appropriate to provide improved local transit access and connectivity to the GO Station, as well as additional and more frequent transit service.

2. Overview of the Engagement Process

2.1 Engagement Requirements

As part of the TPAP, engagement allows the proponent to engage all potentially interested persons in the proposed Project (Ministry of the Environment, 2004). The engagement must include specific components and matters that are set out in Section 8 of Ontario Regulation 231/08, including:

- Providing information about the basis on which the transit project was selected, which includes:
 - The assessment and evaluation of the impacts of the transit project and other methods considered;
 - The criteria for the assessment and evaluation of those impacts; and
 - Any studies completed with respect to those impacts.
- Providing information about the proposed measures for mitigating any potential negative impacts of the transit project;
- Providing information about the way the proponent intends to monitor and verify the effectiveness of the proposed mitigation measures;
- Discussing with Indigenous Nations any constitutionally protected Aboriginal or treaty right that is identified as potentially being negatively impacted by the transit project; and
- Discussing with Indigenous Nations any measures identified by the Indigenous Nation for mitigating potential negative impacts on constitutionally protected Aboriginal or treaty rights.

In order to achieve these goals all engagement activities were completed in accordance with O. Reg. 231/08.

2.2 Project Organization and Engagement Process

Evaluating the impact of environmental effects of the proposed Park Lawn GO Station has been carried out in accordance with the TPAP. The purpose of the TPAP is to ensure effects associated with the Project are clearly identified and mitigated to the greatest extent feasible.

An important component of the TPAP is Indigenous Nation engagement. Engagement was initiated for the proposed Park Lawn GO Station to build constructive working relationships with Indigenous Nations, gather feedback, and meet the requirements of O. Reg. 231/08. In addition, the engagement program outlined opportunities to seek feedback for inclusion into the EPR, design, plans and operations.

The Indigenous Engagement Report (Report) documents the details of the efforts taken to engage Indigenous Nations, and methods for receiving input, to build constructive working relationships. The Report also summarizes Indigenous correspondence, as well as responses provided during the engagement period.

It should be noted that this Report should be reviewed in conjunction with the Stakeholder Consultation Report (SCR), which summarizes the consultation activities undertaken with agencies, the public, and other potentially interested stakeholders. The purpose of this Report is to summarize all efforts to engage Indigenous Nations, the input received from Indigenous Nations, and the responses provided related to feedback and concerns raised.

3. Pre-TPAP Engagement Phase

The pre-TPAP engagement phase was initiated in the summer of 2020, continued through to the fall of 2021. Details with regards to Indigenous Nations are listed below, for other consultation details refer to the SCR (under separate cover):

- Consultation with the Director of the MECP;
- Preparation of a Master Contact List;
- Establishment of a Project specific Website (<https://www.2150lakeshore.com/transitea/>);
- Convening Public Meeting #1 (June 25 to July 20, 2020) in an online format via a pre-recorded PowerPoint presentation and voice overlay;
- Convening Public Meeting #2 (August 27 to September 17, 2021) in an online format via a pre-recorded PowerPoint presentation and voice overlay;
- Undertaking Indigenous Nation engagement through identification of, and correspondence and meetings with Indigenous Nations that may have an interest in the Project; and
- Making available the draft Technical Reports and draft EPR to Indigenous Nations for comment.

The following sections summarize the EPR engagement process for the Park Lawn GO Station.

3.1 Consultation with the Director

On May 11, 2020, Metrolinx sent a letter to the Director of the MECP, to request a list of bodies that, in the opinion of the Director, would be able to assist in identifying Indigenous Nations that may be interested in the transit project.

A response from MECP was received on May 21, 2020 which provided a list of various Indigenous Nations that may have an interest in the Project. The response from the MECP was used in the development of a list of potentially interested Indigenous Nations which can be found in Appendix A.

The list of Indigenous Nations and organizations was used to distribute engagement materials, including the Notice of Public Meeting #1 (during the pre-TPAP Phase). Project Notices are provided in Appendix D. The list was also used to track correspondence to ensure that the comments were incorporated into the decision-making process for the EPR. Engagement records, comments received, and responses provided are available in Appendix B and Appendix C.

3.2 Indigenous Nation Engagement

3.2.1 *Public Meeting #1*

Through the initial consultation with MECP, a list of Indigenous Nations identified as potentially having constitutionally protected Aboriginal Rights, treaty rights or other interests in the Proposed Park Lawn GO Station project was developed. The identified Indigenous Nations were initially contacted via email and mail on July 2, 2020 in order to introduce the project and provide details regarding Public Meeting #1. Follow-up phone calls were placed to Indigenous Nations to confirm receipt of Notices and ensure the Nation was aware of the opportunity to comment, assess the level and type of interest in the Project and inquire if they have any comments/questions, as well as establish how they wished to be engaged in the future.

The following Indigenous Nations were contacted on July 2, 2020 to provide an introduction and overview of the project, and to share details about the first Public Meeting:

- Haudenosaunee Confederacy Chiefs Council;
- Huron-Wendat Nation;
- Kawartha Nishnawbe First Nation;
- Mississaugas of the Credit First Nation;
- Six Nations of the Grand River; and
- Williams Treaties First Nations:
 - Alderville First Nation;
 - Beausoleil First Nation;
 - Curve Lake First Nation;
 - Georgina Island First Nation;
 - Hiawatha First Nation;
 - Rama First Nation; and

- Scugog Island First Nation.

A summary of comments from Indigenous Nations and Project Team responses is provided in Table 3-1. All correspondence with Indigenous Nations as part of the Pre-TPAP Phase is included in Appendix B of this Report.

Table 3-1: Indigenous Nation Comments and Project Team Responses in the Pre-TPAP Phase

Indigenous Nation	Comment	Project Team Response
Huron-Wendat Nation	<p>There is insufficient detail in the Stage 1 Archaeological Assessment regarding the Huron-Wendat Nation's land use and settlement, compared to the Ojibwa or the Haudenosaunee – we request that equal space be given to the Nation's history and way of life. The Huron-Wendat Nation will prepare and provide the text.</p> <p>The Huron-Wendat Nation is satisfied with the reports description of the archaeological, environmental, and historical context of the region and note the indicators of archaeological potential present.</p> <p>Regarding future archaeological work, the Huron-Wendat Nation is requesting to be consulted at every stage and to provide monitors for any field work.</p>	<p>Stage 1 Archaeological Assessment updated to reflect comments related to the Huron-Wendat Nation, prior to submission to Ministry of Heritage Sport Tourism and Cultural Industries (MHSTCI).</p>
Curve Lake First Nation	<p>The following historical context was prepared by Gitiga Migizi, a respected Elder and Knowledge Keeper of the Michi Saagiig Nation:</p> <p>We weren't affected as much as the larger villages because we learned to paddle away for several years until everything settled down. And we came back and tried to bury the bones of the Huron but it was overwhelming, it was all over, there were bones all over – that is our story.</p> <p>There is a misnomer here, that this area of Ontario is not our traditional territory and that we came in here after the Huron-Wendat left or were defeated, but that is not true. That is a big misconception of our history that needs to be corrected. We are the traditional people, we are the ones that signed treaties with the Crown. We are recognized as the ones who signed these treaties and we are the ones to be dealt with officially in any matters concerning territory in southern Ontario.</p> <p>We had peacemakers go to the Haudenosaunee and live amongst them in order to change their ways. We had also diplomatically dealt with some of the strong chiefs to the north and tried to make peace as much</p>	<p>Stage 1 Archaeological Assessment was updated to include the Curve Lake First Nation oral history.</p>

Indigenous Nation	Comment	Project Team Response
	<p>as possible. So we are very important in terms of keeping the balance of relationships in harmony.</p> <p>Some of the old leaders recognized that it became increasingly difficult to keep the peace after the Europeans introduced guns. But we still continued to meet, and we still continued to have some wampum, which doesn't mean we negated our territory or gave up our territory – we did not do that. We still consider ourselves a sovereign nation despite legal challenges against that. We still view ourselves as a nation and the government must negotiate from that basis.”</p> <p>Often times, southern Ontario is described as being “vacant” after the dispersal of the Huron-Wendat peoples in 1649 (who fled east to Quebec and south to the United States). This is misleading as these territories remained the homelands of the Michi Saagiig Nation.</p> <p>The Michi Saagiig participated in eighteen treaties from 1781 to 1923 to allow the growing number of European settlers to establish in Ontario. Pressures from increased settlement forced the Michi Saagiig to slowly move into small family groups around the present day communities: Curve Lake First Nation, Hiawatha First Nation, Alderville First Nation, Scugog Island First Nation, New Credit First Nation, and Mississauga First Nation.</p> <p>The Michi Saagiig have been in Ontario for thousands of years, and they remain here to this day.</p>	

3.2.2 *Indigenous Nation Review of Draft Technical Reports and Draft Environmental Project Report*

Draft Technical Reports and the Draft EPR were provided to Indigenous Nations for review as part of the Notice of Commencement of the TPAP on August 27, 2021. Comments received and associated responses are provided in Appendix C.

4. TPAP Engagement Phase

4.1 Notice of Commencement of the TPAP and Public Meeting #2

Consistent with the list of Indigenous Nations identified through consultation with the MECP in the pre-TPAP phase, the following Indigenous Nations were contacted on August 27, 2021 to advise of the Notice of Commencement of the TPAP and the second Public Meeting:

- Haudenosaunee Confederacy Chiefs Council;
- Huron-Wendat Nation;
- Kawartha Nishnawbe First Nation;
- Mississaugas of the Credit First Nation;
- Six Nations of the Grand River; and
- Williams Treaties First Nations:
 - Alderville First Nation;
 - Beausoleil First Nation;
 - Curve Lake First Nation;
 - Georgina Island First Nation;
 - Hiawatha First Nation;
 - Rama First Nation; and
 - Scugog Island First Nation.

A summary of comments received from interested Indigenous Nations are provided in Table 4-1, and are accompanied by the Project Team responses. Correspondence with Indigenous Nations that occurred as part of the TPAP is included in Appendix B and C.

Table 4-1: Indigenous Nation Comments and Project Team Responses in the TPAP Phase

Indigenous Nation	Comment	Project Team Response
Huron-Wendat Nation	We do not have any specific comments at this point regarding the EPR and technical studies. We are interested in participating in any further archaeological fieldwork if the work is extended beyond the assessed study area.	Thank you for confirming. We will keep you apprised of any future archaeological assessments.
Curve Lake First Nation (CLFN)	We respectfully wish to offer Metrolinx, as part of our relationship building, constructive dialogue in order to correct the use of colonizing tones in communications to First Nations. For example, "Metrolinx appreciates and respects Curve Lake First Nation's desire to be appropriately informed and aware of projects." This should be written to reflect and acknowledge the right to be informed and consulted when referring to treaty rights holders. The current tone can be perceived as a colonial agenda and may be taken as a sign of disrespect. Metrolinx and other proponents are guests in the Michi Saagiig territory because of the treaty making process.	The language in our Notice letter will be corrected to more accurately reflect Curve Lake First Nation's right to be informed and engaged. Metrolinx recognizes that they are guests in the Michi Saagiig territory because of the treaty making process.
	It is suggested that "Appendix K Draft Stakeholder Consultation Report" be renamed to reflect that "Indigenous Nation Consultation" is in fact a separate and distinct section(s) in the report itself. Rights holders, in particular, are not to be lumped in with stakeholders	Appendices will be renamed to reflect the distinction between Indigenous Nations and other stakeholders, such that a separate Appendix, Appendix K: Indigenous Nations Engagement, in addition to the existing Appendix L: Stakeholder Consultation Report.
	CLFN reserves the right to review, challenge and provide input into all proposed mitigation or ecological managements plans prior to implementation during the detailed design phase of proposed works.	Proposed mitigation measures will be reviewed by CLFN as they become available. Review cycles, the expected level of effort, and review timelines will need to be determined by Metrolinx and CLFN. Metrolinx will share a list of design and restoration plans to CLFN for them to identify which they would like to review. Review time will be assumed to be 30 days.
	CLFN and 4 Directions with support from the Metrolinx team would like to conduct "blind or surprise" environmental construction inspections during the implementation of the detailed design phase of the project. This will ensure that the third party	Metrolinx supports the idea of "blind or surprise" environmental construction inspections, however, will need to be notified in advance of any site-visits due to safety concerns. Metrolinx

Indigenous Nation	Comment	Project Team Response
	and contractors hired to represent the interests of the Metrolinx are acting in their best interest and not impacting the environment or Indigenous Rights.	is required to provide 48-hour notice to Contractor before a site visit. Safety requirements will be confirmed prior to attendance on active construction site.
	CLFN shall participate in detailed design of the site restoration using cultural knowledge for the enhancement of site features to restore the natural balance of the site.	Metrolinx welcomes CLFN participation in site restoration efforts and planning and will provide restoration plans to Curve Lake as part of detail design for input as part of review process. Metrolinx welcomes and supports constructive dialogue on this topic.
	Further collaboration is needed with both Indigenous knowledge holders and Western science practitioners to understand and evaluate the natural environment. Protection is not only for those species deemed rare or at risk by settler governments and settler occupation, since it is by their own doing that these relations are in danger. All species have a right to exist and to life.	Metrolinx recognizes that all wildlife species that may be of interest to CLFN are not included here and commits to discuss and identify species of concern. Metrolinx is committed to including culturally important or keystone species in future plans. While the breeding bird window restricting tree removal between April 1 and August 31 is directed toward specific bird species it will coincide with common species nesting / denning of young, protecting most if not all breeding species found on site. General wildlife mitigation during construction and operations will be implemented to minimize effects to all species.
	Further work is needed by Metrolinx to understand the cultural keystone species and the impacts that their daily operations and future project may have on cultural keystone species and therefore on the Indigenous communities living within their zone of operations. Cultural keystone species can be as common as species like: the deer, the coyote, the mosquito, or the hummingbird. As we collectively achieve this understanding of worldviews, more meaningful project and environmental restoration can be accomplished on the landscape, since it is intertwined in spirit, science and in ceremony.	
	Within the information provided in the appendices, seventeen tree and sixteen bird species were observed by Metrolinx and its consultants within the footprint of this project that fit the designation of culturally important or keystone. Metrolinx must ensure that species/relations have the right and ability to flourish prior to, during and after occupation of Metrolinx. To ignore this,	

Indigenous Nation	Comment	Project Team Response
	is to ignore the rights of CLFN and other rights bearing communities.	
	Under the soils component of the mitigations - please define qualified personnel for the creation and implementation of a soil management plan.	Under Ontario Regulations 153/04 Record of Site Condition and 406/19 On-Site and Excess Soil Management, a Qualified Persons must hold a Professional Engineer or Professional Geoscientist license. Text in the table has been revised to include this detail.
	The letter of notice states there will be no in water works to be completed for this project. Please remove this section since it is not required based on the information presented. If in water works is required, then a discussion will be needed with consent from CLFN since we have the rights to water and not the province. Also, if there is to be any riparian vegetation removed then a restoration plant will be required with input by CLFN.	There are no in-water works planned at this time for the project. The commitments in the Natural Environment Report and Environmental Project Report (EPR) are meant to be all-encompassing in the event that the design changes and in-water works are required. This would trigger an EPR Addendum and additional engagement with Indigenous Nations. This section will be revised to reflect that additional and meaningful consultation with CLFN will be required for in-water works in the event that it is required. This is in recognition of CLFN's water rights.
	Not all plant vegetation is negative to the Michi Saagig. Species deemed to be invasive by the province still could have medicinal value to the community. It is best management practice to ask the community prior to destroying and disposing of any species.	Please note any vegetation removals on site are required for construction. What's more, invasive species management on this site will be for restoration planting areas where it is required for the success of plantings. Metrolinx is committed to having meaningful conversations with Indigenous Nations to understand and recognize that species deemed to be invasive may hold cultural value. Invasive species management plans, if required, will be shared with CLFN for review and input during detailed design.
	Please define buffer area proposed around nesting species.	Buffers are typically defined by the species present at the time of construction. Currently

Indigenous Nation	Comment	Project Team Response
		buffers are a minimum of 10 metres and revised, as required, based on the needs of the nesting species. Metrolinx welcomes and supports constructive dialogue and input with regards to buffers and timing windows as the project progresses through detailed design, including the project's Wildlife Management Plan.
	Who is responsible for the herpetofauna and mammal sweeps? What are their qualifications? Is there contractor education to avoid harm and done by who?	Bird nest sweeps and searches will be conducted by a qualified Ecologist or Avian Biologist. Contractors will be properly trained to handle and identify species of conservation concern. Additional detail will be added to the Natural Environment Report to identify the qualifications of the persons completing herpetofauna and mammal sweeps. As per Table 5-2, workers will be provided with the appropriate training to safely handle and relocate wildlife from the construction site, including herpetofauna and mammals. Additional details will be included in the Wildlife Management Plan, which will be developed at the detailed design stage and circulated for review to CLFN. Moving forward Metrolinx will explore opportunities for Indigenous Nations to lead wildlife training.
	All species, not only species at risk have a right to a meaningful life. Please define and ensure all timing windows are communicated in this table.	Metrolinx ensures that sensitive breeding windows will be avoided for all species, regardless of their status under the <i>Species at Risk Act</i> . Mammals have not been documented as breeding/denning on site, though baseline wildlife surveys could include Indigenous Nation's input and/or training to be more comprehensive. Breeding bird windows are respected in construction implementation and encompass the majority of common mammal

Indigenous Nation	Comment	Project Team Response
		breeding windows as well. General wildlife mitigation during construction and operations will be implemented to minimize effects to all species. Moving forward Metrolinx will explore opportunities for Indigenous Nations to lead wildlife training.
	Michi Saagig knowledge system and input is critical along with City of Toronto and TRCA expertise for site restoration.	Metrolinx welcomes CLFN participation in site restoration efforts and planning and will provide restoration plans to Curve Lake as a part of detail design for input as part of review process.
	When considering “positive surface drainage” of the site, does this include the water quality inputs to Mimico Creek? Metrolinx needs to ensure their project does not further impact the Mimico Creek valley system. Please demonstrate how this will be completed.	Metrolinx will be working to minimize impacts to Mimico Creek by meeting storm water requirements for water quality and quantity through retaining runoff generated from site surfaces through infiltration, evapotranspiration, water harvesting, and reuse, and removing a minimum of 80% of total suspend solids (on an annual basis) from the runoff leaving the site. The EPR outlines these details from a high level, however more detailed information through the preparation of the Stormwater Management Plan will be developed as part of detailed design which will can be shared with CLFN for input and feedback.
	The report completed by Water’s Edge Environmental Solutions Team was very well done and insightful to the state of the watercourse. It is also recommended to CLFN by 4 Directions that continued monitoring be undertaken as per recommendations within the report/Appendix J; CLFN agrees with this recommendation and would like to pursue further discussion with Metrolinx. In the likelihood of restoration of the river valley occupied by Metrolinx, it is recommended that all parties use Indigenous knowledge systems to help aid in creating stability within the river.	Metrolinx welcomes and invites CLFN to engage in further discussion regarding the monitoring and recommendations outlined in the report. Should the river valley require restoration by Metrolinx, CLFN will be further consulted. However, it is outside of the TPAP at this time. Metrolinx observes the conditions of the toe of slope structures along Mimico Creek annually and reports on its conditions every 5 years.

Indigenous Nation	Comment	Project Team Response
		Any imminent failures would be reported, and repair options assessed. Should restoration be required, excluding emergency works, CLFN will be asked to review restoration plans. Metrolinx welcomes future discussions on Mimico creek with CLFN.
	Please describe or define the protocol used for the detailed fish habitat assessment.	Section 3.3.1 will be updated to describe the protocol used for detailed fish habitat assessment. The field assessment follows the protocols in the Ministry of Transportation Environmental Guide for Fisheries. Additional detail regarding fish habitat was obtained from TRCA background reports. If in-water works are required, then more studies would be undertaken and will be reviewed by CLFN. Metrolinx welcomes and supports constructive dialogue on this topic.
	In section 4.4 Watercourses and Hydrological Features, it would be nice to have the Settler community acknowledge that because of their occupation in the watershed and land use, it has resulted in a poor water quality or health of the sub-watershed.	The EPR has been updated to state that the form and function of the hydrology of Mimico Creek and valley features have been negatively impacted by urbanization of the surrounding areas. Metrolinx is preparing language for future reporting to clearly acknowledge treaty territory, rights, and the impacts of the settler community on the environment.
	In section 4.5.3 Aquatic Habitat Summary, the classification of the reach should be considered to be cool to warm water thermal tolerance given that creek chub and pumpkinseed were referenced to be residents within the system.	The description of the reach will be revised to indicate that cool water species are present, as well as warm water species. The existing warm water classification will be referred to in reference to timing windows provided by TRCA and the Ministry of Northern Development, Mines, Natural Resources, and Forestry (MNDMNR).

Indigenous Nation	Comment	Project Team Response
	In section 4.7.1 Mammal- all species presented have a cultural value to the Indigenous community. How can the enhancement of their habitat be incorporated into the final restoration of the site?	Will be added as a future commitment. Metrolinx will work with the TRCA to develop a habitat restoration and compensation plan that benefits the ecosystem, and this will be shared with CLFN for input and feedback. Metrolinx will explore refining baseline studies in future to include mammals through engagement with Indigenous Nations.
	In section 4.7.3 Herpetofauna- Define protocol used.	The protocol used to identify herpetofauna species will be updated. No focused field surveys have been conducted to date. Potential habitat was identified during field surveys and was compared to the data provided by TRCA, MNDMNR, and the Ontario Reptile and Amphibian Atlas. If at the detailed design stage impacts are identified to potential habitat, additional MNDMNR and TRCA protocols will be followed to determine species presence and if breeding or hibernation habitats are present within the study area. Metrolinx will explore refining baseline studies in the future to include herpetofauna through engagement with Indigenous Nations.
	In section 4.7.4 Butterflies- Since no detail survey was completed (explain why?) then enhancement should be done within the landscape planning of the site to enhance habitats in the area given the species recorded by incidental observation.	Details will be adjusted to reflect enhancements and will be described in the commitments section. A restoration plan will be developed for all areas within the valley system that are temporally disturbed. This plan includes native herbaceous cover in the form of native seed mixes, shrubs and trees. Selection of planting materials can include appropriate plants to fulfil butterfly lifecycle requirements. that benefits the ecosystem. Metrolinx will explore refining baseline studies in future to include

Indigenous Nation	Comment	Project Team Response
		herpetofauna through engagement with Indigenous Nations.

5. Incorporation of Indigenous Nations Comments

Through the engagement process, Curve Lake First Nation expressed concerns about various components of the Project, including: the incorporation of Indigenous Knowledge, the involvement of Indigenous Nations in the development of restoration and management plans, impacts to wildlife, recommendations for consideration of culturally important species, and requests to incorporate Indigenous history as part of background knowledge. All questions submitted were addressed within a timely manner. Following receipt of Indigenous Nation comments, feedback was incorporated into the EPR and technical studies and follow-up discussion with the Indigenous Nation occurred as needed. It is anticipated that the next steps outlined below will continue to engage Indigenous Nations and support the development of a constructive, working relationship. In this way, all parties can keep one another informed and provide opportunities for further questions and concerns to be addressed.

6. Commitments to Future Work and Engagement

The next opportunity for input will be following the Notice of Completion of the EPR, planned for December 17th, 2021. Following the Notice of Completion of the EPR, Metrolinx and the Developer will take the comments and input received from Indigenous Nations into consideration throughout the detailed design phase, and during the development of restoration and management plans, prior to construction. Metrolinx and the Developer will continue to engage and interact with Indigenous Nations to ensure continued communication on the Project.

7. Notice of Completion of the EPR

Indigenous Nations are welcome to submit any objections related to the Park Lawn GO Station, to the MECP Environmental Approvals Branch for the Minister to consider. Objections must be submitted during the 30 day review period starting on December 17, 2021 until January 17, 2022. A copy should also be provided to the Director of the MECP. Information required for the objection must include:

- Contact information (including name, mailing address, organization or affiliation, phone number and email address (where possible));
- Proponent (Metrolinx) contact information (including name, address, phone number and representative/agency phone number);
- Brief description of the proponent's (Metrolinx) proposed undertaking, including location;
- Basis for why further study is required, including relevance to Aboriginal or treaty rights and matters of provincial importance that were not considered in the EPR, and
- Summary of how the objector has been involved in the consultation process (e.g., meetings, phone calls, emails etc.).

The Ministry will forward a copy of the objections to both Metrolinx and the Developer for consideration. It is noted that both agencies will have less than a week to comment on the objections. During this time, Metrolinx and/or the Developer can identify where in the EPR the appropriate information can be found, or provide clarification.

Following the review period, the Minister has 35 days to provide comment and decide whether the EPR has a negative impact on matters of provincial importance or Aboriginal or treaty rights. Following the Ministerial review, one of the following two options can occur:

- 1) If the Minister does not give notice, the Project can proceed. Once the proponent submits a Statement of Completion of the TPAP, the proponent can proceed to implementation and construction (Ministry of the Environment, 2014).
- 2) The Minister may give notice that the Project can proceed, proceed subject to conditions, or that the proponent must conduct additional work (Ministry of the Environment, 2014).

8. Statement of Completion of the TPAP

A Statement of Completion of the TPAP will be issued if, no later than 65 days after the Notice of Completion was published, the Minister gives a notice to proceed, that is subject to conditions, or does not give a notice. The Statement will document Metrolinx and the Developer's intention of proceeding with the Park Lawn GO Station Project in accordance with the EPR. Any revisions to the EPR which have been made during the review period will also be followed. The Statement will be provided to all contacts listed in the Master Contact List, as well as the MECP Director and Regional Director. In addition, the Statement of Completion of the TPAP will also be posted on the Project Website.

9. References

Metrolinx. (2016). Park Lawn GO Station - *Initial Business Case*.

Metrolinx. (2020). *Updated Initial Business Case*.

Ministry of the Environment, Conservation and Parks. (2014). *Ontario's Transit Project Assessment Process Guide*.

Appendix A

Indigenous Nations Contact List



May 11, 2020

Ms. Annamaria Cross
Director, Environmental Assessment
Ministry of the Environment, Conservation and Parks
135 St. Clair Avenue West
Toronto, Ontario M4V 1P5
Sent via email only: annamaria.cross@ontario.ca

**Re: New Park Lawn GO Station Transit Project Assessment Process
Request for feedback re: identification of potentially interested
Indigenous Communities**

Dear Ms. Cross:

A new GO Station is proposed in the City of Toronto at Park Lawn Road. The proposed Park Lawn GO Station would be located on both sides of the Lakeshore West rail corridor and provide a stop between Mimico GO Station and Exhibition GO Station. The Station would be located at the north end of the former Mr. Christie Cookie factory site (municipally known as 2150 Lake Shore Boulevard West), 100 metres south of the Gardiner Expressway, on both sides of Park Lawn Road, and 300 metres northwest of Lake Shore Boulevard West. The attached figure reflects the preliminary project footprint.

This project will be assessed following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*, and is a Transit Oriented Development undertaking.

Per subsection 7(4) of O. Reg. 231/08, proponents are required to contact the Ministry of the Environment, Conservation, and Parks (MECP) for assistance in identifying the list of bodies that may assist in determining the Indigenous communities that may have an interest in the proposed project. The purpose of this letter is to request such feedback from the MECP in accordance with the regulation.

The project is currently in the pre-planning phase and information gathered to date has not identified any likely negative impact on a constitutionally protected Aboriginal or treaty right.

It is our understanding that proponents are requested to provide their list of identified potentially interested Indigenous communities. With that in mind, the following have been identified as potentially interested Indigenous communities:

- Haudenosaunee Confederacy Chiefs Council
- Huron-Wendat Nation
- Kawartha Nishnawbe First Nation
- Mississaugas of the Credit First Nation

- Six Nations of the Grand River
- Williams Treaties First Nations:
 - Alderville First Nation
 - Beausoleil First Nation
 - Chippewas of Georgina Island First Nation
 - Chippewas of Rama First Nation
 - Curve Lake First Nation
 - Hiawatha First Nation
 - Mississaugas of Scugog Island First Nation

Metrolinx would greatly appreciate your review and feedback by **Friday May 22, 2020** so that we may incorporate any revisions or additions to the list in preparation for community outreach.

Sincerely,



Katie Bright
Senior Manager (A), Environmental Programs and Assessment
Metrolinx

cc: Solange Desautels, MECP
Cindy Batista, MECP
Anne Cameron, MECP
Gretel Green, Metrolinx
Fallon Melander, Metrolinx
Melissa Alexander, Hatch
Mark Armstrong, Hatch

Attachments: Figure 1: Park Lawn GO Station Preliminary Project footprint

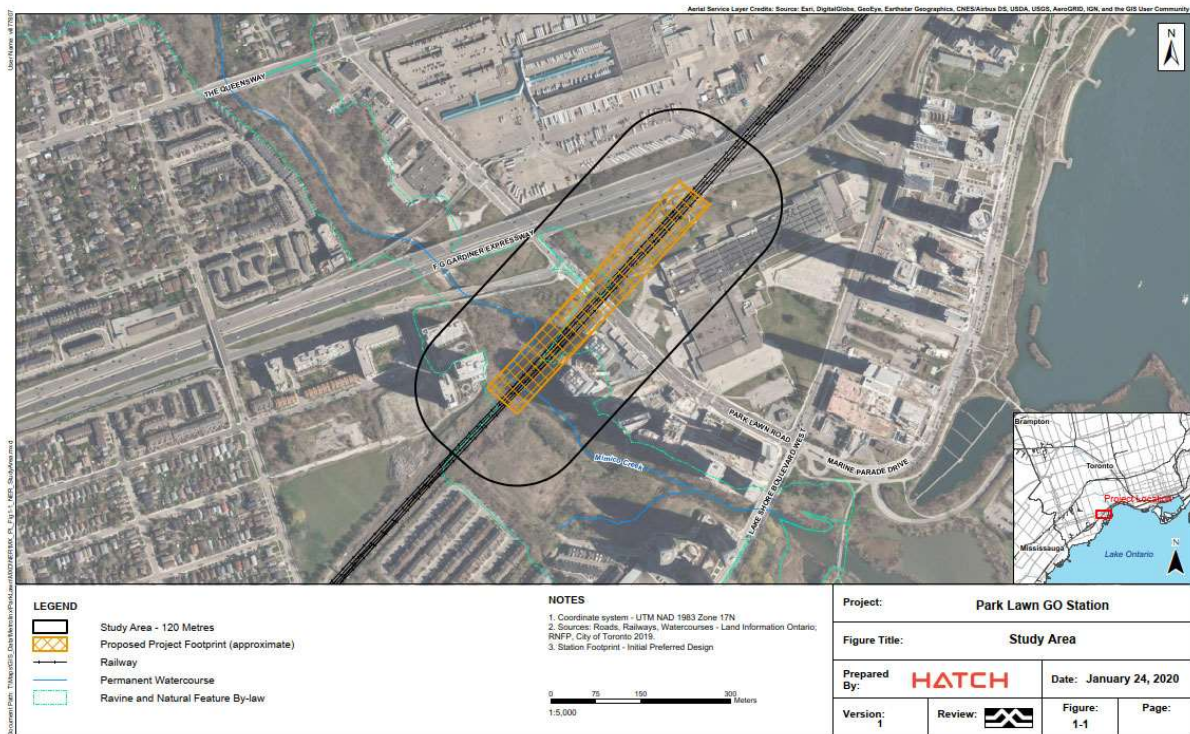


Figure 1: Park Lawn GO Station Preliminary Project Footprint

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

1st 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
Téléc. : 416 314-8452

May 21, 2020

Katie Bright
Senior Manager (A), Environmental Programs and Assessment
Metrolinx
20 Bay Street, Suite 600
Toronto ON M5J 1E6

Re: Transit Project Assessment Process – Identifying Interested Indigenous Communities

Dear Ms. Bright:

Thank you for your letter dated May 11, 2020 regarding the Metrolinx Park Lawn GO Station Transit Project Assessment Process project (Project). In your letter you request that the Ministry of the Environment, Conservation and Parks (ministry) provide assistance in identifying Indigenous communities that may have an interest in this Project.

As you are aware, the Government of Ontario (the "Crown") has a constitutional duty to consult Aboriginal communities when Crown project approvals could lead to an adverse impact on established or asserted Aboriginal or treaty rights. The Crown may use existing regulatory processes as a vehicle for fulfilling its constitutional duty, including an assessment process under the Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings.

The Crown has a duty to consult communities when it knows about established or credibly asserted Aboriginal or treaty rights and contemplates decisions or actions that could adversely affect them. As an agency of the Crown, Metrolinx's actions can trigger the Crown's duty to consult and Metrolinx is responsible for carrying out the consultation for the Crown.

List of Communities to Consult

Based on the information you have provided and the Crown's preliminary assessment of Aboriginal community rights and potential Project impacts, the following communities must be consulted on the basis that they have or may have constitutionally protected Aboriginal or treaty rights that could be adversely affected by the Project. Please note that other communities that may be interested in the environmental effects of the Project must also be consulted.

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

Consultation Activities

Steps that you may need to take in relation to Aboriginal consultation for your project are outlined in the ministry's *Guide: Ontario's Transit Project Assessment Process* and *Code of Practice for Consultation in Ontario's Environmental Assessment Process* which can be found at the following links: <https://www.ontario.ca/page/guide-environmental-assessment-requirements-transit-projects> and <https://www.ontario.ca/document/consultation-ontarios-environmental-assessment-process>.

The ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process. The proponent's responsibilities for procedural aspects of consultation include:

- Providing First Nation and/or Métis communities with information about the proposed project/activity including anticipated impacts, and information on timelines;
- Following up with First Nation and/or Métis communities to ensure they received project/activity information and that they are aware of the opportunity to express comments and concerns about the project. Please contact the appropriate Project Officer if you require community contact information;

- Gathering information about how the Project could adversely impact the relevant Aboriginal and/or Treaty rights (e.g., hunting, fishing) or sites of cultural significance (e.g., burial grounds, archaeological sites);
- Considering the comments and concerns provided by First Nation and/or Métis communities and providing responses;
- Where appropriate, discussing potential mitigation strategies with First Nation and/or Métis communities;
- Bearing the reasonable costs associated with these consultation opportunities; and,
- Maintaining a Consultation Record and providing copies to the ministry.

Notice of Commencement

The ministry is pleased that you intend to follow the transit project assessment process as per Ontario Regulation 231/08 for the Project. Please be advised that when you initiate the assessment process, a Notice of Commencement should be sent to Kathleen O'Neill, Director of Environmental Assessment Branch (EAB) and the ministry's Regional Director for the region in which the Project is located, as well as to the Indigenous communities identified above. Prior to issuing a Notice of Commencement, proponents are encouraged to contact EAB, the ministry's regional office and other government agencies to determine their level of interest in the Project.

Should you or any members of your Project team have any questions regarding the material above, please contact me at 416-314-1181 or anne.cameron@ontario.ca.

Sincerely,



Anne Cameron
Project Officer
Environmental Assessment Branch

c: Solange Desautels, Supervisor, Environmental Assessment Branch

Appendix B

Engagement with Indigenous Nations

Jasiak, Izabela

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Tuesday, October 13, 2020 11:06 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: Gretel Green; Marcela Gomide
Attachments: Proposed Park Lawn GO Station – Stage 1 Archaeological Assessment for Review
Park Lawn GO Station - Stage 1 AA [REDACTED].pdf

Hello

Please find attached, a letter outlining the draft Stage 1 Archaeological Assessment for the proposed Parklawn GO Station. The report is attached for your review. Please share any comments you may have by November 26, 2020.

If you have any questions or concerns, please feel free to reach out to me at any time. Thank you for your time and assistance.

Miigwetch!

Fallon

Fallon Melander

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



July 2, 2020

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Delivered by email

Dear [REDACTED]:

RE: Proposed Park Lawn GO Station – Request for Input, Offer for Community Meeting

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. A new Park Lawn GO Station is proposed to be built through the Transit Oriented Communities Program, which aims to deliver public transit infrastructure by leveraging third-party investment to connect more people to jobs and housing. The proposed station would include a fully accessible Park Lawn GO Station building, to be owned and operated by Metrolinx, with high quality connections to local transit. The proposed Park Lawn GO Station is envisioned to be located on both sides of the Lakeshore West rail corridor and provide a stop between Mimico GO Station and Exhibition GO Station. The purpose of this letter is to share information regarding this proposed project and invite feedback regarding your community's interest in the project and approach to engagement.

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

Project Description

First Capital REIT (FCR) has proposed a new GO Station in the City of Toronto at Park Lawn Road. The proposed Park Lawn GO Station is envisioned to be located on both sides of the Lakeshore West rail corridor and provide a stop between Mimico GO Station and Exhibition GO Station. The GO Station would be located 100 metres south of the Gardiner Expressway, on both sides of Park Lawn Road, and 300 metres northwest of Lake Shore Boulevard West. The GO Station would be located at the north end of the former Mr. Christie Cookie factory site (municipally known as 2150 Lake Shore Boulevard West). The proposed GO Station is anticipated to evolve into a multi-modal transportation hub that will provide improved local and regional transit access. GO Transit currently operates train service along the Lakeshore West rail corridor, from Union Station in Toronto to West Harbour, in Hamilton and Niagara Falls. The proposed GO Station has the opportunity to provide a new GO Station stop along the Lakeshore West rail corridor between Exhibition and Mimico Stations. The attached figure reflects the preliminary project footprint.

1. Scope

A Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the Environmental Assessment Act, will be completed by FCR and Metrolinx for the proposed Park Lawn GO Station. As part of the TPAP, an Environmental Project Report (EPR) will be prepared to assess the potential environmental effects of this transit project. Pre-TPAP work is ongoing and a Notice of Commencement will be issued when the TPAP is started.



Upcoming Public Meeting

Due to COVID-19 and current provincial guidance on public gatherings, an online presentation will be posted in lieu of a public meeting. A presentation will be posted online and will include a project overview, the existing conditions identified through environmental studies, and provide an opportunity to submit questions. Comments will be received by First Capital REIT, Hatch and Metrolinx staff. Responses to comments received will be made available on the project website. The presentation will be made available at 2150lakeshore.com/transitea commencing on June 25. Comments will be received until July 20, 2020. We extend an open invitation to you and members of the [REDACTED] to participate in this meeting, however, this would not preclude any request from the [REDACTED] to meet with Metrolinx directly.

Additional Information

For additional information regarding this project, including public meeting related materials, please visit: www.2150lakeshore.com/transitea. If you require additional information or materials, or if you wish to discuss this project in more detail or set up an in person meeting, please contact us at IndigenousRelations@metrolinx.com. We kindly request that you notify us of your interest in this project and how you may wish to engage with Metrolinx, in writing, by July 30, 2020.

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 this letter. Please do not hesitate to contact me if you have any questions or concerns.

Yours Truly,

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

Fallon Melander
Manager, Indigenous Relations Office

10 Bay Street
Toronto, ON M5J 2N8

416.202.4967
metrolinx.com



cc:

Katie Bright, Metrolinx

Gretel Green, Metrolinx

transitea@2150lakeshore.com

Jasiak, Izabela

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Friday, August 27, 2021 4:38 PM
To: [REDACTED]
Cc: [REDACTED]; Gretel Green; Jennifer Smith; Colin O'Meara
Subject: Park Lawn GO - Notice of Commencement and Draft Environmental Project Report - For Review
Attachments: Attachment 1. Notice of Commencement of the TPAP and Public Meeting #2.pdf; Attachment 3. Tree Species.pdf; Attachment 4. Natural Environment Mitigations.pdf; Attachment 2. Bird Species.pdf; Park Lawn Go Station_Notice of Commencement and Draft EPR - [REDACTED].pdf

Dear [REDACTED],

Metrolinx continues to advance the Park Lawn GO Station project. It will be assessed through the Transit Project Assessment Process (TPAP). To that end, Metrolinx wishes to inform you that it is issuing a Notice of Commencement for this project, which begins the up to 120 day review period under the TPAP.

Please find attached a letter outlining the project, as well as a copy of the Draft Environmental Project Report for your review and comment. We've highlighted relevant information regarding the natural environment, and archaeology within the letter, and provided a table outlining the potential impacts and proposed mitigation measures that were identified as part of the study for ease.

The full set of draft technical documents and reports is available for review at the following link:
<https://www.dropbox.com/sh/drpoztpczziv9k/AAC0pe7VWOJcFZAhtYZptw2fa?dl=0>

Metrolinx welcomes any interest your Nation may have in this project, and asks that you share any comments on the draft technical reports by **October 15 2021**.

If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please feel free to contact Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Thank you,

Jaimi

Jaimi O'Hara

Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715





August 27, 2021

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Delivered by Email

Dear [REDACTED],

RE: Park Lawn GO Station - Notice of Commencement and Notice of Public Meeting #2

Metrolinx seeks to continue to build a strong, constructive, and respectful relationship with [REDACTED]. Metrolinx appreciates and respects [REDACTED] desire to be appropriately informed and aware of projects. The purpose of this letter is to announce the formal commencement of the Transit Project Assessment Process (TPAP) as well as to share the draft technical studies and draft Environmental Project Report (EPR) for [REDACTED] review and comment. We also wish to inform [REDACTED] of the second online Public Meeting for the project. We continue to welcome any interest in engagement with [REDACTED] on this project.

Project Description

As previously communicated on July 2, 2020, Metrolinx is overseeing the proposed Park Lawn GO Station, which is envisioned to provide a stop on the Lakeshore West rail corridor between Mimico GO Station and Exhibition GO Station. The new Park Lawn GO Station is proposed to be built through the Transit Oriented Communities Program, which aims to deliver GO Stations and other public transit infrastructure with third-party investment and expertise, in this case from First Capital REIT (FCR). The TOC program allows for unique GO stations to be integrated with higher density, mixed use development with funding from private partners. This ultimately improves local community benefits including access to transit services.

For more information about the TOC program please visit: [Metrolinx's TOC program website](#)

The GO Station, shown in **Figure 1** below, would be located at the north end of the former Mr. Christie Cookie factory site (municipally known as 2150 Lake Shore Boulevard West). The proposed GO Station is anticipated to evolve into a transportation hub that will provide improved local and regional transit access. The proposed GO Station would include a fully accessible GO Station building, to be owned and operated by Metrolinx, with high quality connections to local transit.



Figure 1. Park Lawn GO Station location map

Transit Project Assessment Process (TPAP)

To facilitate the implementation of the station, this project will be assessed following the Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*. The TPAP is a self-assessment process, that provides a defined framework to follow in order to assess the potential environmental effects of a proposed transit project, in this case the Park Lawn GO Station. As an accelerated Environmental Assessment, the TPAP must be completed within the up to 120-day regulated assessment timeline. Following this period, the regulation provides an additional 30-day public and agency review, and a further 35-day Ministry of the Environment, Conservation and Parks (MECP) review.

Project and TPAP Timeline	
Public Meeting #1	June 25 to July 20, 2020

Project Introduction Letter	July 2, 2020
Notice of Commencement <ul style="list-style-type: none"> Start of up to 120 days consultation period 	August 26, 2021
Public Meeting #2	August 27 to September 10, 2021
Notice of Completion <ul style="list-style-type: none"> Public review of EPR (30 days) Minister's review of EPR (up to 35 days) 	Anticipated November 2021 to January 2022
Statement of Completion	January 2022

*Timelines are subject to change as required.

This letter serves as notice that Metrolinx is formally commencing the TPAP process, and the Notice of Commencement is attached as **Attachment 1**. The attached Notice of Commencement will be available on the Project webpage at www.2150lakeshore.com/transitea as of August 26, 2021 for up to 120 days.

Natural Environment

The Environmental Project Report (EPR) and Technical Reports assessed existing conditions and their significance, including natural heritage. The Park Lawn GO Station northwest platform and alternative entrances will encroach slightly into the Mimico Creek natural system. As design progresses, these impacts will be minimized where possible. Details can be found in the draft Technical Reports, available to download [here](#). Please find a brief summary below of field studies:

Aquatic Environment

There are no in water works associated with this project.

- I. Study Area falls within the Mimico Creek Watershed
- II. Habitat observed within the Study Area is suitable to support warmwater tolerant species that prefer lake habitats (i.e., Black Crappie, Freshwater Drum, White Bass) and are likely moving between Lake Ontario and habitat in Mimico Creek near the lake.
- III. The riffles with cobble substrates likely provide spawning habitat for minnow and sucker species

Terrestrial Environment

- I. No Species at Risk (SAR) plants or vegetation communities have been observed in the Study Area during initial field investigations
- II. 23 distinct ecological and anthropogenic units within the Study Area were identified including cultural woodlands, cultural meadows and open aquatic environments (Mimico Creek). Please see **Figure 2**.

- III. 42 species of birds were confirmed in woodland, urban and grassland communities; additional details can be found **Attachment 2** and the Natural Environment Report.
- IV. The Tree Inventory Plan identifies 183 trees that may be removed, but as design progresses tree impacts should be reduced, additional details can be found in **Attachment 3** and in the Tree Inventory Plan.
- V. Detailed restoration and compensation plans will be prepared before construction following the Metrolinx Vegetation Guide (2020), to ensure that ecological compensation is provided.

Species at Risk (SAR)

There are no impacts identified at this time for Species at Risk (SAR). Assessment will continue through detail design.

- I. American Eel has the potential to be found in all tributaries of Lake Ontario.
- II. Bank Swallow and Barn Swallows (Threatened):
 - a. Confirmed to be foraging on site
 - b. No critical habitat was observed within the Study Area
- III. SAR Bats (Endangered) Acoustic monitoring studies suggest that the area has low bat activity with no history of SAR Bats.
 - a. 38 potential bat snags identified within the Study Area
 - b. 4 potential bat snags identified in Project Footprint

Impacts and Mitigations

The tables found enclosed in **Attachment 4** provide a summary of the Natural Environment potential impacts and mitigation strategies identified as part of the Draft EPR that may be of interest to [REDACTED]. If [REDACTED] has any feedback about these potential impacts and/or mitigation strategies, Metrolinx would appreciate the opportunity to discuss further.

Archaeology

A Stage 1 Archaeological Assessment was prepared and shared with [REDACTED] on October 13, 2020.

The property inspection only assessed lands not previously subject to archaeological assessments within the Study Area, predominantly from publicly accessible access points. The Study Area follows the existing Lakeshore West corridor from the Gardiner Expressway overpass to Mimico Creek. The west half of the Study Area consists of residential condominiums north and south of the rail corridor, steeply sloping creek banks on the west of the creek, and a treed parkland to the east. East of Park Lawn Road consists of scrubland, billboard towers and the open construction lands at 2150 Lake Shore Boulevard.

The Stage 1 background study determined that one previously registered archaeological site is located within one kilometre of the Study Area and is not within 50 metres. The property

inspection of the proposed footprint determined that areas which had not been previously assessed do not retain archaeological potential and do not require further survey.

In light of these results, the following recommendations are made:

- A. The Study Area does not retain archaeological potential on account of deep and extensive land disturbance, slopes in excess of 20 degrees, or having been previously assessed. These lands do not require further archaeological assessment; and,
- B. Should the proposed work extend beyond the current Study Area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands (ASI, 2021). In this case, Metrolinx acknowledges that [REDACTED] should be aware of and engaged regarding any future archaeology assessments.

Upcoming Public Meeting

For your awareness, an online presentation will be posted online in lieu of a public meeting and will be hosted at www.2150lakeshore.com/transitea between August 27, 2021, and September 10, 2021. The presentation will focus on sharing information and receiving feedback from the general public and local stakeholders. We extend an open invitation to you and members of your Nation to attend this meeting; however, this would not preclude any request from you to meet with Metrolinx directly.

Engagement

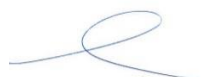
Metrolinx would appreciate any comments that [REDACTED] have in relation to Park Lawn GO Station and the draft technical reports and EPR. We would appreciate if [REDACTED] could provide any comments or feedback by October 15, 2021. Metrolinx would welcome the opportunity to meet with [REDACTED] to provide more information and discuss any interests or questions that your Nation may have.

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

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*.

Thank you for your time in reviewing this letter.

Yours Truly,



Gretel Green
Manager, Environmental Programs and Assessment, Metrolinx

cc: [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Indigenous Relations, Metrolinx
Colin O'Meara, Metrolinx
Jennifer Smith, Metrolinx

Encl.:

Attachment 1: Notice of Commencement of the TPAP and Public Meeting #2

Attachment 2: Bird Species

Attachment 3: Tree Species

Attachment 4: Natural Environment Mitigations

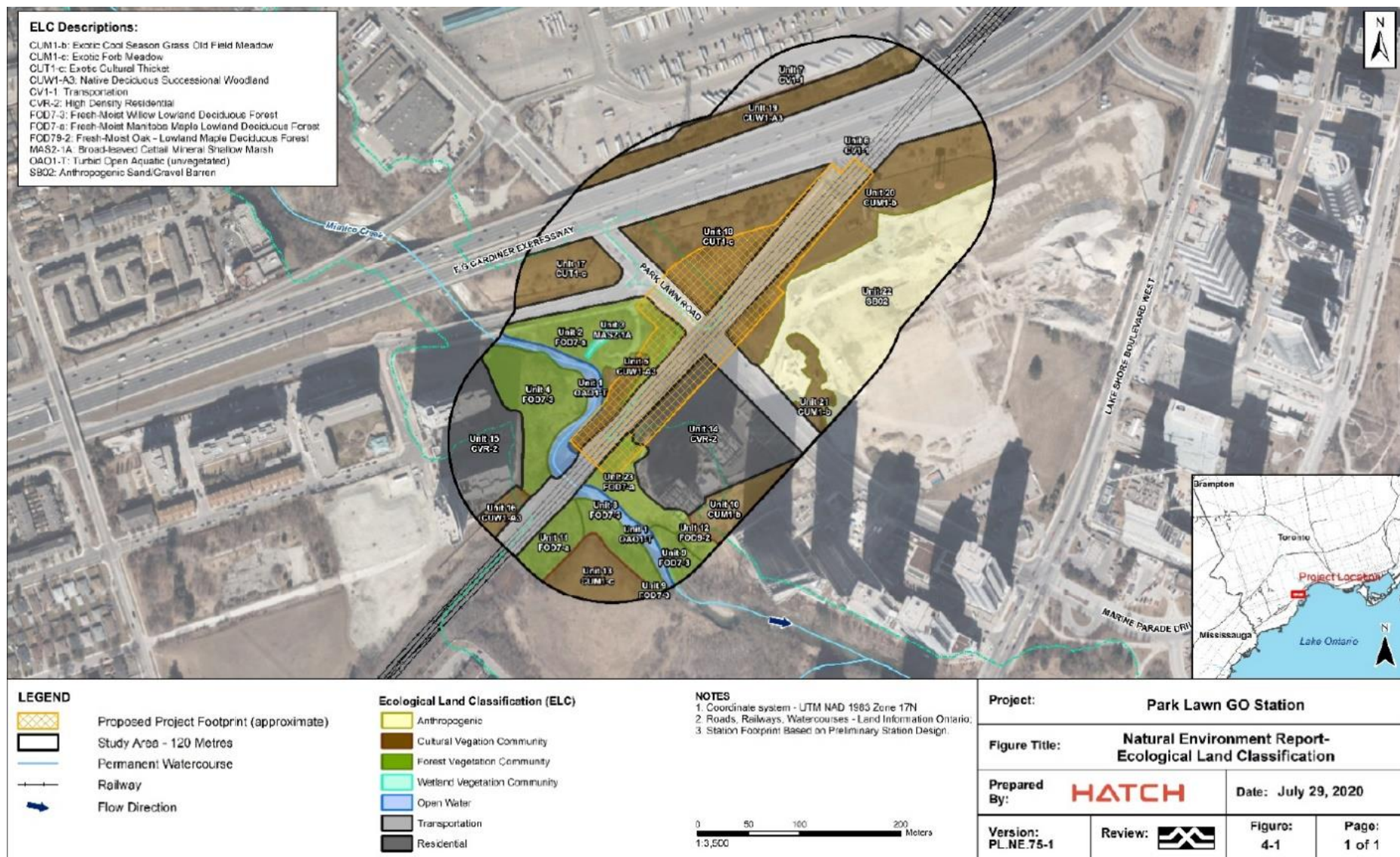


Figure 2. Ecological Land Classification

Appendix 2. Bird Species confirmed on Project Site

Common Name	Scientific Name
American Crow	<i>Corvus brachyrhynchos</i>
American Goldfinch	<i>Spinus tristis</i>
American Robin	<i>Turdus migratorius</i>
Baltimore Oriole	<i>Icterus galbula</i>
Bank Swallow	<i>Riparia riparia</i>
Barn Swallow	<i>Hirundo rustica</i>
Belted Kingfisher	<i>Megasceryle alcyon</i>
Black-crowned Night Heron	<i>Nycticorax nycticorax</i>
Blue Jay	<i>Cyanocitta cristata</i>
Brown-headed Cowbird	<i>Molothrus ater</i>
Brown Creeper	<i>Certhia americana</i>
Common Grackle	<i>Quiscalus quiscula</i>
Double-crested Cormorant	<i>Phalacrocorax auritus</i>
Downy Woodpecker	<i>Picoides pubescens</i>
Eastern Pheobe	<i>Sayornis phoebe</i>
European Starling	<i>Sturnus vulgaris</i>
Golden Crowned Kinglet	<i>Regulus satrapa</i>
Great Blue Heron	<i>Ardea herodias</i>
Grey Catbird	<i>Dumetella carolinensis</i>
Hairy Woodpecker	<i>Leuconotopicus villosus</i>
House Finch	<i>Haemorhous mexicanus</i>
House Sparrow	<i>Passer domesticus</i>
Killdeer	<i>Charadrius vociferus</i>
Mallard	<i>Anas platyrhynchos</i>
Mourning Dove	<i>Zenaida macroura</i>
Northern Cardinal	<i>Cardinalis cardinalis</i>
Northern Flicker	<i>Colaptes auratus</i>
Northern Mockingbird	<i>Mimus polyglottos</i>
Northern Rough-winged Swallow	<i>Stelgidopteryx serripennis</i>
Red-tailed Hawk	<i>Buteo jamaicensis</i>
Red-winged Blackbird	<i>Agelaius phoeniceus</i>
Rock Pigeon	<i>Columba livia</i>
Ring-billed Gull	<i>Larus delawarensis</i>
Savannah Sparrow	<i>Passerculus sandwichensis</i>
Song Sparrow	<i>Melospiza melodia</i>
Spotted Sandpiper	<i>Actitis macularius</i>
Swainson's Thrush	<i>Catharus ustulatus</i>
Tree Swallow	<i>Tachycineta bicolor</i>
Warbling Vireo	<i>Vireo gilvus</i>
White-throated Sparrow	<i>Zonotrichia albicollis</i>
Willow Flycatcher	<i>Empidonax traillii</i>
Yellow Warbler	<i>Setophaga petechia</i>

Appendix 3. Tree Species

Field investigations were undertaken April 20, and June 2-3, 2020 within the Park Lawn GO Study Area. A total of 242 trees were surveyed; in addition, stem counts were completed for Ravine and Natural Feature Plan (RNFP) and Toronto and Regio Conservation Authority (TRCA) Regulated Areas where they intersected the project limit.

Thirty-one species and varieties were identified for the Project that were greater than 10 cm diameter at breast-height (DBH). These include:

- Apple spp. (*malus spp.*),
- Black Locust (*Robinia pseudoacacia*),
- Black Walnut (*Juglans nigra*),
- Black Willow (*Salix nigra*),
- Blue Beech (*Carpinus caroliniana*),
- Blue Spruce (*Picea pungens*),
- Cottonwood (*Populus deltoides*),
- Dogwood (*Cornus spp.*),
- Eastern White Cedar (*Thuja occidentalis*),
- Flowering Dogwood (*Cornus florida*),
- Green Ash (*Fraxinus pennsylvanica*),
- Hackberry (*Celtis occidentalis*),
- Kentucky Coffee Tree (*Gymnocladus dioica*),
- Manitoba Maple (*Acer negundo*),
- Norway Maple (*Acer platanoides*),
- Norway Spruce (*Picea abies*),
- Red Cedar (*Juniperus virginiana*),
- Russian Olive (*Elaeagnus angustifolia*),
- Scots Pine (*Pinus sylvestris*),
- Serviceberry (*Amelanchier sp.*),
- Siberian Elm (*Ulmus pumila*),
- Staghorn Sumac (*Rhus typhina*),
- Sugar Maple (*Acer saccharum*),
- Sweet Cherry (*Prunus avium*),
- Trembling Aspen (*Populus tremuloides*),
- White Birch (*Betula papyrifera*),
- White Elm (*Ulmus americana*),
- White Mulberry (*Morus alba*),
- White Pine (*Pinus strobus*),
- White Spruce (*Picea glauca*), and
- Yellow Birch (*Betula alleghaniensis*).

Appendix 4. Natural Environment Mitigations

NATURAL ENVIRONMENT

EFFECTS ASSESSMENT

Component	Potential effect	Mitigation
Soils	Erosion, compaction, drainage alterations, soil mixing, bank degradation, soil contamination	<ul style="list-style-type: none"> • A Soil Management Plan (SMP) will be prepared by a Qualified Professional • Erosion and Sediment Control (ESC) measures will be implemented prior to project construction and maintained during the construction phase in accordance with an ESC Plan • Spill Prevention and safe Hazardous Materials Handling measures will be implemented prior to project construction and maintained during the construction phase in accordance with a Spill Prevention and Contingency Plan and a Hazardous Materials and Fuel Handling Plan • Disturbed areas within the construction site will be stabilized and re-vegetated
Watercourses, Hydrological Features, and Aquatic Environment	Loss of aquatic and riparian habitat, water quality degradation and flow alterations within Mimico Creek	<ul style="list-style-type: none"> • ESC measures will reduce impacts to habitat and hydrological features • In-water work, if required, will take place outside of the sensitive timing windows for warmwater fish species • If in-water work will occur during construction, the area will be isolated using cofferdams and dewatered in accordance with a Dewatering Plan prepared during detailed design • Fish removals will be conducted by qualified biologists in isolated areas prior to dewatering • Fish will be released unharmed into suitable habitat downstream • Riparian vegetation removal will be kept at a minimum • Fuel and equipment requiring fuel will be stored in designated areas only, a minimum of 30m from Mimico Creek, and refueling is to occur at least 30 m from Mimico Creek; if this distance cannot be maintained, a spill tray is to be placed under the fueling point
Vegetation	Loss of vegetation communities, proliferation of invasive species, habitat loss	<ul style="list-style-type: none"> • A Vegetation Management Plan shall be developed to identify site specific vegetation management including the delineation of vegetation removal zones, timing restrictions, revegetation protocols; removal and preventing the spread of invasive/noxious vegetation, and other mitigation measures • Compensation for areas that have permanently lost their form or function will occur through the City of Toronto and Toronto and Region Conservation Authority (TRCA) • Equipment will be thoroughly cleaned, approved seed mixes will be used for revegetation, and proper stockpiling and soil removal measures will be followed • Trimming and clearing of trees will be kept at a minimum • If an invasive species is encountered, it will be removed and disposed of in an appropriate off-site location

NATURAL ENVIRONMENT

EFFECTS ASSESSMENT

Component	Potential effect	Mitigation
Birds	Destruction of nests and habitat during tree clearing activities	<ul style="list-style-type: none"> Vegetation will be removed outside of the breeding bird window between September 1 and March 31 of any given year. If vegetation must be removed during the breeding bird timing window, nesting activity searches will be conducted in areas defined as simple habitat by a qualified Ecologist/Avian Biologist no more than 24 hours prior to vegetation removal If an active nest is observed a buffer will be applied and removal will be not permitted until the young have fledged from the nest Human-made structures will be thoroughly inspected for evidence of active bird nests prior to construction
Herpetofauna and Mammals	Habitat loss	<ul style="list-style-type: none"> The site shall be swept prior to each day to ensure no mammals or herpetofauna are found within the construction limits Exclusionary fencing shall be installed to eliminate access to the project area in advance of construction to prevent reptiles, amphibians and some mammals to the site
Species at Risk	Loss of habitat, injury/loss of life	<ul style="list-style-type: none"> During the detailed design phase, the Park Lawn GO Station construction (including pre-construction land clearing) will be designed to avoid the loss of any Confirmed Habitat of Endangered or Threatened Species to the extent possible Timing windows for any necessary removal of any confirmed Endangered or Threatened Species habitat will be developed in consultation with the Ministry of the Environment, Conservation, and Parks (MECP) in association with any self-registration or permitting requirements

TREE INVENTORY PLAN

EFFECTS ASSESSMENT

Component	Potential effect	Mitigation
Trees (Pre-Construction/ Construction)	Removal of trees within the Project Footprint	<ul style="list-style-type: none"> • Adhering to municipal By-laws and policies for tree removals and tree protection measures on municipal and private properties • Tree replacement as required to compensate for tree removals; compensation will be determined in accordance with municipal policies, regulations, and Metrolinx Vegetation Guideline. Detailed restoration and compensation plans will be prepared prior to project construction in discussion and coordination with the City of Toronto and TRCA • Where permits are required on City of Toronto or private property lands within the Study Area, First Capital will work with stakeholders to obtain the necessary permits and approvals • Tree protection barriers will be installed and routinely inspected as per the construction specifications and applicable City of Toronto specifications. All supports and bracing will be placed outside the Tree Protection Zone (TPZ) • All removals will be restricted to the work area to ensure that damage does not occur to surrounding trees. Upon completion of the tree removals, trees that have been cut down will be removed from the site, and all brush chipped. All brush, roots and wood debris should be shredded into pieces that are smaller than 25 mm in size to ensure that any insect pests that could be present within the wood are destroyed • As required, trees will be pruned in a manner that minimizes physical damage and promotes quick wound closure and regeneration • An International Society of Arboriculture (ISA) Certified Arborist and/or licensed Landscape Architect will advise the City of Toronto and TRCA during the preparation of restoration and compensation plans and will be responsible for carrying out tree pruning and maintenance
Trees (Operations/Maintenance)	Deterioration of tree vitality over time	<ul style="list-style-type: none"> • Maintenance and pruning of trees to be carried out by an ISA Certified Arborist • Efforts will be made during removal operations to prevent the spread of invasive plant species

FLUVIAL GEOMORPHOLOGY AND SLOPE STABILITY

EFFECTS ASSESSMENT

Component	Potential effect	Mitigation
Fluvial Geomorphology	Bank migration	<ul style="list-style-type: none"> • Maintain existing armourstone, gabion basket and concrete toe wall retaining system • Regular inspection of existing retaining system to prevent weakening of the walls and damage to the rail line as a result of erosion
Slope Stability	Failure of existing retaining wall system	<ul style="list-style-type: none"> • Use of a rigid retaining wall to limit encroachment into the Mimico Creek valley system. • Design aspects such as independence of the wall from the lateral support of the soil retained by the existing retaining system (passive resistance), embedment of the wall into the rock mass to a depth that will provide an adequate level of overturning resistance • Site grading will be designed to divert all surface run-off away from the existing tracks • Vegetation cover and tree roots on the existing slopes will be maintained in order to minimize soil erosion at the slope surface • Positive surface drainage will be provided to collect surface run-off and divert water away from the Site. Any standing water, ponding and saturated soil conditions will be avoided

Appendix C

Comments Received and Responses Provided

Wendake, December 10, 2020

Ms. Fallon Melander
Manager, Indigenous Relations
Metrolinx

By email: IndigenousRelations@metrolinx.com

Re: Proposed Park Lawn GO Station – Stage 1 Archaeological Assessment Report for Review

Dear Ms. Melander,

Further to your email addressed to the [REDACTED] dated October 16, 2020, on the Stage 1 Archaeological Assessment for the proposed Park Lawn GO Station, the [REDACTED] would like to thank you for giving us this opportunity to provide comments and feedback.

First, please note that part of the Executive Summary seems to be missing from the report¹.

The report indicates that the study area is historically within Lots 7, 8, 18 and 19, Southern Division Fronting the Humber, in the Former Township of Etobicoke. The GO Station “will be located 100 metres south of the Gardiner Expressway, 300 metres northwest of Lake Shore Boulevard West, on both sides of Park Lawn Road, and both sides of the Lakeshore West rail corridor within the City of Toronto.”

The report describes the Indigenous land use and settlement of the region. Not much is said of the [REDACTED] compared to the Ojibwa or the Haudenosaunee. The [REDACTED] is requesting that equal space be given to Nation’s history and way of life. As previously agreed for the Barrie Rail Corridor Expansion Project, we can prepare and provide the text.

The section on the Euro-Canadian land use includes information on the township of Etobicoke, Mimico, the Christie-Brown Bakery (which was operational by 1950 and demolished in 2017), and the Lakeshore West rail corridor, which follows the tracks of the Hamilton & Toronto Railway, laid in 1855. 19th century historical maps (the limits of which were noted) were studied to understand the presence of historic

¹ Text is missing from this paragraph: “The Stage 1 background study determined that one previously registered archaeological site is located within one kilometre of the Study Area. of the proposed footprint determined that areas which had not been previously assessed.”

features within the study area. One structure is indicated north of the northeast end of the study area, east of Park Lawn Road. The Goad Fire Insurance Atlas, aerial photography, and the 1985 National Topographic System show the further development of the area during the 20th century. Earth moving activities are noted. Google satellite imagery completes this picture, and the report indicates that “The west half of the Study Area consists of residential condominiums north and south of the rail corridor, steeply sloping creek banks on the west of the creek, and a treed parkland to the east. East of Park Lawn Road consists of scrubland, billboard towers and the open construction lands at 2150 Lake Shore Boulevard.” The archaeological assessment also included a visual inspection of the parts of the study area that were not subject to previous assessment.

The report also describes the environmental context of the study area, noting that it is crossed by Mimico Creek.

There is one previously registered archaeological site within 1 km of the study area: AjGu-11, a Post-Contact Mississauga village. Five previous Archaeological Assessments were conducted within 50 m of the study area. In one of the reports, a Stage 2 AA was recommended for part of the current study area. The other reports showed disturbance of their respective study areas or did not locate any cultural resources.

The report indicates that the study area meets multiple criteria that indicate Indigenous and Euro-Canadian archaeological potential: previously identified archaeological sites (AjGu-11), water sources (Mimico Creek, Lake Ontario), early historic transportation routes (Park Lawn Road, railways), and proximity to early settlements (Mimico). However, the report states that “lands on the east creek bank south of the railway corridor were determined to be sloped more than 20 degrees [...]” and “The remainder of the Study Area has been subjected to deep soil disturbance events from the construction of the existing road right-of-ways (ROWs) of Park Lawn Road and the Gardiner Expressway, as well as the railway crossing over Park Lawn Road and Mimico Creek, involving the channelization of the creek.” Thus, the study area does not retain archaeological potential, and no further assessment is necessary. Figure 12 of the report illustrates these conclusions.

In conclusion, the report describes clearly the archaeological, environmental, and historical context of the region, and notes the various indicators of archaeological potential present. The report follows the Standards and Guidelines, and the conclusions are logical. We do request that additional information

about the [REDACTED] be added, to better represent its history and way of life. Regarding eventual future archaeological work, the [REDACTED] is requesting to be consulted at every stage and of course provide monitors for any field work. Please do not hesitate to contact our team should you have questions and to follow up with eventual next steps.

Best regards,

[REDACTED]

[REDACTED]

Project Coordinator

Michi Saagiig Historical/Background context:

The traditional homelands of the Michi Saagiig (Mississauga Anishinaabeg) encompass a vast area of what is now known as southern Ontario. The Michi Saagiig are known as “the people of the big river mouths” and were also known as the “Salmon People” who occupied and fished the north shore of Lake Ontario where the various tributaries emptied into the lake. Their territories extended north into and beyond the Kawarthas as winter hunting grounds on which they would break off into smaller social groups for the season, hunting and trapping on these lands, then returning to the lakeshore in spring for the summer months.

The Michi Saagiig were a highly mobile people, travelling vast distances to procure subsistence for their people. They were also known as the “Peacekeepers” among Indigenous nations. The Michi Saagiig homelands were located directly between two very powerful Confederacies: The Three Fires Confederacy to the north and the Haudenosaunee Confederacy to the south. The Michi Saagiig were the negotiators, the messengers, the diplomats, and they successfully mediated peace throughout this area of Ontario for countless generations.

Michi Saagiig oral histories speak to their people being in this area of Ontario for thousands of years. These stories recount the “Old Ones” who spoke an ancient Algonquian dialect. The histories explain that the current Ojibwa phonology is the 5th transformation of this language, demonstrating a linguistic connection that spans back into deep time. The Michi Saagiig of today are the descendants of the ancient peoples who lived in Ontario during the Archaic and Paleo-Indian periods. They are the original inhabitants of southern Ontario, and they are still here today.

The traditional territories of the Michi Saagiig span from Gananoque in the east, all along the north shore of Lake Ontario, west to the north shore of Lake Erie at Long Point. The territory spreads as far north as the tributaries that flow into these lakes, from Bancroft and north of the Haliburton highlands. This also includes all the tributaries that flow from the height of land north of Toronto like the Oak Ridges Moraine, and all of the rivers that flow into Lake Ontario (the Rideau, the Salmon, the Ganaraska, the Moira, the Trent, the Don, the Rouge, the Etobicoke, the Humber, and the Credit, as well as Wilmot and 16 Mile Creeks) through Burlington Bay and the Niagara region including the Welland and Niagara Rivers, and beyond. The western side of the Michi Saagiig Nation was located around the Grand River which was used as a portage route as the Niagara portage was too dangerous. The Michi Saagiig would portage from present-day Burlington to the Grand River and travel south to the open water on Lake Erie.

Michi Saagiig oral histories also speak to the occurrence of people coming into their territories sometime between 500-1000 A.D. seeking to establish villages and a corn growing economy – these newcomers included peoples that would later be known as the Huron-Wendat, Neutral, Petun/Tobacco Nations. The Michi Saagiig made Treaties with these newcomers and granted them permission to stay with the understanding that they were visitors in these lands. Wampum was made to record these contracts, ceremonies would have bound each nation to their respective responsibilities within the political relationship, and these contracts would have been renewed annually (see Gitiga Migizi and Kapyrka 2015). These visitors were extremely successful as their corn economy grew as well as their populations. However, it was understood by all nations involved that this area of Ontario were the homeland territories of the Michi Saagiig.

The Odawa Nation worked with the Michi Saagiig to meet with the Huron-Wendat, the Petun, and Neutral Nations to continue the amicable political and economic relationship that existed – a symbiotic relationship that was mainly policed and enforced by the Odawa people.

Problems arose for the Michi Saagiig in the 1600s when the European way of life was introduced into southern Ontario. Also, around the same time, the Haudenosaunee were given firearms by the colonial governments in New York and Albany which ultimately made an expansion possible for them into Michi Saagiig territories. There began skirmishes with the various nations living in Ontario at the time. The Haudenosaunee engaged in fighting with the Huron-Wendat and between that and the onslaught of European diseases, the Iroquoian speaking peoples in Ontario were decimated.

The onset of colonial settlement and missionary involvement severely disrupted the original relationships between these Indigenous nations. Disease and warfare had a devastating impact upon the Indigenous peoples of Ontario, especially the large sedentary villages, which mostly included Iroquoian speaking peoples. The Michi Saagiig were largely able to avoid the devastation caused by these processes by retreating to their wintering grounds to the north, essentially waiting for the smoke to clear.

Michi Saagiig Elder Gitiga Migizi (2017) recounts:

“We weren’t affected as much as the larger villages because we learned to paddle away for several years until everything settled down. And we came back and tried to bury the bones of the Huron but it was overwhelming, it was all over, there were bones all over – that is our story.

There is a misnomer here, that this area of Ontario is not our traditional territory and that we came in here after the Huron-Wendat left or were defeated, but that is not true. That is a big misconception of our history that needs to be corrected. We are the traditional people, we are the ones that signed treaties with the Crown. We are recognized as the ones who signed these treaties and we are the ones to be dealt with officially in any matters concerning territory in southern Ontario.

We had peacemakers go to the Haudenosaunee and live amongst them in order to change their ways. We had also diplomatically dealt with some of the strong chiefs to the north and tried to make peace as much as possible. So we are very important in terms of keeping the balance of relationships in harmony.

Some of the old leaders recognized that it became increasingly difficult to keep the peace after the Europeans introduced guns. But we still continued to meet, and we still continued to have some wampum, which doesn’t mean we negated our territory or gave up our territory – we did not do that. We still consider ourselves a sovereign nation despite legal challenges against that. We still view ourselves as a nation and the government must negotiate from that basis.”

Often times, southern Ontario is described as being “vacant” after the dispersal of the Huron-Wendat peoples in 1649 (who fled east to Quebec and south to the United States). This is misleading as these territories remained the homelands of the Michi Saagiig Nation.

The Michi Saagiig participated in eighteen treaties from 1781 to 1923 to allow the growing number of European settlers to establish in Ontario. Pressures from increased settlement forced the Michi Saagiig to slowly move into small family groups around the present day communities: Curve Lake First Nation, Hiawatha First Nation, Alderville First Nation, Scugog Island First Nation, New Credit First Nation, and Mississauga First Nation.

The Michi Saagiig have been in Ontario for thousands of years, and they remain here to this day.

****This historical context was prepared by Gitiga Migizi, a respected Elder and Knowledge Keeper of the Michi Saagiig Nation.****

Publication reference:

Gitiga Migizi and Julie Kapyrka

2015 Before, During, and After: Mississauga Presence in the Kawarthas. In *Peterborough Archaeology*, Dirk Verhulst, editor, pp.127-136. Peterborough, Ontario: Peterborough Chapter of the Ontario Archaeological Society.

Jasiak, Izabela

From: Gretel Green <Gretel.Green@metrolinx.com>
Sent: Thursday, October 14, 2021 8:53 AM
To: Alexander, Melissa; Jasiak, Izabela; Armstrong, Mark
Cc: Colin O'Meara; Zakariya Khawaja; Ana Carrillo; Jennifer Smith; Michelle Louli; Patricia Pytel; Lauren Rodgers; Jilesh Patel
Subject: FW: [REDACTED] Review: Park Lawn GO - Notice of Commencement and Draft Environmental Project Report - For Review
Attachments: [REDACTED] Review Metrolinx Park Lawn GO Station 2021 10 14.pdf

**** CAUTION:** This email originated outside Hatch. Do not click links or open attachments unless you can authenticate the sender and the content

[REDACTED]

Gretel Green, M.Sc. CISEC
Manager, Environmental Programs & Assessment
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2W3
T: 416.202.1649 | C: 647.284.4047



From: [REDACTED]
Sent: October 14, 2021 1:55 AM
To: Jaimi O'Hara <Jaimi.OHara@metrolinx.com>
Cc: [REDACTED]
[REDACTED] Gretel Green <Gretel.Green@metrolinx.com>; Jennifer Smith <Jennifer.Smith@metrolinx.com>; Colin O'Meara <Colin.O'Meara@metrolinx.com>; Indigenous Relations <IndigenousRelations@metrolinx.com>
Subject: [REDACTED] Review: Park Lawn GO - Notice of Commencement and Draft Environmental Project Report - For Review

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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Hello Jaimi,

I am sending this on behalf of [REDACTED] with respect to the review conducted on the draft documents for Park Lawn Go. We can discuss this further at a suitable routine meeting; also need to figure out subsequent reviews of drafts, final, etc.; as well as developing, incorporating, implementing the recommendations.

Thank you and I hope all is well.

Sincerely,

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Friday, August 27, 2021 4:22 PM

To: [REDACTED]

Cc: [REDACTED]

[REDACTED] retel Green <Gretel.Green@metrolinx.com>; Jennifer Smith
<Jennifer.Smith@metrolinx.com>; Colin O'Meara <Colin.O'Meara@metrolinx.com>

Subject: Park Lawn GO - Notice of Commencement and Draft Environmental Project Report - For Review

Dear [REDACTED]

Metrolinx continues to advance the Park Lawn GO Station project. It will be assessed through the Transit Project Assessment Process (TPAP). To that end, Metrolinx wishes to inform you that it is issuing a Notice of Commencement for this project, which begins the up to 120 day review period under the TPAP.

Please find attached a letter outlining the project, as well as a copy of the Draft Environmental Project Report for your review and comment. We've highlighted relevant information regarding the natural environment, and archaeology within the letter, and provided a table outlining the potential impacts and proposed mitigation measures that were identified as part of the study for ease.

The full set of draft technical documents and reports is available for review in our shared dropbox in the folder labelled Park Lawn GO.

We hope that you could provide us with an estimate for review of these documents and we will share a signed AERA with you based on that estimate.

Metrolinx welcomes any interest your Nation may have in this project, and asks that you share any comments on the draft technical reports by **October 15 2021**.

If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please feel free to contact Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Thank you,

Jaimi

Jaimi O'Hara

Acting Manager, Indigenous Relations
Metrolinx

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715



[REDACTED]

October 14, 2021

Ms. Jaimi O'Hara
Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street
Toronto, Ontario M5J 2R8
Delivered by Email

Dear Ms. O'Hara,

RE: [REDACTED] Review – Draft Technical Documents – Park Lawn GO - Notice of Commencement

On behalf of our Consultation Department at [REDACTED] we are writing to provide our comments, questions, and recommendations for the Park Lawn GO Station draft technical studies and draft Environmental Project Report (EPR). Please refer to Metrolinx email dated August 27, 2021 as our reference point. Please refer to Appendix 1 for details.

Mimico in the Anishinabe language means ***“where the pigeons would gather,”*** thus illustrating our cultural lands and the importance of this area to us, previous to colonization and settlement of the area.

We respectfully wish to offer Metrolinx, as part of our relationship building, constructive dialogue in order to correct the use colonizing tones in communications to First Nations. For example, “Metrolinx appreciates and respects [REDACTED] desire to be appropriately informed and aware of projects.” **This should be written to reflect and acknowledge the right to be informed and consulted when referring to treaty rights holders.** The current tone can be perceived as a colonial agenda and may be taken as a sign of disrespect. Metrolinx and other proponents are guests in the Michi Saagiig territory because of the treaty making process.

Along the same theme, it is suggested that “Appendix K Draft Stakeholder Consultation Report” be renamed to reflect that “Indigenous Community Consultation” is in fact a separate and distinct section(s) in the report itself. Rights holders, in particular, are not to be lumped in with stakeholders.

The overarching recommendations will help all parties achieve a meaningful and beneficial relationship which does not sacrifice Indigenous rights or the natural environment. They are as follows:

- Mitigations – [REDACTED] reserves the right to review, challenge and provide input into all

proposed mitigation or ecological managements plans prior to implementation during the detailed design phase of proposed works.

- Monitoring Requirements – [REDACTED] and 4 Directions with support from the Metrolinx team would like to conduct “blind or surprise” environmental construction inspections during the implementation of the detailed design phase of the project. This will ensure that the third party and contractors hired to represent the interests of the Metrolinx are acting in their best interest and not impacting the environment or Indigenous Rights.
- In terms of site restoration, that [REDACTED] participates in detailed design of the restoration using cultural knowledge for the enhancement of site features to restore the natural balance of the site.

As was done for a previous project review, it would be helpful [REDACTED] if Metrolinx could respond in writing such that we can continue our constructive dialogue and maintain focus on these topics.

We thank you, your team, and Metrolinx for working with us: to listen and to understand; to acknowledge and to incorporate our comments and recommendations on this Project. We thank you for working with us to create the review agreements and setting aside capacity funding; this has helped in our ability to conduct these reviews.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

on behalf of

[REDACTED]

[REDACTED]

[REDACTED]

cc:

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- Indigenous Relations IndigenousRelations@metrolinx.com

Appendix 1 Details of Review

Understanding Cultural Keystone Species

Further collaboration is needed with both Indigenous knowledge holders and Western science practitioners to understand and evaluate the natural environment. Protection is not only for those species deemed rare or at risk by settler governments and settler occupation, since it is by their own doing that these relations are in danger. All species have a right to exist and to life.

Further work is needed by Metrolinx to understand the cultural keystone species and the impacts that their daily operations and future project may have on cultural keystone species and therefore on the Indigenous communities living within their zone of operations. Cultural keystone species can be as common as species like: the deer, the coyote, the mosquito, or the hummingbird. As we collectively achieve this understanding of worldviews, more meaningful project and environmental restoration can be accomplished on the landscape, since it is intertwined in spirit, science and in ceremony.

Within the information provided in the appendices, seventeen tree and sixteen bird species were observed by Metrolinx and its consultants within the footprint of this project that fit the designation of culturally important or keystone. Metrolinx must ensure that species/relations have the right and ability to flourish prior to, during and after occupation of Metrolinx. To ignore this, is to ignore the rights of █████ and other rights bearing communities.

Natural Environment – Effects Assessment

- I. Under the *soils* component of the mitigations - please define qualified personnel for the creation and implementation of a soil management plan.
- II. The letter of notice states there will be no in water works to be completed for this project. Please remove this section since it is not required based on the information presented. If in water works is required, then a discussion will be needed with consent from █████ since we have the rights to water and not the province. Also, if there is to be any riparian vegetation removed then a restoration plant will be required with input by █████.
- III. Not all plant vegetation is negative to the Michi Saagig. Species deemed to be invasive by the province still could have medicinal value to the community. It is best management practice to ask the community prior to destroying and disposing of any species.
- IV. Please define buffer area proposed around nesting species.
- V. Who is responsible for the herpetofauna and mammal sweeps? What are their qualifications? Is there contractor education to avoid harm and done by who?
- VI. All species, not only species at risk have a right to a meaningful life. Please define and ensure all timing windows are communicated in this table.
- VII. Michi Saagig knowledge system and input is critical along with City of Toronto and TRCA expertise for site restoration.

- VIII. When considering “positive surface drainage” of the site, does this include the water quality inputs to Mimico Creek? Metrolinx needs to ensure their project does not further impact the Mimico Creek valley system. Please demonstrate how this will be completed.

Draft Fluvial Geomorphology and Meander Beltwidth Assessment

The report completed by Water’s Edge Environmental Solutions Team was very well done and insightful to the state of the watercourse. It is also recommended to [REDACTED] that continued monitoring be undertaken as per recommendations within the report/Appendix J; [REDACTED] agrees with this recommendation and would like to pursue further discussion with Metrolinx. In the likelihood of restoration of the river valley occupied by Metrolinx, it is recommended that all parties use Indigenous knowledge systems to help aid in creating stability within the river.

Draft Natural Environment Report

In section 3.3.1 Aquatic Environment- Please describe or define the protocol used for the detailed fish habitat assessment.

In section 4.4 Watercourses and Hydrological Features, it would be nice to have the Settler community acknowledge that because of their occupation in the watershed and land use, it has resulted in a poor water quality or health of the sub-watershed.

In section 4.5.3 Aquatic Habitat Summary, the classification of the reach should be considered to be cool to warm water thermal tolerance given that creek chub and pumpkinseed were referenced to be residents within the system.

In section 4.7.1 Mammal- all species presented have a cultural value to the Indigenous community. How can the enhancement of their habitat be incorporated into the final restoration of the site?

In section 4.7.3 Herpetofauna- Define protocol used.

In section 4.7.4 Butterflies- Since no detail survey was completed (explain why?) then enhancement should be done within the landscape planning of the site to enhance habitats in the area given the species recorded by incidental observation.

Jasiak, Izabela

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Tuesday, November 2, 2021 4:14 PM
To: Michelle Louli
Subject: FW: Clarification Questions on [REDACTED] Comments on Parklawn GO

FYI

From: Indigenous Relations
Sent: October-28-21 8:17 AM
To: [REDACTED]
Subject: Clarification Questions on [REDACTED] Comments on Parklawn GO

Dear [REDACTED]

The project team had a few questions for clarification with regards to [REDACTED] comments on the Park Lawn GO Station Notice of Commencement (sent October 14) below:

- Can you please advise of your estimated review timelines? (i.e., number of days required to provide input into the Mitigation Measures, which are currently included as commitments in the Draft Environmental Project Report to inform the schedule for the detailed design)
- Can you please advise of the cultural keystone species, for which Metrolinx should be taking into consideration as part of the Environmental Assessment (i.e., the 17 tree and 16 bird species)
- With regards to Comment 3, under Natural Environment - can you advise which plant species are important to the [REDACTED], which have been deemed to be invasive

Thank you for taking the time to provide your comments. Following receipt of this additional information - we will prepare our full response.

Please let me know if IRO can assist in anyway. I was really nice to talk with you on Tuesday.

Thanks
Jaimi

Jasiak, Izabela

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Friday, November 26, 2021 4:53 PM
To: [REDACTED] Gretel Green; Jennifer Smith; Colin O'Meara; Michelle Louli
Subject: RE: [REDACTED] Review: Park Lawn GO - Notice of Commencement and Draft Environmental Project Report - For Review
Attachments: Park Lawn Go-[REDACTED] comment responses_Nov 26.pdf

Hello [REDACTED]

I hope you are all doing well. As always, it was great to meet with you earlier this week. As a follow up to the discussion which took place regarding the Park Lawn GO Notice of Commencement and Draft EPR, I wanted to share with you Metrolinx's updated draft responses to [REDACTED] comments. We are very grateful for all that you shared with us in the meeting, which informed the changes made to these comments

Please see the attached document, which I have also uploaded to our shared dropbox, found at the following link:

[REDACTED]

We continue to welcome feedback on these responses. We are hoping that any further comments or feedback could be shared with us by the end of day on **Tuesday, November 30th**. We sincerely apologize for the short turn around on this, due to constrictive timelines.

If you have any questions or concerns, please do not hesitate to reach out.

Thank you and have a lovely weekend.
Marilyn

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



Sent: October 14, 2021 1:55 AM
To: Jaimi O'Hara <Jaimi.OHara@metrolinx.com>

[REDACTED]

[REDACTED] Gretel Green <Gretel.Green@metrolinx.com>; Jennifer Smith <Jennifer.Smith@metrolinx.com>; Colin O'Meara <Colin.O'Meara@metrolinx.com>; Indigenous Relations <IndigenousRelations@metrolinx.com>

Subject: [REDACTED] Review: Park Lawn GO - Notice of Commencement and Draft Environmental Project Report - For Review

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Hello Jaimi,

I am sending this on behalf of [REDACTED] with respect to the review conducted on the draft documents for Park Lawn Go. We can discuss this further at a suitable routine meeting; also need to figure out subsequent reviews of drafts, final, etc.; as well as developing, incorporating, implementing the recommendations.

Thank you and I hope all is well.

Sincerely,

[REDACTED]

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Friday, August 27, 2021 4:22 PM

To: [REDACTED]
[REDACTED]
[REDACTED] Gretel Green <Gretel.Green@metrolinx.com>; Jennifer Smith <Jennifer.Smith@metrolinx.com>; Colin O'Meara <Colin.O'Meara@metrolinx.com>
Subject: Park Lawn GO - Notice of Commencement and Draft Environmental Project Report - For Review

Dear [REDACTED]

Metrolinx continues to advance the Park Lawn GO Station project. It will be assessed through the Transit Project Assessment Process (TPAP). To that end, Metrolinx wishes to inform you that it is issuing a Notice of Commencement for this project, which begins the up to 120 day review period under the TPAP.

Please find attached a letter outlining the project, as well as a copy of the Draft Environmental Project Report for your review and comment. We've highlighted relevant information regarding the natural environment, and archaeology within the letter, and provided a table outlining the potential impacts and proposed mitigation measures that were identified as part of the study for ease.

The full set of draft technical documents and reports is available for review in our shared dropbox in the folder labelled Park Lawn GO.

We hope that you could provide us with an estimate for review of these documents and we will share a signed AERA with you based on that estimate.

Metrolinx welcomes any interest your Nation may have in this project, and asks that you share any comments on the draft technical reports by **October 15 2021**.

If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please feel free to contact Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Thank you,

Jaimi

Jaimi O'Hara

Acting Manager, Indigenous Relations
Metrolinx

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715



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Park Lawn GO Station – Indigenous Engagement

ID	From (Name/Email/Phone)	First Nation	Date of Question	Comment/Question	Project Team Response
1	██████████ ████████████████████	██████████ First Nation	October 14, 2021	<p>On behalf of our Consultation Department at ██████████ we are writing to provide our comments, questions, and recommendations for the Park Lawn GO Station draft technical studies and draft Environmental Project Report (EPR). Please refer to Metrolinx email dated August 27, 2021 as our reference point. Please refer to Appendix 1 for details.</p> <p>Mimico in the Anishinabe language means “where the pigeons would gather,” thus illustrating our cultural lands and the importance of this area to us, previous to colonization and settlement of the area.</p> <p>We respectfully wish to offer Metrolinx, as part of our relationship building, constructive dialogue in order to correct the use colonizing tones in communications to First Nations. For example, “Metrolinx appreciates and respects ██████████ First Nation’s desire to be appropriately informed and aware of projects.” This should be written to reflect and acknowledge the right to be informed and consulted when referring to treaty rights holders. The current tone can be perceived as a colonial agenda and may be taken as a sign of disrespect. Metrolinx and other proponents are guests in the Michi Saagiiig territory because of the treaty making process.</p>	<p>Dear Dr. Kapyrka,</p> <p>Thank you for your letter (October 14, 2021) with regards to the Park Lawn GO Station Notice of Commencement. We appreciate you taking the time to provide us with your comments on the proposed GO Station.</p> <p>The language in our Notice letter will be corrected to more accurately reflect ██████████ right to be informed and engaged. Metrolinx recognizes that they are guests in the Michi Saagiiig territory because of the treaty making process.</p>
2				Along the same theme, it is suggested that “Appendix K Draft Stakeholder Consultation Report” be renamed to reflect that “Indigenous Community Consultation” is in fact a separate and distinct section(s) in the report itself. Rights holders, in particular, are not to be lumped in with stakeholders.	Appendices will be renamed to reflect the distinction between Indigenous Nations and other stakeholders, such that a separate Appendix, Appendix K: Indigenous Nations Engagement, in addition to the existing Appendix L: Stakeholder Consultation Report
3				The overarching recommendations will help all parties achieve a meaningful and beneficial relationship which does not sacrifice Indigenous rights or the natural environment. They are as follows:	Proposed mitigation measures will be reviewed by ██████████ as they become available. Review cycles, the expected level of effort, and review timelines will need to be determined by Metrolinx and ██████████. Metrolinx will share a list of design and restoration plans to ██████████ for them to identify which they would like to review. Review time will be assumed to be 30 days.

ID	From (Name/Email/Phone)	First Nation	Date of Question	Comment/Question	Project Team Response
				<ul style="list-style-type: none"> • Mitigations – █████ reserves the right to review, challenge and provide input into all proposed mitigation or ecological managements plans prior to implementation during the detailed design phase of proposed works. 	
4				<ul style="list-style-type: none"> • Monitoring Requirements – █████ with support from the Metrolinx team would like to conduct “blind or surprise” environmental construction inspections during the implementation of the detailed design phase of the project. This will ensure that the third party and contractors hired to represent the interests of the Metrolinx are acting in their best interest and not impacting the environment or Indigenous Rights. 	Metrolinx supports “blind or surprise” environmental construction inspections, however, will need to be notified in advance of any site-visits due to safety concerns. Metrolinx is required to provide 48-hour notice to Contractor before a site visit. Safety requirements will be confirmed prior to attendance on active construction site.
5				<ul style="list-style-type: none"> • In terms of site restoration, that █████ participates in detailed design of the restoration using cultural knowledge for the enhancement of site features to restore the natural balance of the site. <p>As was done for a previous project review, it would be helpful for █████ if Metrolinx could respond in writing such that we can continue our constructive dialogue and maintain focus on these topics.</p> <p>We thank you, your team, and Metrolinx for working with us: to listen and to understand; to acknowledge and to incorporate our comments and recommendations on this Project. We thank you for working with us to create the review agreements and setting aside capacity funding; this has helped in our ability to conduct these reviews.</p>	Metrolinx welcomes █████ participation in site restoration efforts and planning and will provide restoration plans to █████ as a part of detail design for input as part of review process. Metrolinx welcomes and supports constructive dialogue on this topic.
6				<p>Understanding Cultural Keystone Species</p> <p>Further collaboration is needed with both Indigenous knowledge holders and Western science practitioners to understand and evaluate the natural environment. Protection is not only for those species deemed rare or at risk by settler governments and settler occupation, since it is by their own doing that these relations are in danger. All species have a right to exist and to life.</p> <p>Further work is needed by Metrolinx to understand the cultural keystone species and the impacts that their daily operations and future project may have on cultural keystone species and therefore on the Indigenous communities living within their zone of operations. Cultural keystone species can be as</p>	Metrolinx recognizes that all wildlife species that may be of interest to █████ are not included here and commits to discuss and identify species of concern. Metrolinx is committed to including culturally important or keystone species in future plans. While the breeding bird window restricting tree removal between April 1 and August 31 is directed toward specific bird species it will coincide with common species nesting / denning of young, protecting most if not all breeding species found on site. General wildlife mitigation during construction and operations will be implemented to minimize effects to all species.

ID	From (Name/Email/Phone)	First Nation	Date of Question	Comment/Question	Project Team Response
				<p>common as species like: the deer, the coyote, the mosquito, or the hummingbird. As we collectively achieve this understanding of worldviews, more meaningful project and environmental restoration can be accomplished on the landscape, since it is intertwined in spirit, science and in ceremony.</p> <p>Within the information provided in the appendices, seventeen tree and sixteen bird species were observed by Metrolinx and its consultants within the footprint of this project that fit the designation of culturally important or keystone. Metrolinx must ensure that species/relations have the right and ability to flourish prior to, during and after occupation of Metrolinx. To ignore this, is to ignore the rights of █████ and other rights bearing communities.</p>	
7				<p>Natural Environment – Effects Assessment</p> <p>I. Under the soils component of the mitigations - please define qualified personnel for the creation and implementation of a soil management plan.</p>	<p>Natural Environment</p> <p>I. Under Ontario Regulations 153/04 Record of Site Condition and 406/19 On-Site and Excess Soil Management, a Qualified Persons must hold a Professional Engineer or Professional Geoscientist license. Text in the table has been revised to include this detail.</p>
8				<p>II. The letter of notice states there will be no in water works to be completed for this project. Please remove this section since it is not required based on the information presented. If in water works is required, then a discussion will be needed with consent from █████ since we have the rights to water and not the province. Also, if there is to be any riparian vegetation removed then a restoration plant will be required with input by █████.</p>	<p>There are no in-water works planned at this time for the project. The commitments in the Natural Environment Report and Environmental Project Report (EPR) are meant to be all-encompassing in the event that the design changes and in-water works are required. This would trigger an EPR Addendum and additional engagement with Indigenous Nations. This section will be revised to reflect that additional and meaningful consultation with █████ will be required for in-water works in the event that they are required. This is in recognition of █████s water rights.</p>
9				<p>III. Not all plant vegetation is negative to the Michi Saagig. Species deemed to be invasive by the province still could have medicinal value to the community. It is best management practice to ask the community prior to destroying and disposing of any species.</p>	<p>Please note any vegetation removals on site are required for construction. What's more invasive species management on this site will be for restoration planting areas where it is required for the success of plantings. Metrolinx is committed to having meaningful conversations with Indigenous Nations to understand and recognize that species deemed to be invasive may hold cultural value. Invasive species management plans, if required, will be shared with █████ for review and input during detailed design.</p>

ID	From (Name/Email/Phone)	First Nation	Date of Question	Comment/Question	Project Team Response
10				IV. Please define buffer area proposed around nesting species.	Buffers are typically defined by the species present at the time of construction. Currently buffers are a minimum of 10 metres and revised, as required, based on the needs of the nesting species. Metrolinx welcomes and supports constructive dialogue and input with regards to buffers and timing windows as the project progresses through detailed design, including the project's Wildlife Management Plan.
11				V. Who is responsible for the herpetofauna and mammal sweeps? What are their qualifications? Is there contractor education to avoid harm and done by who?	Bird nest sweeps and searches will be conducted by a qualified Ecologist or Avian Biologist. Contractors will be properly trained to handle and identify species of conservation concern. Additional detail will be added to the Natural Environment Report to identify the qualifications of the persons completing herpetofauna and mammal sweeps. As per Table 5-2, workers will be provided with the appropriate training to safely handle and relocate wildlife from the construction site, including herpetofauna and mammals. Additional details will be included in the Wildlife Management Plan, which will be developed at the detailed design stage and circulated for review to [REDACTED]. Moving forward Metrolinx will explore opportunities for Indigenous Nations to lead wildlife training.
12				VI. All species, not only species at risk have a right to a meaningful life. Please define and ensure all timing windows are communicated in this table.	Metrolinx ensures that sensitive breeding windows will be avoided for all species, regardless of their status under the Species at Risk Act. Mammals have not been documented as breeding/denning on site, though baseline wildlife surveys could include Indigenous Nation's input and/or training to be more comprehensive. Breeding bird windows are respected in construction implementation and encompass the majority of common mammal breeding windows as well. General wildlife mitigation during construction and operations will be implemented to minimize effects to all species. Moving forward Metrolinx will explore opportunities for Indigenous Nations to lead wildlife training.
13				VII. Michi Saagig knowledge system and input is critical along with City of Toronto and TRCA expertise for site restoration.	Metrolinx welcomes [REDACTED] participation in site restoration efforts and planning and will provide restoration plans to [REDACTED] as a part of detail design for input as part of review process.

ID	From (Name/Email/Phone)	First Nation	Date of Question	Comment/Question	Project Team Response
14				VIII. When considering “positive surface drainage” of the site, does this include the water quality inputs to Mimico Creek? Metrolinx needs to ensure their project does not further impact the Mimico Creek valley system. Please demonstrate how this will be completed.	Metrolinx will be working to minimize impacts to Mimico Creek by meeting storm water requirements for water quality and quantity through retaining runoff generated from site surfaces through infiltration, evapotranspiration, water harvesting, and reuse, and removing a minimum of 80% of total suspended solids (on an annual basis) from the runoff leaving the site. The EPR outlines these details from a high level, however more detailed information through the preparation of the Stormwater Management Plan will be developed as part of detailed design which will can be shared with [REDACTED] for input and feedback.
15				<p>Draft Fluvial Geomorphology and Meander Beltwidth Assessment</p> <p>The report completed by Water's Edge Environmental Solutions Team was very well done and insightful to the state of the watercourse. It is also recommended to [REDACTED] by 4 Directions that continued monitoring be undertaken as per recommendations within the report/Appendix J; [REDACTED] agrees with this recommendation and would like to pursue further discussion with Metrolinx. In the likelihood of restoration of the river valley occupied by Metrolinx, it is recommended that all parties use Indigenous knowledge systems to help aid in creating stability within the river.</p>	<p>Draft Fluvial Geomorphology and Meander Beltwidth Assessment - Metrolinx welcomes and invites [REDACTED] to engage in further discussion regarding the monitoring and recommendations outlined in the report. Should the river valley require restoration by Metrolinx, [REDACTED] will be further consulted. However, it is outside of the TPAP at this time. Metrolinx observes the conditions of the toe of slope structures along Mimico Creek annually and reports on its conditions every 5 years. Any imminent failures would be reported, and repair options assessed. Should restoration be required, excluding emergency works, [REDACTED] will be asked to review restoration plans. Metrolinx welcomes future discussions on Mimico creek with [REDACTED]</p>
16				<p>Draft Natural Environment Report</p> <p>In section 3.3.1 Aquatic Environment- Please describe or define the protocol used for the detailed fish habitat assessment.</p>	<p>Draft Natural Environment Report</p> <p>Section 3.3.1 will be updated to describe protocol used for detailed fish habitat assessment. The field assessment follows the protocols in the Ministry of Transportation Environmental Guide for Fisheries. Additional detail regarding fish habitat was obtained from TRCA background reports. If in-water works are required, then more studies would be undertaken and will be reviewed by [REDACTED]. Metrolinx welcomes and supports constructive dialogue on this topic.</p>
17				In section 4.4 Watercourses and Hydrological Features, it would be nice to have the Settler community acknowledge that because of their occupation in the watershed and land	Section 4.4 – The EPR has been updated to state that the form and function of the hydrology of Mimico Creek and valley features have been negatively impacted by urbanization of the surrounding areas. Metrolinx is

ID	From (Name/Email/Phone)	First Nation	Date of Question	Comment/Question	Project Team Response
				use, it has resulted in a poor water quality or health of the sub-watershed.	preparing language for future reporting to clearly acknowledge treaty territory, rights, and the impacts of the settler community on the environment.
18				In section 4.5.3 Aquatic Habitat Summary, the classification of the reach should be considered to be cool to warm water thermal tolerance given that creek chub and pumpkinseed were referenced to be residents within the system.	Section 4.5.3 – The description of the reach will be revised to indicate that cool water species are present as well as warm water species. The existing warm water classification will be referred to in reference to timing windows provided by TRCA and the Ministry of Northern Development, Mines, Natural Resources, and Forestry (MNDMNR).
19				In section 4.7.1 Mammal- all species presented have a cultural value to the Indigenous community. How can the enhancement of their habitat be incorporated into the final restoration of the site?	Section 4.7.1 – Will be added as a future commitment. Metrolinx will work with the TRCA to develop a habitat restoration and compensation plan that benefits the ecosystem, and this will be shared with ██████ for input and feedback. Metrolinx will explore refining baseline studies in future to include mammals through engagement with Indigenous Nations.
20				In section 4.7.3 Herpetofauna- Define protocol used.	Section 4.7.3 – The protocol used to identify herpetofauna species will be updated. No focused field surveys have been conducted to date. Potential habitat was identified during field surveys and was compared to the data provided by TRCA, MNDMNR, and the Ontario Reptile and Amphibian Atlas. If at the detailed design stage impacts are identified to potential habitat, additional MNDMNR and TRCA protocols will be followed to determine species presence and if breeding or hibernation habitats are present within the study area. Metrolinx will explore refining baseline studies in future to include herpetofauna through engagement with Indigenous Nations.
21				In section 4.7.4 Butterflies- Since no detail survey was completed (explain why?) then enhancement should be done within the landscape planning of the site to enhance habitats in the area given the species recorded by incidental observation.	Section 4.7.4 – Details will be adjusted to reflect enhancements and will be described in the commitments section. A restoration plan will be developed for all areas within the valley system that are temporally disturbed. This plan includes native herbaceous cover in the form of native seed mixes, shrubs and trees. Selection of planting materials can include appropriate plants to fulfil butterfly lifecycle requirements. that benefits the ecosystem. Metrolinx will explore refining baseline studies in future to include herpetofauna through engagement with Indigenous Nations.

Jasiak, Izabela

From: Jennifer Smith <Jennifer.Smith@metrolinx.com>
Sent: Tuesday, November 9, 2021 2:24 PM
To: Alexander, Melissa; Jasiak, Izabela
Cc: Michelle Louli
Subject: FW: Park Lawn GO - Notice of Commencement and Draft Environmental Project Report - For Review

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Good afternoon Melissa,

See email below from the [REDACTED] below to include in the engagement record.

Thank you,

Jennifer Smith, MES (she/her)
Project Coordinator, Environmental Programs and Assessment
Metrolinx
C: 437-922-9141 | 10 Bay Street | Toronto | Ontario | M5J 2R8



From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: November 9, 2021 1:46 PM
To: Gretel Green <Gretel.Green@metrolinx.com>; Sepi Ghafouri-Bakhsh <Sepi.GhafouriBakhsh@metrolinx.com>
Subject: FW: Park Lawn GO - Notice of Commencement and Draft Environmental Project Report - For Review

FYI

From: [REDACTED]
Sent: November-05-21 9:49 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: [REDACTED]
Subject: TR: Park Lawn GO - Notice of Commencement and Draft Environmental Project Report - For Review

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Hi Jaimi,

I realise we didn't follow up on this email before October 15th, but I wanted to let you know that we didn't have any specific comments at this point regarding the attached documents. We are interested in participating in any further archaeological fieldwork if the work is extended beyond the assessed study area.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

De : Indigenous Relations <IndigenousRelations@metrolinx.com>

Envoyé : 27 août 2021 16:33

À : [REDACTED] Gretel

Green <Gretel.Green@metrolinx.com>; Jennifer Smith <Jennifer.Smith@metrolinx.com>; Colin O'Meara <Colin.O'Meara@metrolinx.com>

Objet : Park Lawn GO - Notice of Commencement and Draft Environmental Project Report - For Review

Dear [REDACTED]

Metrolinx continues to advance the Park Lawn GO Station project. It will be assessed through the Transit Project Assessment Process (TPAP). To that end, Metrolinx wishes to inform you that it is issuing a Notice of Commencement for this project, which begins the up to 120 day review period under the TPAP.

Please find attached a letter outlining the project, as well as a copy of the Draft Environmental Project Report for your review and comment. We've highlighted relevant information regarding the natural environment, and archaeology within the letter, and provided a table outlining the potential impacts and proposed mitigation measures that were identified as part of the study for ease.

The full set of draft technical documents and reports is available for review at the following [REDACTED]
[REDACTED]

Metrolinx welcomes any interest your Nation may have in this project, and asks that you share any comments on the draft technical reports by **October 15 2021**.

If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please feel free to contact Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Thank you,

Jaimi

Jaimi O'Hara

Acting Manager, Indigenous Relations

Metrolinx

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

T: 416.202.5617 C: 416-356-9715



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Jasiak, Izabela

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Friday, November 26, 2021 3:35 PM
To: Michelle Louli
Cc: Jennifer Smith; Jaimi O'Hara
Subject: FW: Park Lawn GO - Notice of Commencement and Draft Environmental Project Report - For Review

From: Indigenous Relations
Sent: November 9, 2021 1:46 PM
To: [REDACTED]
Subject: RE: Park Lawn GO - Notice of Commencement and Draft Environmental Project Report - For Review

Hi [REDACTED]

Thank you for confirming. We will keep you apprised of any future archaeological assessments.

Thanks

Jaimi

From: [REDACTED]
Sent: November-05-21 9:49 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: [REDACTED]
Subject: TR: Park Lawn GO - Notice of Commencement and Draft Environmental Project Report - For Review

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Hi Jaimi,

I realise we didn't follow up on this email before October 15th, but I wanted to let you know that we didn't have any specific comments at this point regarding the attached documents. We are interested in participating in any further archaeological fieldwork if the work is extended beyond the assessed study area.

Thank you,

À :

Gretel

Dear [REDACTED],

The full set of draft technical documents and reports is available for review at the following link:

Metrolinx welcomes any interest your Nation may have in this project, and asks that you share any comments on the draft technical reports by **October 15 2021**.

If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please feel free to contact Metrolinx's Indigenous Relations Office at IndigenousRelations@metrolinx.com.

Thank you,

Jaimi

Jaimi O'Hara

Acting Manager, Indigenous Relations

Metrolinx

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

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Appendix D

Project Notices

Notice of Public Meeting

Proposed Park Lawn GO Station

The Project

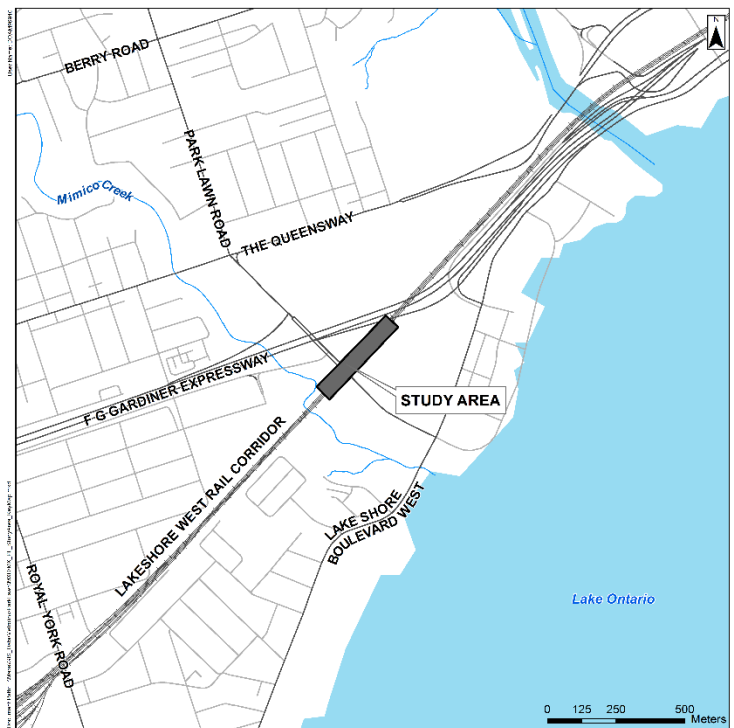
First Capital REIT (FCR) has proposed to build a new GO Station to be developed in partnership with Metrolinx and located at the north end of the former Mr. Christie Cookie Factory, municipally known as 2150 Lake Shore Boulevard West. The proposed GO Station is envisioned to be on both sides of the Lakeshore West rail corridor, and both sides of Park Lawn Road in the City of Toronto. The proposed GO Station is anticipated to evolve into a multi-modal transportation hub that would provide improved local and regional transit access and connectivity. GO Transit currently operates train service along the Lakeshore West Corridor, from Union Station in Toronto to West Harbour, in Hamilton and Niagara Falls. The proposed GO Station has the opportunity to provide a new stop along the Lakeshore West rail corridor between Exhibition and Mimico Stations.

The Process

A Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*, will be completed for the proposed Park Lawn GO Station. As part of the TPAP, an Environmental Project Report (EPR) will be completed by Metrolinx and FCR to assess the potential environmental effects of this transit project. Pre-TPAP work is ongoing and a Notice of Commencement will be issued when the TPAP is started.

Join Us Online and Learn More

Due to COVID-19 and current provincial guidance on public gatherings, an online pre-recorded presentation will be posted in lieu of a public meeting. We invite you to join us online to find out more about this Project. The pre-recorded presentation will be posted online and will include a project overview, the existing conditions identified through environmental studies, and provide an opportunity to submit questions. Your participation is an important part of this process. Comments will be received by FCR, Hatch, and Metrolinx staff. Questions and answers will be posted online.



The presentation will be made available at 2150lakeshore.com/transitea commencing on June 25. Comments will be received until July 20th, 2020.

Find out more about Metrolinx's Regional Transportation Plan for the GTHA, as well as GO Transit, PRESTO and Union Pearson Express at www.metrolinx.com.

Comments Welcome

For more information, or to be added to the study's mailing list, please contact:

Email: transitea@2150lakeshore.com

Website: 2150lakeshore.com/transitea

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the Ministry of the Environment, Conservation and Parks for the purpose of transparency and consultation. The information is collected under the authority of 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 transitea@2150lakeshore.com or the Ministry of the Environment, Conservation and Parks Freedom of Information and Privacy Coordinator at 416-327-1434.

This Notice first published on June 18th.

Pour plus d'information, veuillez contacter transitea@2150lakeshore.com.

Avis public – Consultation publique

Proposition concernant la station GO Park Lawn

Le projet

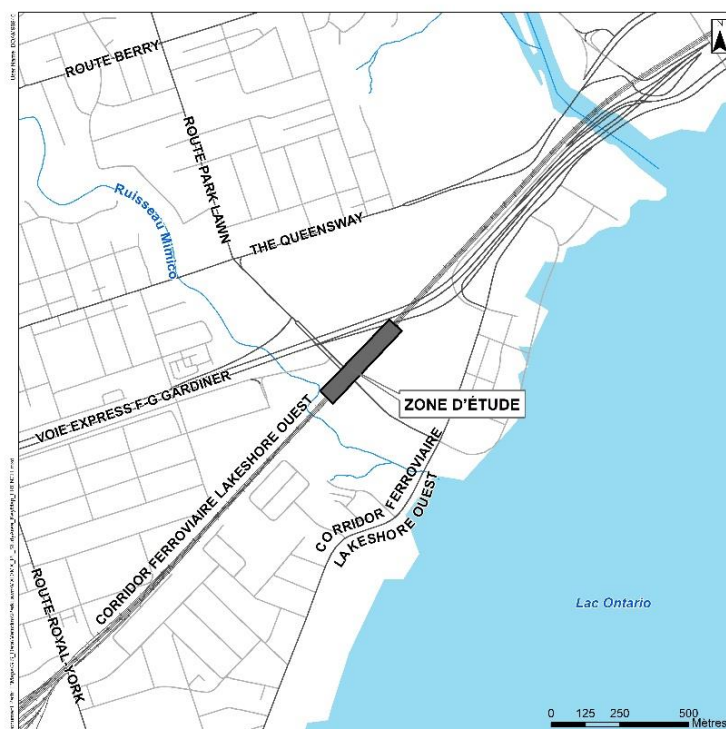
First Capital REIT (FCR) a proposé l'ajout d'une nouvelle station GO qui sera située à l'extrémité nord de l'ancienne fabrique de biscuits M. Christie, soit à l'adresse municipale 2150 Boulevard Lake Shore Ouest. La station GO proposée sera construite de façon à être accessible des deux côtés du corridor ferroviaire Lakeshore Ouest et des deux côtés de la route Park Lawn, dans la Ville de Toronto. Il est anticipé que la future station GO Park Lawn deviendra un centre de transport multimodal offrant un accès et une connectivité améliorés aux transports en commun locaux et régionaux. GO Transit exploite actuellement un service de train au sein du corridor ferroviaire Lakeshore Ouest, entre la station Union à Toronto et la station West Harbour à Hamilton et à Niagara Falls. Cette nouvelle station fournira un nouvel arrêt au sein du corridor ferroviaire Lakeshore Ouest, entre les stations Exhibition et Mimico.

La procédure

Tel que prescrit par le Règlement de l'Ontario 231/08 en vertu de la *Loi sur les évaluations environnementales*, Processus d'évaluation du projet de transport en commun, sera complété pour la station GO Park Lawn proposée. Dans le cadre du Processus d'évaluation du projet de transport en commun, un rapport environnemental sur le projet sera préparé pour évaluer les effets environnementaux potentiels de ce projet de transport en commun. Les travaux préalables au Processus d'évaluation du projet de transport en commun sont en cours et un avis de lancement sera émis lorsque le processus débutera.

Joignez-vous à nous afin d'en apprendre plus sur cette proposition

En raison de la COVID-19 et des directives provinciales actuelles sur les rassemblements publics, une présentation préenregistrée en ligne sera affichée au lieu d'une réunion publique. Nous vous invitons à nous rejoindre en ligne pour en savoir plus sur ce projet. La présentation préenregistrée sera publiée en ligne et comprendra un aperçu du projet, les conditions existantes identifiées par des études environnementales et donnera l'occasion de soumettre vos questions. Votre participation est un élément crucial au sein de ce processus. Les commentaires seront reçus par le personnel de FCR, Hatch et Metrolinx. Les questions et les réponses seront publiées en ligne.



La présentation sera disponible au **2150lakeshore.com/transitea** à compter du 25 juin 2020. Les commentaires pourront être envoyés jusqu'au 20 juillet 2020.

Pour en savoir plus sur le Plan de transport régional de Metrolinx pour la région du Grand Toronto et de Hamilton, ainsi que sur GO Transit, PRESTO et Union Pearson Express visitez le www.metrolinx.com.

Des commentaires?

Pour plus d'information ou pour être ajouté à la liste de diffusion de l'étude, s'il-vous-plaît veuillez contacter :

Par courriel : transitea@2150lakeshore.com

Sur le site Internet : 2150lakeshore.com/transitea

Tous les renseignements personnels inclus dans une soumission (tels que le nom, l'adresse, le numéro de téléphone et l'emplacement de la propriété) sont collectés, conservés et divulgués par le ministère de l'Environnement, de la Protection de la nature et des Parcs à des fins de transparence et de consultation. Les renseignements sont recueillis en vertu de la *Loi sur les évaluations environnementales* ou sont recueillis et conservés dans le but de créer un dossier accessible au grand public tel que décrit à l'art. 37 de la *Loi sur l'accès à l'information et la protection de la vie privée*. Les renseignements personnels que vous soumettez feront partie d'un dossier public accessible au grand public, sauf si vous demandez que vos renseignements personnels demeurent confidentiels. Pour plus d'informations, veuillez contacter transitea@2150lakeshore.com ou le coordonnateur de l'accès à l'information et de la protection de la vie privée du ministère de l'Environnement, de la Protection de la nature et des Parcs au 416-327-1434.

Cet avis a été publié pour la première fois le 18 juin 2020.

Notice of Commencement of the Transit Project Assessment Process (TPAP) and Public Meeting

Proposed Park Lawn GO Station

The Project

First Capital (Park Lawn) Corporation (FCR) has proposed to build a new GO Station to be developed in partnership with Metrolinx and located at the north end of the former Mr. Christie Cookie Factory, municipally known as 2150 Lake Shore Boulevard West. The proposed GO Station is envisioned to be on both sides of the Lakeshore West rail corridor, and both sides of Park Lawn Road in the City of Toronto. The proposed GO Station could evolve into a multi-modal transportation hub that would provide improved local and regional transit access and connectivity. GO Transit currently operates train service along the Lakeshore West Corridor, from Union Station in Toronto to West Harbour, in Hamilton and Niagara Falls. The proposed GO Station could provide a new stop along the Lakeshore West rail corridor between Exhibition and Mimico GO Stations.

The Process

The Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*, is now commencing for the Park Lawn GO Station. The TPAP is a proponent-driven, self-assessment process that provides a defined framework to follow in order to complete the accelerated assessment of the potential environmental effects and decision-making within the up to 120-day regulated assessment timeline. Following this period, the regulation provides an additional 30-day public and agency review, and a further 35-day Ministry of the Environment, Conservation and Parks (MECP) review. As part of the TPAP, an Environmental Project Report (EPR) is being prepared. The proposed GO Station is still subject to government approval following the ongoing consultation. Documents related to the project including environmental studies and consultation materials, are available at **2150lakeshore.com/transitea**

Join Us Online and Learn More

Along with the formal commencement of the TPAP, we are also conducting a Public Meeting that will include information regarding potential impacts, proposed mitigation measures and monitoring requirements associated with the Project as a result of the impact assessments. Due to COVID-19 and the ongoing provincial guidance on public gatherings, an online pre-recorded presentation will be posted in lieu of a public meeting. We invite you to join us online to find out more about this Project. The open house presentation will be available at **2150lakeshore.com/transitea** from August 27, 2021 to September 10, 2021. Your participation is an important part of this process. Comments will be received by FCR, Hatch, and Metrolinx staff. Comments will be received until September 17, 2021. Comments and responses will be posted online.



Find out more about Metrolinx's Regional Transportation Plan for the GTHA, as well as GO Transit, PRESTO and Union Pearson Express at www.metrolinx.com.

Comments Welcome

For more information, or to be added to the study's mailing list, please contact: Jennifer Arezes

Telephone: 289-326-2770

Email: transitea@2150lakeshore.com

Website: 2150lakeshore.com/transitea

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the Ministry of the Environment, Conservation and Parks for the purpose of transparency and consultation. The information is collected under the authority of 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 transitea@2150lakeshore.com or the Ministry of the Environment, Conservation and Parks Freedom of Information and Privacy Coordinator at 416-327-1434.

This Notice first published on August 26, 2021.

Pour plus d'information, veuillez contacter transitea@2150lakeshore.com.

Avis de lancement du Processus d'évaluation des projets de transport en commun et consultation publique

Proposition concernant la station GO Park Lawn

Le projet

First Capital (Park Lawn) Corporation (FCR) a proposé de développer et de construire, en partenariat avec Metrolinx, une nouvelle station GO à l'extrémité nord de l'ancienne usine de biscuits M. Christie, soit au 2150 boulevard Lake Shore Ouest. La station GO proposée a été envisagée de façon à être accessible des deux côtés du corridor ferroviaire Lakeshore Ouest et des deux côtés de la route Park Lawn, dans la Ville de Toronto. La station GO proposée deviendra un centre de transport multimodal, offrant un accès et une connectivité améliorés aux transports en commun locaux et régionaux. GO Transit exploite actuellement un service de train au sein du corridor ferroviaire Lakeshore Ouest, entre la station Union à Toronto, la station West Harbour à Hamilton et à Niagara Falls. Cette nouvelle station fournira un nouvel arrêt au sein du corridor ferroviaire Lakeshore Ouest, entre les stations GO Exhibition et Mimico.

La procédure

Le Processus d'évaluation des projets de transport en commun, tel que prescrit dans le Règlement de l'Ontario 231/08 en vertu de la *Loi sur les évaluations environnementales*, débute dès maintenant pour la station GO Park Lawn. Dans le cadre défini par le Processus d'évaluation des projets de transport en commun et dans un délai d'évaluation prescrit de 120 jours, le promoteur mène un processus d'auto-évaluation, afin de compléter l'évaluation accélérée des effets environnementaux potentiels et la prise de décision. Lorsque cette période prend fin, le règlement prévoit 30 jours pour que toutes personnes intéressées puissent examiner le rapport environnemental du promoteur et, par la suite, une autre période de 35 jours est accordée au ministère de l'Environnement, de la Protection de la nature et des Parcs pour examen de ce même rapport. Dans le cadre du Processus d'évaluation des projets de transport en commun, un rapport environnemental sur le projet est en cours de préparation. Suite à la consultation publique, la station proposée est sujette à toute approbation gouvernementale. Les documents relatifs au projet, y compris les études environnementales et les documents de consultation, sont disponibles sur 2150lakeshore.com/transitea.

Joignez-vous à nous, en ligne, afin d'en apprendre plus sur cette proposition

Parallèlement au lancement officiel du Processus d'évaluation des projets de transport en commun, nous organisons également une consultation publique qui comprendra des informations sur les impacts potentiels, les mesures d'atténuation proposées et les exigences de surveillance associées au projet à la suite des évaluations d'impact. En raison de la COVID-19 et des directives provinciales en cours sur les rassemblements publics, la consultation publique sera remplacée par une présentation préenregistrée en ligne. Nous vous invitons à nous rejoindre en ligne pour en savoir plus sur ce projet. La présentation préenregistrée sera disponible sur 2150lakeshore.com/transitea à compter du 27 août 2021 jusqu'au 17 septembre 2021. Votre participation est une partie importante de ce processus. Les commentaires seront reçus par le personnel de FCR, Hatch et Metrolinx et pourront être envoyés jusqu'au 17 septembre 2021. Les questions et réponses seront publiées en ligne.



Pour en savoir plus sur le Plan de transport régional de Metrolinx pour la région du Grand Toronto et de Hamilton, ainsi que sur GO Transit, PRESTO et Union Pearson Express visitez le www.metrolinx.com.

Des commentaires?

Pour plus d'information ou pour être ajouté à la liste de diffusion de l'étude, s'il vous plaît veuillez contacter : Jennifer Arezes

Par téléphone : 289-326-2770

Par courriel : transitea@2150lakeshore.com

Sur le site Internet : 2150lakeshore.com/transitea

Tous les renseignements personnels inclus dans une soumission (tels que le nom, l'adresse, le numéro de téléphone et l'emplacement de la propriété) sont collectés, conservés et divulgués par le ministère de l'Environnement, de la Protection de la nature et des Parcs à des fins de transparence et de consultation. Les renseignements sont recueillis en vertu de la Loi sur les évaluations environnementales ou sont recueillis et conservés dans le but de créer un dossier accessible au grand public tel que décrit à l'art. 37 de la Loi sur l'accès à l'information et la protection de la vie privée. Les renseignements personnels que vous soumettez feront partie d'un dossier public accessible au grand public, sauf si vous demandez que vos renseignements personnels demeurent confidentiels. Pour plus d'informations, veuillez contacter transitea@2150lakeshore.com ou le coordonnateur de l'accès à l'information et de la protection de la vie privée du ministère de l'Environnement, de la Protection de la nature et des Parcs au 416-327-1434.

Cet avis a été publié pour la première fois le 27 août 2021.

Notice of Completion of Environmental Project Report

Transit Project Assessment Process (TPAP)

Proposed Park Lawn GO Station

The Project

Lakeshore Development Inc. has proposed to build a new GO Station to be developed in partnership with Metrolinx and located at the north end of the former Mr. Christie Cookie Factory, municipally known as 2150 Lake Shore Boulevard West. The proposed GO Station is envisioned to be on both sides of the Lakeshore West rail corridor, and both sides of Park Lawn Road in the City of Toronto. The proposed GO Station could evolve into a multi-modal transportation hub that would provide improved local and regional transit access and connectivity. GO Transit currently operates train service along the Lakeshore West Corridor, from Union Station in Toronto to West Harbour, in Hamilton and Niagara Falls. The proposed GO Station could provide a new stop along the Lakeshore West rail corridor between Exhibition and Mimico GO Stations.

The Process

The Transit Project Assessment Process (TPAP), as prescribed in Ontario Regulation 231/08 under the *Environmental Assessment Act*, is now complete. The TPAP is a proponent-driven, self-assessment process that provides a defined framework to follow in order to complete the accelerated assessment of the potential environmental effects and decision-making within the up to 120-day regulated assessment timeline.

Following this period, the regulation provides a 30-day public and agency review of the Environmental Project Report (EPR) which has been prepared, and a further 35-day review period by the Minister of the Environment, Conservation and Parks. The proposed GO Station is still subject to government approval following the ongoing consultation.

30-Day Public Review: December 17th, 2021 to January 17th, 2022

The environmental impact of the transit project was assessed and an EPR has been prepared to document the findings, as well as proposed mitigation in accordance with the TPAP. The EPR is now available at 2150lakeshore.com/transitea for a 30-day public review period, starting December 17th, 2021 and ending January 17th, 2022.

Interested persons are encouraged to review this document and provide comments by January 17th, 2022 to:

2150 Lakeshore – Park Lawn Transit EA Project

c/o Barry Stern

e-mail: transitea@2150lakeshore.com

tel: 289-326-2770

There are circumstances where the Ministry of the Environment, Conservation and Parks (MECP) has the authority to require further consideration of the project or impose conditions on it. These include if the Minister is of the opinion that:

- The transit project may have a negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest, or
- The transit project may have a negative impact on a constitutionally protected Aboriginal or treaty right.

Before exercising the authority referenced above, the Minister is required to consider any written objections to the transit project that he may receive within 30 days after the Notice of Completion of the EPR is first published. If you have discussed your issues with Metrolinx and you object to this transit project, you can provide a written submission to the Minister of the Environment, Conservation and Parks no later than January 17, 2022 to the address provided below. All submissions must clearly indicate that an objection is being submitted and describe any negative impacts to matters of provincial importance related to natural or cultural environment or constitutionally protected Indigenous Nations' treaty rights. Objections must be received within 30 days after the Notice of Completion of the EPR is first published.

Ministry of the Environment, Conservation and Parks

Environmental Assessment and Permissions Branch

Attention: Anne Cameron, Project Officer

135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5

tel: 416-314-1181

e-mail: anne.cameron@ontario.ca

If not already provided, a copy of the objection will be forwarded to the proponent by the Ministry.

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the Ministry of the Environment, Conservation and Parks for the purpose of transparency and consultation. The information is collected under the authority of 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 transitea@2150lakeshore.com or the Ministry of the Environment, Conservation and Parks Freedom of Information and Privacy Coordinator at 416-327-1434.

Find out more about Metrolinx's Regional Transportation Plan for the GTHA, as well as GO Transit, PRESTO and Union Pearson Express at www.metrolinx.com.

This notice first published on December 16, 2021.

Pour plus d'information, veuillez contacter transitea@2150lakeshore.com.



Avis d'achèvement du rapport environnemental sur le projet Processus d'évaluation des projets de transport en commun

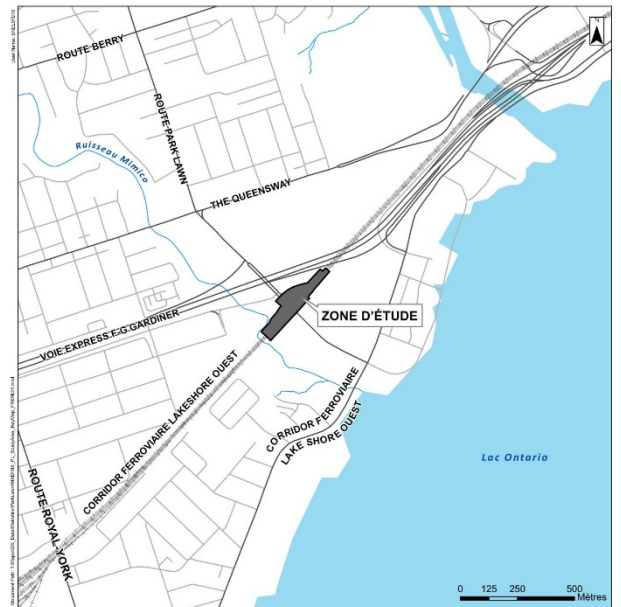
Proposition concernant la station GO Park Lawn

Le projet

Lakeshore Development Inc. a proposé de développer et de construire, en partenariat avec Metrolinx, une nouvelle station GO à l'extrémité nord de l'ancienne usine de biscuits M. Christie, soit au 2150 boulevard Lake Shore Ouest. La station GO proposée a été envisagée de façon à être accessible des deux côtés du corridor ferroviaire Lakeshore Ouest et des deux côtés de la route Park Lawn, dans la Ville de Toronto. La station GO proposée deviendra un centre de transport multimodal, offrant un accès et une connectivité améliorés aux transports en commun locaux et régionaux. GO Transit exploite actuellement un service de trains au sein du corridor ferroviaire Lakeshore Ouest, entre la station Union à Toronto, la station West Harbour à Hamilton et la station Niagara Falls à Niagara Falls. Cette nouvelle station fournira un nouvel arrêt au sein du corridor ferroviaire Lakeshore Ouest, entre les stations GO Exhibition et Mimico.

Le processus

Le cadre du Processus d'évaluation des projets de transport en commun, tel que prescrit dans le *Règlement de l'Ontario 231/08* en vertu de la *Loi sur les évaluations environnementales*, est maintenant complété. Dans le Processus, le promoteur doit procéder à une auto-évaluation, qui fournit un cadre défini à suivre, afin de compléter l'évaluation accélérée des impacts environnementaux potentiels et la prise de décision, dans un délai de 120 jours. Lorsque cette période prend fin, le Règlement prévoit 30 jours afin que toutes personnes intéressées puissent examiner le rapport environnemental sur le projet. Par la suite, une période additionnelle de 35 jours est accordée au ministère de l'Environnement, de la Protection de la nature et des Parcs pour examen de ce même rapport. Suite à la consultation publique, la station GO proposée reste sujette à toute approbation gouvernementale.



Examen public de 30 jours : 17 décembre 2021 au 17 janvier 2022

L'impact environnemental du projet de transport a été évalué et un rapport environnemental sur le projet a été préparé ainsi que des mesures d'atténuation proposées conformément au processus d'évaluation des projets de transport en commun. Le rapport environnemental sur le projet est disponible pour un examen public de 30 jours sur le site Internet **2150lakeshore.com/transitea** du 17 décembre 2021 au 17 janvier 2022.

Les personnes intéressées sont encouragées à examiner ce document et à faire part de leurs commentaires d'ici le 17 janvier 2022 à :

2150 Lakeshore – Projet Park Lawn Transit EA

À l'attention de : Barry Stern

courriel : transitea@2150lakeshore.com

téléphone : 289-326-2770

Dans certaines circonstances, le ministère de l'Environnement, de la Protection de la nature et des Parcs est autorisé à demander un examen approfondi d'un projet de transport en commun ou à imposer des conditions sur le projet. Il s'agit de situations durant lesquelles le Ministère croit que :

- le projet pourrait avoir une incidence négative sur une question d'importance provinciale en lien avec l'environnement naturel ou toute autre question ayant une valeur ou un intérêt pour le patrimoine culturel, ou
- le projet pourrait avoir un impact négatif sur les droits ancestraux des peuples autochtones et leurs droits issus des traités protégés par la Constitution.

Avant d'exercer ce droit mentionné ci-dessus, le Ministère doit tenir compte de toutes les objections écrites concernant le projet de transport en commun qu'il pourrait recevoir dans les 30 jours suivant la première publication de l'avis d'achèvement du rapport environnemental sur le projet. Si vous avez discuté de vos préoccupations avec Metrolinx et que vous vous opposez au projet, vous pouvez fournir une demande écrite au ministère de l'Environnement, de la Protection de la nature et des Parcs au plus tard le 17 janvier 2022 à l'adresse indiquée ci-dessous. Toutes les demandes doivent clairement préciser qu'une objection est soumise et décrire tout impact négatif sur des questions d'importance provinciale liées à l'environnement naturel, l'environnement culturel ou les droits ancestraux des peuples autochtones et leurs droits issus des traités protégés par la Constitution. Les objections doivent être reçues dans les 30 jours suivant la première publication de l'avis d'achèvement du rapport environnemental sur le projet.

Ministère de l'Environnement, de la Protection de la nature et des Parcs

Département des évaluations et des autorisations environnementales

À l'attention de : Anne Cameron, Chargée de projets

135 avenue St. Clair Ouest, 1er étage, Toronto (Ontario) M4V 1P5

Tél : 416-314-1181 Courriel : anne.cameron@ontario.ca

Si ce n'est déjà fait, une copie de l'opposition sera transmise au promoteur par le ministère.

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Pour en savoir plus sur le Plan de transport régional de Metrolinx pour la région du Grand Toronto et de Hamilton, ainsi que sur GO Transit, PRESTO et Union Pearson Express visitez le www.metrolinx.com.

Cet avis a été publié pour la première fois le 16 décembre 2021.