

## APPENDIX 7.6-A

### *Cultural Heritage Existing Conditions and Preliminary Heritage Impact Assessment*





**REPORT**

# Proposed Waasigan Transmission Line

## *Cultural Heritage Existing Conditions and Preliminary Heritage Impact Assessment*

Submitted to:

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## Acknowledgments

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## Executive Summary

Hydro One Networks Inc. (Hydro One) retained WSP Canada Inc. (WSP) to provide Cultural Heritage studies as part of planning for the Waasigan Transmission Line (TL) Project (the Project). The Project is part of an Environmental Assessment (EA) being completed under the Ontario *Environmental Assessment Act, RSO 1990, C.E. 18* (Government of Ontario 1990a). The proposed Waasigan Transmission Line is a new double-circuit 230 kilovolt (kV) transmission line between Lakehead Transformer Station (TS) in the Municipality of Shuniah and Mackenzie TS in the Town of Atikokan, and a new single-circuit 230 kV transmission line between Mackenzie TS and Dryden TS in the City of Dryden.

Hydro One considered multiple alternative routes that were included as part of the approved Amended Terms of Reference for the Project. The local study area (LSA) for this assessment includes a 1 km buffer on the alternative routes, as well as potential locations of access roads and other supporting infrastructure (e.g., aggregate pits and laydown areas). The LSA is located in the traditional territories of many Anishinaabe and Métis communities in the Districts of Thunder Bay, Rainy River, and Kenora of northwestern Ontario, and is approximately 200,185 hectares (ha).

Hydro One defined the study area for this assessment as four groups of feasible alternative routes (with overlap). The four groups of proposed alternative routes for the Project are: Thunder Bay which includes Alternative Route 1, Alternative Route 1A, Alternative Route 1B-1, and Alternative Route 1B-2. Thunder Bay to Atikokan which includes Alternative Route 1 and Alternative Route 1. Atikokan, including, Alternative Route 2A, Alternative Route 2B, and Alternative Route 2C. Lastly Atikokan to Dryden, which includes; Alternative Route 3A, Alternative Route 3B, and Alternative Route 3C.

This CHEC and Preliminary HIA determined that one Cultural Heritage Landscape with known CHVI may be impacted by construction of the Project within the Thunder Bay Alternative Route Section, including Alternative Routes 1B-1 and 1B-2 and within the Thunder Bay to Atikokan Alternative Route Section, including Alternative Routes 1 and 1C. Table 1-1 summarizes the findings of the preliminary impact assessment and the recommendations for the Cultural Heritage Landscape. Table 1-1 below table summarizes the findings of the preliminary impact assessment and the recommendations for the identified resource.

To address the comments received by the property owner of 255 Hill Road in June 2023, a Cultural Heritage Evaluation Report (CHER) is recommended for the potential Cultural Heritage Landscape located at 255 Hill Road.

To address the comments received by the property owner of 154 Wilf's Road in June 2023, a CHER is recommended for the potential Cultural Heritage Landscape located at 154 Wilf's Road.



**Table 1-1: Summary of Impact Assessment and Recommendations for Known and Potential Built Heritage Resources and Cultural Heritage Landscapes in the Thunder Bay and the Thunder Bay to Atikokan Alternative Route Sections**

Thunder Bay Alternative Route Section		
Property Address(s) and PIN	Preliminary Impact Assessment	Recommendations
CHL-1 / Dawson Trail	Alternative Routes 1B-1 and 1B-2 will intersect the Cultural Heritage Landscape (CHL-1). The CHL may be directly impacted through destruction or alteration.	<ul style="list-style-type: none"> <li>A Cultural Heritage Evaluation Report is recommended for this Cultural Heritage Landscape.</li> </ul>
CHL-2 / 255 Hill Road	Alternative Routes 1 and 1A will intersect the Cultural Heritage Landscape (CHL-2). If the site is confirmed to have cultural heritage value, the CHL may be directly impacted through destruction or alteration.	<ul style="list-style-type: none"> <li>A Cultural Heritage Evaluation Report is recommended for this Cultural Heritage Landscape</li> </ul>

Thunder Bay to Atikokan Alternative Route Section		
CHL-1 / Dawson Trail	Alternative Routes 1 and 1C will intersect the Cultural Heritage Landscape (CHL-1). Dawson Trail is recognized by the <i>Historic Sites and Monuments Act</i> (R.S.C., 1985, c. H-4) as a National Historic Event (Parks Canada, n.d.). The CHL may be directly impacted through destruction or alteration.	<ul style="list-style-type: none"> <li>A Cultural Heritage Evaluation Report is recommended for this Cultural Heritage Landscape.</li> </ul>
CHL-3 / 154 Wilf's Road	Alternative Routes 1 and 1C will intersect the Cultural Heritage Landscape (CHL-3). If the site is confirmed to have cultural heritage value, the CHL may be directly impacted through destruction or alteration.	<ul style="list-style-type: none"> <li>A Cultural Heritage Evaluation Report is recommended for this Cultural Heritage Landscape</li> </ul>

## Study Limitations

WSP has prepared this report in a manner consistent with guidance developed by the Ontario Ministry of Citizenship and Multiculturalism and the *Hydro One Cultural Heritage Identification and Evaluation Process (2020)* subject to the time limits and physical constraints applicable to this report. No other warranty expressed or implied is made.

This report has been prepared for the specific site, design objective, developments and purpose described to WSP by Hydro One Networks Inc. (the Client). The factual data, interpretations and recommendations pertain to a specific project as described in this report and are not applicable to any other project or site location.

The information, recommendations and opinions expressed in this report are for the sole benefit of the Client. No other party may use or rely on this report or any portion thereof without WSP's express written consent. If the report was prepared to be included for a specific permit application process, then upon the reasonable request of the Client, WSP may authorize in writing the use of this report by the regulatory agency as an Approved User for the specific and identified purpose of the applicable permit review process. Any other use of this report by others is prohibited and is without responsibility to WSP. The report, all plans, data, drawings, and other documents as well as electronic media prepared by WSP are considered its professional work product and shall remain the copyright property of WSP, who authorizes only the Client and Approved Users to make copies of the report, but only in such quantities as are reasonably necessary for the use of the report by those parties. The Client and Approved Users may not give, lend, sell, or otherwise make available the report or any portion thereof to any other party without the express written permission of WSP. The Client acknowledges the electronic media is susceptible to unauthorized modification, deterioration, and incompatibility and therefore the Client cannot rely upon the electronic media versions of WSP's report or other work products.

Unless otherwise stated, the suggestions, recommendations and opinions given in this report are intended only for the guidance of the Client in the design of the specific project.

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### APPENDICES

#### APPENDIX A

Known and Potential Built Heritage Resources and Cultural Heritage Landscapes identified in the Route 1 Study Area

#### APPENDIX B

Properties with Buildings or Structures 40 or more years old Evaluated at a Preliminary Level not to have CHVI

#### APPENDIX C

Application of the Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes

## 1.0 INTRODUCTION

### 1.1 Study Purpose and Objectives

Hydro One Networks Inc. (Hydro One) retained WSP Canada Inc. (WSP) to provide Cultural Heritage studies as part of planning for the Waasigan Transmission Line (TL) Project (the Project). The Project is part of an Environmental Assessment (EA) being completed under the Ontario *Environmental Assessment Act, RSO 1990, C.E.18* (Government of Ontario 1990a). The proposed Waasigan Transmission Line is a new double-circuit 230 kilovolt (kV) transmission line between Lakehead Transformer Station (TS) in the Municipality of Shuniah and Mackenzie TS in the Town of Atikokan, and a new single-circuit 230 kV transmission line between Mackenzie TS and Dryden TS in the City of Dryden.

Following guidelines provided by the Ministry of Citizenship and Multiculturalism (MCM), *Canada's Historic Places Standards and Guidelines for the Conservation of Historic Places in Canada* (2010), and Hydro One's Cultural Heritage Identification and Evaluation (I&E) Process (2020), this Cultural Heritage Existing Conditions and Preliminary Heritage Impact Assessment provides:

- An overview of the relevant heritage policies for identifying and protecting built heritage resources and cultural heritage landscapes in Ontario;
- A summary of the study's objectives, scope, and the methods used to identify built heritage resources and cultural heritage landscapes in the study area;
- An inventory of properties with known and potential built heritage resources and cultural heritage landscapes within the study area, including data from Indigenous Knowledge Studies<sup>1</sup>;
- A description of the Project and an assessment of potential adverse effects to the identified known and potential built heritage resources and cultural heritage landscapes; and
- Recommendations for future action.

### 1.2 Project Description and Study Area

Hydro One considered multiple alternative routes that were included as part of the approved Amended Terms of Reference for the Project. The local study area (LSA) for this assessment includes a 1 km buffer on the alternative routes, as well as potential locations of access roads and other supporting infrastructure (e.g., aggregate pits and laydown areas). The LSA is located in the traditional territories of many Anishinaabe and Métis communities in the Districts of Thunder Bay, Rainy River, and Kenora of northwestern Ontario, and is approximately 200,185 hectares (ha).

Hydro One defined the study area for this assessment as four groups of feasible alternative routes (with overlap). The four groups of proposed alternative routes for the Project are: Thunder Bay which includes Alternative Route 1, Alternative Route 1A, Alternative Route 1B-1, and Alternative Route 1B-2. Thunder Bay to Atikokan which includes Alternative Route 1 and Alternative Route 1C. Atikokan, including, Alternative Route 2A, Alternative Route 2B, and Alternative Route 2C. Lastly Atikokan to Dryden, which includes Alternative Route 3A, Alternative Route 3B, and Alternative Route 3C. The alternative routes included consist of route segments with common start and end points, and some routes share common sections.

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<sup>1</sup> Please note, at the time this report was prepared, data from Indigenous Knowledge Studies was not available. Once received and reviewed, data will be incorporated into this report, where relevant.



## 1.2.1 Thunder Bay

### 1.2.1.1 Alternative Route 1

Route 1 extends northwest from the Lakehead TS and follows an existing 115kV and 230kV transmission line right-of-way. The alternative route terminates at the Mackenzie TS, south of the Town of Atikokan (Photograph 1 and Photograph 2).



Photograph 1: View of existing transmission line corridor within Alternative Route 1



Photograph 2: Example of roadway within Alternative Route 1

### 1.2.1.2 Alternative Route 1A

Route 1A extends from the Lakehead TS and follows an existing natural gas pipeline right-of-way. The alternative route terminates at the Kaministiquia River (Photograph 3 and Photograph 4).



Photograph 3: View of existing transmission line corridor within Alternative Route 1A



Photograph 4: Existing roadway and transmission line corridor within Alternative Route 1A

### 1.2.1.3 Alternative Route 1B-1

Route 1B-1 extends from the Lakehead TS and follows existing natural gas pipeline right-of-way. The alternative route terminates at the Kaministiquia River (Photograph 5).

### 1.2.1.4 *Alternative Route 1B-2*

Route 1B-2 extends from the Kaministiquia River and follows existing 115kV transmission line right-of-way. The alternative route terminates at the Lakehead TS (Photograph 5 and Photograph 6).



Photograph 5: View of existing transmission line corridor within Alternative Route 1B-1 and 1B-2



Photograph 6: View of existing transmission line corridor within Alternative Route 1B-2

## 1.2.2 *Thunder Bay to Atikokan*

### 1.2.2.1 *Alternative Route 1*

Route 1 extends southeast from the Mackenzie TS, south of the Town of Atikokan and follows existing 115kV and 230kV transmission line right-of-way. The alternative route terminates at the Lakehead TS (Photograph 1 and Photograph 2).

### 1.2.2.2 *Alternative Route 1C*

Route 1C extends west from just east of Marian Lake Road at Highway 11 and follows existing 230kV transmission line right-of-way. The alternative route terminates at the Mackenzie TS, south of the Town of Atikokan (Photograph 7 and Photograph 8).



Photograph 7: View of existing transmission line corridor within Alternative Route 1C



Photograph 8: Example of forested lands within Alternative Route 1C



## 1.2.3 Atikokan

### 1.2.3.1 Alternative Route 2A

Route 2A extends south from intersection of Highway 622 and Hardtack Road and follows the existing 115kV transmission line right-of-way, terminating at the Mackenzie TS, south of the Town Atikokan (Photograph 9 and Photograph 10).



Photograph 9: View of existing transmission line corridor within Alternative Route 2A



Photograph 10: Example of road within Alternative Route 2A

### 1.2.3.2 Alternative Route 2B

Route 2B follows existing 230kV transmission line right-of-way, beginning north of the intersection of Highway 622 and Hardtack Road. The alternative route terminates south of the Town of Atikokan at the Mackenzie TS (Photograph 11 and Photograph 12).



Photograph 11: View of existing transmission line corridor within Alternative Route 2B



Photograph 12: Example of road within Alternative Route 2B

### **1.2.3.3 Alternative Route 2C**

Route 2C begins at the Mackenzie TS and follows existing 230kV transmission line right-of-way. The alternative route terminates north of the intersection of Highway 622 and Hardtack Road (Photograph 13 and Photograph 14).



Photograph 13: View of existing transmission line corridor within Alternative Route 2C



Photograph 14: Example of road within Alternative Route 2C

## **1.2.4 Atikokan to Dryden**

### **1.2.4.1 Alternative Route 3A**

Route 3A begins approximately 40 kms southeast of Dryden, following existing 115 kV and 230 kV transmission line right-of-way. The alternative route terminates north of the intersection of Highway 622 and Hardtack Road (Photograph 15, Photograph 16 and Photograph 17).

### **1.2.4.2 Alternative Route 3B**

Route 3B Extends from the Dryden TS and follows the existing hydro corridor for approximately 40 kms. The alternative route then extends south generally following the existing Snake Bay Road until it terminates at Highway 622. The alternative route varies in its distance from the existing roadway with the purpose of minimizing turns in the transmission line route (Photograph 15, Photograph 16 and Photograph 18).

### **1.2.4.3 Alternative Route 3C**

Route 3 Extends from the Dryden TS and generally follows the existing Highway 622. The alternative route terminates north of the intersection of Hardtack Road and Highway 622. The alternative route varies in its distance from the existing roadways with the purpose of minimizing turns in the transmission line route (Photograph 15, Photograph 16, and Photograph 19).





Photograph 15: Example of road within Alternative Routes 3A, 3B, and 3C



Photograph 16: View of existing transmission line corridor within Alternative Routes 3A, 3B, and 3C



Photograph 17: Example of forested lands within Alternative Route 3A

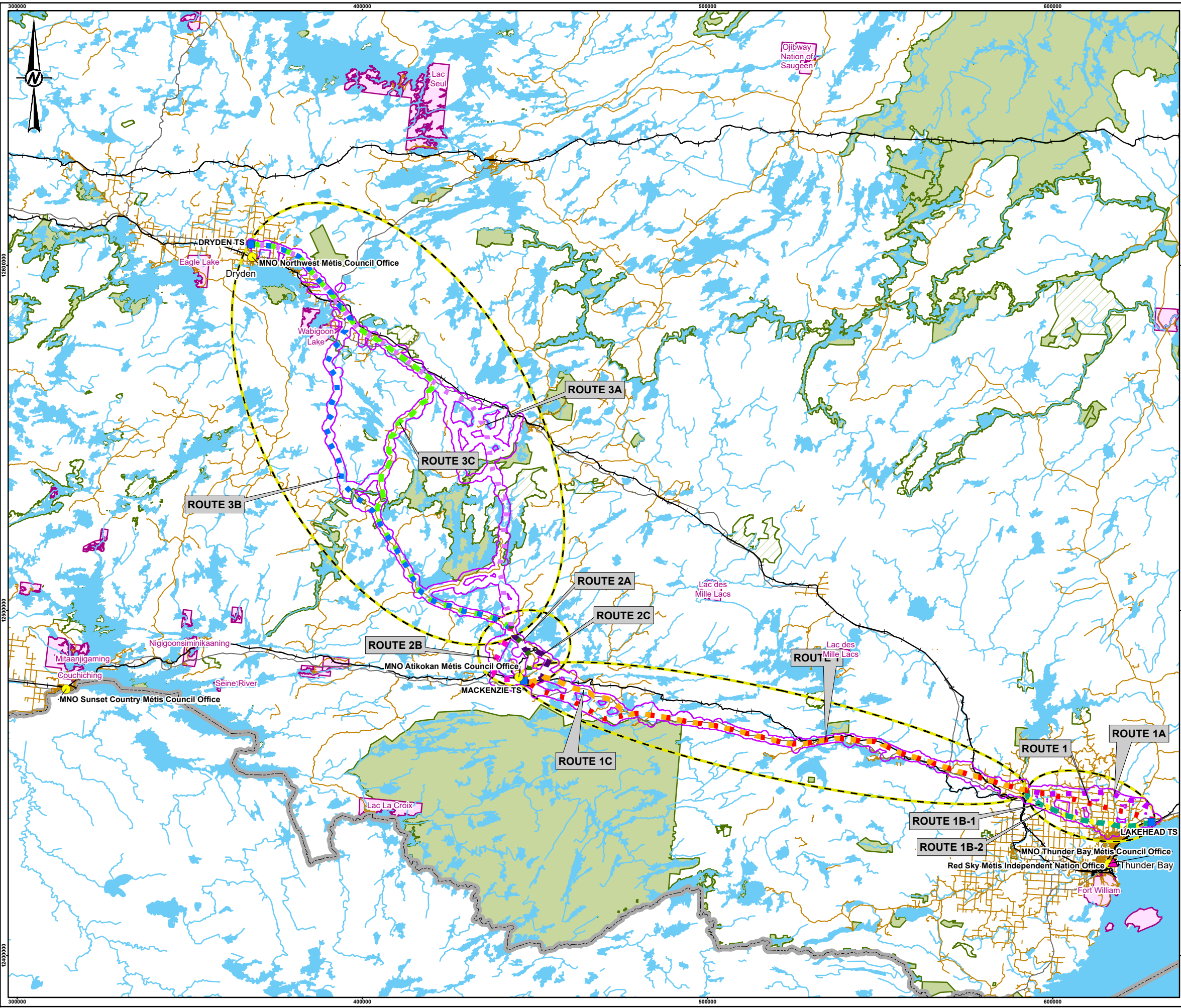


Photograph 18: View of road and existing transmission line corridor in Alternative Route 3B



Photograph 19: View of single lane road that crosses Alternative Route 3C





**LEGEND**

**THUNDER BAY**

- ALTERNATIVE ROUTE 1
- ALTERNATIVE ROUTE 1A
- ALTERNATIVE ROUTE 1B - 1
- ALTERNATIVE ROUTE 1B - 2

**THUNDER BAY TO ATIKOKAN**

- ALTERNATIVE ROUTE 1
- ALTERNATIVE ROUTE 1C

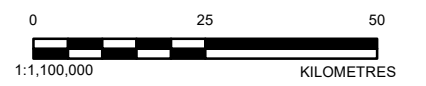
**ATIKOKAN**

- ALTERNATIVE ROUTE 2A
- ALTERNATIVE ROUTE 2B
- ALTERNATIVE ROUTE 2C

**ATIKOKAN TO DRYDEN**

- ALTERNATIVE ROUTE 3A
- ALTERNATIVE ROUTE 3B
- ALTERNATIVE ROUTE 3C

- 230 kV TRANSFORMER STATION (TS)
- RED SKY MÉTIS INDEPENDENT NATION OFFICE
- MNO COUNCIL OFFICE
- INTERNATIONAL BORDER
- LOCAL ROAD
- SECONDARY HIGHWAY
- RAILWAY
- WATERCOURSE
- LOCAL STUDY AREA
- CONSERVATION RESERVE
- FIRST NATIONS RESERVE
- PROVINCIAL PARK
- WATERBODY
- GROUP BOUNDARY



**REFERENCE(S)**  
 BASE DATA COURTESY OF LAND INFORMATION ONTARIO MNRF.  
 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

**TITLE**  
 PROJECT LOCATION

<b>CONSULTANT</b>	YYYY-MM-DD	2023-05-09
	DESIGNED	LM
	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

PATH: S:\Client\Hic\Chc\Waasigan\989\_PRC\22519593\0001\_CHEC\_Assessment\22519593\0001-HC-001.mxd PRINTED ON: 2023-05-09 AT: 11:08:15 AM  
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## 2.0 POLICY FRAMEWORK

Built heritage resources and cultural heritage landscapes are recognized, protected, and managed through several provincial and municipal planning and policy regimes, as well as guidance developed at the federal and international levels. These policies have varying levels of authority at the local level, though generally all inform decision-making on the identification and evaluation of built heritage resources and cultural heritage landscapes.

### 2.1 United Nations Declaration on the Rights of Indigenous People

On June 21, 2021, the Canadian federal government enacted the United Nations Declaration on the Rights of Indigenous Peoples Act and confirmed that the United Nations Declaration on the Rights of Indigenous Peoples (Declaration - 2007) “must be implemented in Canada.” As a result, Indigenous peoples in Canada are recognized as having unique rights, including those that pertain to the conservation of Indigenous heritage. As per Articles 11 and 31 of the Declaration:

11. 1) Indigenous peoples have the right to practice and revitalize their cultural traditions and customs. This includes the right to maintain, protect and develop the past, present and future manifestations of their cultures, such as archaeological and historical sites, artefacts, designs, ceremonies, technologies and visual and performing arts and literature.
31. 1) Indigenous peoples have the right to maintain, control, protect and develop their cultural heritage, traditional knowledge and traditional cultural expressions, as well as the manifestations of their sciences, technologies and cultures, including human and genetic resources, seeds, medicines, knowledge of the properties of fauna and flora, oral traditions, literatures, designs, sports and traditional games and visual and performing arts. They also have the right to maintain, control, protect and develop their intellectual property over such cultural heritage, traditional knowledge, and traditional cultural expressions.
  - 2) In conjunction with Indigenous peoples, States shall take effective measures to recognize and protect the exercise of these rights.

These rights to historical sites, ceremonies, cultural traditions, etc. (collectively understood as Indigenous heritage) are pertinent to the environmental assessment process through Articles 25 and 26 of the Declaration, which state:

25. Indigenous peoples have the right to maintain and strengthen their distinctive spiritual relationship with their traditionally owned or otherwise occupied and used lands, territories, waters and coastal seas and other resources and to uphold their responsibilities to future generations in this regard.
26. 1) Indigenous peoples have the right to the lands, territories and resources which they have traditionally owned, occupied or otherwise used or acquired.
  - 2) Indigenous peoples have the right to own, use, develop and control the lands, territories and resources that they possess by reason of traditional ownership or other traditional occupation or use, as well as those which they have otherwise acquired.
  - 3) States shall give legal recognition and protection to these lands, territories and resources. Such recognition shall be conducted with due respect to the customs, traditions, and land tenure systems of the Indigenous peoples concerned.



## 2.2 Federal and International Heritage Policies

Guidance for the conservation of federally protected heritage sites is found in Canada's Historic Places (CHP) *Standards and Guidelines for the Conservation of Historic Places in Canada* (Canada's Historic Places 2010; hereafter CHP *Standards and Guidelines*). This document was drafted in response to international and national agreements such as the 1964 *International Charter for the Conservation and Restoration of Monuments and Sites* (Venice Charter), 1979 *Australia ICOMOS Charter for Places of Cultural Significance* (Burra Charter, updated 2013), and 1983 *Canadian Appleton Charter for the Protection and Enhancement of the Built Environment*. The *Standards and Guidelines* define three conservation "treatments" — preservation, rehabilitation, and restoration—and outlines the process and required and recommended actions to meet the objectives for each treatment for a range of built heritage resources and cultural heritage landscapes.

## 2.3 Provincial Legislative Framework

### 2.3.1 Ontario Heritage Act and Standards and Guidelines for Conservation of Provincial Heritage Properties

The *Ontario Heritage Act* (OHA) provides the primary statutory framework for the conservation of cultural heritage resources (which includes their identification, protection, and wise management) in Ontario. The conservation of cultural heritage resources is also a matter of provincial interest as reflected in provincial legislation such as the *Planning Act* and the *Environmental Assessment Act*, among others.

Under the OHA, all Ontario government ministries and public bodies prescribed under Ontario Regulation 157/10, including Hydro One Inc., are required to follow the Standards and Guidelines for Conservation of Provincial Heritage Properties (S&Gs), prepared under section 25.2 of the Ontario Heritage Act, when making any decisions affecting cultural heritage resources on lands under their control.

Consistent with the OHA S&Gs, and with Hydro One's Identification and Evaluation (I&E) Process (as approved by the Deputy Minister of MCM), Hydro One hires qualified person(s) to undertake technical heritage studies, e.g., to determine whether a property (or properties) under its ownership or control has cultural heritage value or interest based on the criteria under Ontario Regulations 9/06 and 10/06.

The criteria for determining cultural heritage value or interest is defined in O. Reg. 9/06 (as amended by O. Reg. 522/69). This regulation was created to ensure a consistent approach to the designation of heritage properties under the OHA. All designations under the OHA made after 2006 must meet the criteria outlined in the regulation.

A property may be designated under Section 29 of the OHA if it meets two or more of the following criteria for determining whether it is of cultural heritage value or interest:

- 1) The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.
- 2) The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.
- 3) The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.
- 4) The property has historical or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.

- 5) The property has historical or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.
- 6) The property has historical or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
- 7) The property has contextual value because it is important in defining, maintaining or supporting the character of an area.
- 8) The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.
- 9) The property has contextual value because it is a landmark. O. Reg. 9/06, s. 1 (2).

Section B2 of the MCM S&Gs requires that evaluation of built assets or landscapes on properties owned or occupied by the Province or by a provincial ministry, agency or Crown corporation—which includes properties prescribed under Ontario Regulation 157/10 or properties with special significance— must use both O. Reg. 9/06 and the O. Reg. 10/06 Criteria for Determining Cultural Heritage Value or Interest of Provincial Significance. The O. Reg. 10/06 criteria are:

- 1) The property represents or demonstrates a theme or pattern in Ontario's history.
- 2) The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history.
- 3) The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage.
- 4) The property is of aesthetic, visual or contextual importance to the province.
- 5) The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period.
- 6) The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use.
- 7) The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.
- 8) The property is located in unorganized territory and the Minister determines that there is a provincial interest in the protection of the property. O. Reg. 10/06, s. 1 (2).

If a provincially owned, administered or occupied property meets one or more criterion of O. Reg. 9/06, it may be considered for designation as a "provincial heritage property" (PHP), while a property that meets one or more of the criteria under O. Reg. 10/06 may be considered for designation as a "provincial heritage property of provincial significance" (PHPPS). PHPs and PHPPS are formally described with a *Statement of Cultural Heritage Value* (SCHV) that like a SCHVI includes a brief property description, a succinct statement of the property's cultural heritage significance, and a list of its heritage attributes. Provincially owned, administered, or occupied properties that are identified to have built heritage resources or cultural heritage landscapes are then added to a list maintained by MCM.

### 2.3.1.1 Provincial Standards & Guidelines

As mentioned above, heritage conservation on provincial properties must comply with the MCM S&Gs. After introducing the requirement for the MCM S&Gs under the OHA and key definitions, the document outlines the overall principles, general provisions, and a series of comprehensive policies for how Ministries and public bodies shall operate to maintain, use, and dispose of provincial heritage properties. The MCM S&Gs also require all provincial ministries and public bodies to develop their own “evaluation process to identify provincial heritage properties” (Section B.2). To address this requirement, Hydro One developed the *Hydro One Cultural Heritage Identification and Evaluation Process* (2020).

Additional documents drafted to support implementing the MCM S&Gs include the *Standards and Guidelines for the Conservation of Provincial Heritage Properties – Heritage Identification & Evaluation Process* (2014), which provides detailed explanations of the O. Reg. 9/06 and O. Reg. 10/06 criteria and their application, and *Information Bulletin 3*, which describes how to organize the sections of a heritage impact assessment and the range of possible impacts and mitigation measures.

The Province, through the MCM, has also developed a series of products to advise municipalities, organizations, and individuals on heritage protection and conservation. One product is the *MCM Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes: A Checklist for the Non-Specialist* (MCM Checklist) which helps to identify if a study area contains or is adjacent to known built heritage resources and cultural heritage landscapes, provides general direction on identifying potential built heritage resources and cultural heritage landscapes, and aids in determining the next stages of evaluation and assessment.

For heritage evaluations, criteria to identify cultural landscapes is provided in greater detail in the *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980:7), while recording and documentation procedures are outlined in the *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992:3-7).

### 2.3.2 Environmental Assessment Act and Ontario Energy Board Act

The *Environmental Assessment Act* (EAA) was legislated to ensure that Ontario’s environment is protected, conserved, and wisely managed. Under the EAA, “environment” includes not only natural elements such as air, land, water and plant and animal life, but also the “social, economic and cultural conditions that influence the life of humans or a community”, and “any building, structure, machine or other device or thing made by humans”. Cultural heritage resources including archaeological resources, built heritage resources and cultural heritage landscapes are included in the cultural component of the environment. To determine the potential environmental effects of a new development, the Environmental Assessment (EA) process was created to standardize decision-making.

In February 2022, the Ministry of the Environment, Conservation and Parks (MECP) approved the Amended Terms of Reference (ToR) for the Waasigan Transmission Line EA. The EA will be carried out according to the approved Amended ToR and the requirements of the EAA. As described in Section 4.2.3.7 of the Amended ToR, the EA will consider potential effects to built heritage resources, cultural heritage landscapes and archaeological resources.

The Project is also subject to Section 92 by the *Ontario Energy Board [OEB] Act, 1998*, which requires that transmitters and distributors obtain approval from the OEB. Once the OEB approves a project it will grant the transmitter or distributor a “Leave to Construct”.

### 2.3.3 Planning Act and Provincial Policy Statement

The Project, once approved under the *Environmental Assessment Act*, is not subject to the Ontario *Planning Act* (1990) in accordance with S.62(1) thereof, which reads:

**62** (1) An undertaking of Hydro One Inc. (as defined in subsection 2 (1) of the Electricity Act, 1998) or Ontario Power Generation Inc. (as defined in subsection 2 (1) of that Act) that has been approved under the Environmental Assessment Act is not subject to this Act.

Despite this exemption, the *Planning Act* and associated *Provincial Policy Statement 2020* (PPS 2020) provide important context and principles for heritage planning in the province of Ontario. The Ontario *Planning Act* (1990) and associated *Provincial Policy Statement 2020* (PPS 2020) mandate heritage conservation in land use planning. Under the *Planning Act*, conservation of “features of significant architectural, cultural, historical, archaeological or scientific interest” are a “matter of provincial interest” and integrates this at the provincial and municipal levels through the PPS 2020. Issued under Section 3 of the *Planning Act*, PPS 2020 recognizes that cultural heritage and archaeological resources “provide important environmental, economic, and social benefits”, and that “encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including *built heritage resources* and *cultural heritage landscapes*” supports long-term economic prosperity (PPS 2020:6,22).

The importance of identifying and evaluating built heritage and cultural heritage landscapes is recognized in two policies of PPS 2020:

- Section 2.6.1 – *Significant built heritage resources and significant cultural heritage landscapes* shall be conserved.
- Section 2.6.3 – Planning authorities shall not permit *development* and *site alteration* on *adjacent lands* to *protected heritage property* except where the proposed *development* and *site alteration* has been evaluated and it has been demonstrated that the *heritage attributes* of the *protected heritage property* will be conserved.

Each of the italicised terms is defined in Section 6.0 of PPS 2020:

- ***Adjacent lands***: for the purposes of policy 2.6.3, those lands contiguous to a *protected heritage property* or as otherwise defined in the municipal official plan
- ***Built heritage resource***: means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Indigenous community. *Built heritage resources* are located on property that may be designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers.
- ***Conserved***: means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

- **Cultural heritage landscape:** means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act*; or have been included in on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms.
- **Development:** means the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the Planning Act.
- **Heritage attributes:** the principal features or elements that contribute to a protected heritage property's cultural heritage value or interest, and may include the property's built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g., significant views or vistas to or from a protected heritage property).
- **Protected heritage property:** property designated under Parts IV, V, or VI of the *Ontario Heritage Act*; property subject to a heritage conservation easement under Parts II or IV of the *Ontario Heritage Act*; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.
- **Significant:** means, in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*.

Importantly, the definition for *significant* includes a caveat that “criteria for determining significance...are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used”, and that “while some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.” The criteria for significance recommended by the Province, as well as the need for evaluation, is outlined in the following section.

## 2.4 Municipal Heritage Policies

### 2.4.1 Thunder Bay Official Plan

The general objectives of the Official Plan as it relates to built heritage resources and cultural heritage landscapes policies are to:

- Protect, with available legislative tools, significant cultural heritage resources, including archaeological sites;
- Consider the interests of local Indigenous and Métis communities in conserving cultural heritage and archaeological resources;
- Conserve and encourage enhancement of cultural heritage resources;
- Identify and preserve significant public views to the fullest extent practical; and,
- Identify and protect cultural heritage landscapes (e.g., historical gardens, grounds, landings, etc.)

## **Heritage Impact Assessment**

Where development, site alteration, public works or undertakings are proposed adjacent to or across the street from an individually designated heritage building (Part IV of the *Ontario Heritage Act*), a heritage conservation district (Part V of the *Ontario Heritage Act*), or a property of cultural value or interest, the City may require a development proponent to undertake a Heritage Impact Assessment along with satisfactory measures to mitigate any negative impacts on identified significant cultural heritage resources affected. The Heritage Impact Assessment shall be conducted by a qualified professional with expertise in cultural heritage resources to:

- Identify the positive and adverse impacts on the heritage resource that may be expected to occur as a result of the proposed development;
- Describe mitigation measures that may be required to prevent, minimize, or mitigate any adverse impacts; or,
- Demonstrate that the proposed development will not adversely impact the defined cultural heritage value or interest of the property, and/or its streetscape/neighbourhood.

As the Fort William Historical Park is considered a Cultural Heritage Site under Provincial Policy, any development proposed within 500 m of the historic interpretive area of Fort William Historical Park or within 200 m of any other active area of the Park may also require the submission of a Visual Impact Assessment prepared by a qualified professional to the satisfaction of the MCM to identify the potential for any adverse impacts on the operations or the historical context and integrity of the site.

## **Designation Of Heritage Resources**

The *Ontario Heritage Act* may be utilized to conserve, protect, and enhance significant cultural heritage resources within the City by designating by by-law, individual properties, heritage conservation districts, and/or cultural heritage landscapes and archaeological sites. Once designated under the *Ontario Heritage Act*, no alteration or demolition of a heritage resource may be undertaken that would adversely affect the reason(s) for the designation, except in accordance with the *Ontario Heritage Act*. Heritage conservation easements may be applied to properties where it is considered the appropriate tool to protect an identified cultural heritage resource. Where development or site alteration affects cultural heritage resources, the City may enter into registered agreements under Section 41 of the Planning Act with the owners of designated heritage properties when it deems that financial securities are necessary to ensure the retention and conservation of heritage properties as part of a development. The City shall conserve significant cultural heritage resources when undertaking municipal public works projects, as well as maintaining properties that are City owned. The City may consider the preparation of a heritage management plan to inventory and research cultural heritage resources, and outline strategies and program to protect them.

## **Heritage Advisory Committee**

The Heritage Advisory Committee (HAC) has been established, pursuant to the *Ontario Heritage Act*, to advise and assist Council on matters related to designation and other heritage conservation planning matters. Pursuant to the Act, and in consultation with the HAC, the City may by by-law:

- Designate properties to be of cultural heritage value or interest, for their archaeology, built heritage, and cultural heritage landscape components; and,
- Define the municipality, or any area or areas within the municipality, as an area to be examined for designation as a heritage conservation district.



## **Heritage Register**

The City shall maintain a Register of Properties of Cultural Heritage Value or Interest, including properties designated under Part IV (individual properties) or Part V (heritage conservation districts) of the *Ontario Heritage Act*, and inventory any other properties of cultural heritage value or interest.

### **2.4.2 Official Plan of the City of Dryden**

The general objectives of the Official Plan as it relates to built heritage resources and cultural heritage landscapes policies are to:

#### 5.3 Cultural Heritage Resources

Cultural heritage resources include, but are not restricted to, archaeological sites, cemeteries and burials, buildings and structural remains of historical and architectural value, cultural heritage value or interest and human-made rural, village and urban districts or landscapes of historic interests cultural heritage value or interest.

- 5.3.1 Cultural Heritage Landscapes and Built Heritage Resources Council shall participate, wherever feasible, in the conservation of built heritage sites that are under municipal ownership and/or stewardship, conserving and mitigating impacts to all significant cultural heritage resources when undertaking municipal public works, and respecting the heritage resources recognized or designated by Federal and Provincial agencies.

Council has completed a Cultural Master Plan for the City. That document should be considered when reviewing applications for land use changes and public works in the City. Council will make every effort to conserve and protect the buildings built heritage resources and cultural heritage landscapes in the municipality which may have historic or cultural significance, cultural heritage value or interest. Such buildings built heritage resources and cultural heritage landscapes may be designated under the *Ontario Heritage Act*, where such a designation will assist in the protection and preservation and conservation of important historical or cultural buildings or structures, built heritage resources and cultural heritage landscapes.

##### 5.3.1.1 Municipal Register

In accordance with Section 27 of the *Ontario Heritage Act*, the municipal clerk shall maintain a register of all property designated under Part IV and Part V of the *Ontario Heritage Act*. This register may also contain properties that have heritage conservation easements placed upon them and properties that are not designated, but which are considered by Council to be of cultural heritage value or interest.

##### 5.3.3 *Ontario Heritage Act*

The *Ontario Heritage Act* will be utilized to conserve, protect and enhance the cultural heritage resources in the municipality through the designation by by-law of individual properties, conservation districts and landscapes, and archaeological sites.



#### 5.3.4 Municipal Heritage Committees (MHC)

A Municipal Heritage Committee (MHC) may be established pursuant to Section 28 of the *Ontario Heritage Act* to advise and assist Council on matters related to Parts IV and V of the Act. In addition, Council may wish to expand the role of the heritage advisory committees to advise and assist Council on other matters of cultural heritage conservation. 5.3.5 Designation Powers Pursuant to the *Ontario Heritage Act*, and in consultation with the MHC, Council may, by By-law:

- i) Designate properties to be of cultural heritage value or interest;
- ii) Define the municipality, or any area or areas within the municipality as an area to be examined for designation as a heritage conservation district; and
- iii) Designate the municipality, or any area or areas within the municipality, as a heritage conservation district.

#### 5.3.6 Waterfront Development

In considering applications for waterfront development, the Municipality shall ensure that archaeological and cultural heritage resources both onshore and in the water are not adversely affected. When development requiring rezoning or land division is proposed within 50m of the shoreline, measures that mitigate any negative impacts on significant archaeological and cultural heritage resources will be required.

## 3.0 SCOPE AND METHOD

### 3.1 Cultural Heritage Existing Conditions (CHEC)

The objective of the CHEC was to identify through desktop sources and field investigation known or potential built heritage resources and cultural heritage landscapes within the study area. Since cultural heritage under the OHA is linked to real property, analysis of the study area included all parcels that wholly or partially intersected the study area.

Following the *Hydro One Cultural Heritage Identification and Evaluation Process*, the study area was screened for built heritage resources and cultural heritage landscapes using the MHSTCI *Checklist*. The MHSTCI *Checklist* provides a screening tool to identify all known or recognized built heritage resources and cultural heritage landscapes in a study area, as well as commemorative plaques, cemeteries, Canadian Heritage River watersheds, properties with buildings or structures 40 or more years old, and potential cultural heritage landscapes. To complete the checklist, WSP undertook the following tasks:

- Reviewed federal, provincial, and municipal heritage registers, inventories, and databases were reviewed to identify known built heritage resources and cultural heritage landscapes in the study area. These sources include:
  - Canadian Register of Historic Places ([www.historicplaces.ca](http://www.historicplaces.ca));
  - Historic Sites and Monuments Board of Canada Directory of Federal Heritage Designations ([https://www.pc.gc.ca/apps/dfhd/search-recherche\\_eng.aspx](https://www.pc.gc.ca/apps/dfhd/search-recherche_eng.aspx));
  - Historic Sites and Monuments Board of Canada Directory of Heritage Railway Stations (<https://www.pc.gc.ca/en/culture/clmhc-hsmbc/pat-her/gar-sta/on>);
  - Ontario Heritage Trust Online Plaque Guide (<http://www.heritagetrust.on.ca/en/index.php/online-plaque-guide>) and Ontario Places of Worship Inventory (<http://www.heritagetrust.on.ca/Ontario-s-Places-of-Worship/Inventory>), and List of Easement Properties (<http://www.heritagetrust.on.ca/en/property-types/easement-properties>);
  - Canadian Heritage River System list of designated heritage river systems (<http://chrs.ca/>);
  - The Ontario Heritage Bridge List in the Ontario Heritage Bridge Guidelines for Provincially Owned Bridges (Interim) (Ministry of Transport 2008);
  - City of Thunder Bay Heritage Register (<https://www.thunderbay.ca/en/city-hall/heritage-sites.aspx>);
  - City of Dryden Heritage Register (via correspondence with planning staff);
- Reviewed Indigenous Knowledge studies provided by Indigenous communities (additional details provided in Section 3.1.1);
- Consulted with the City of Thunder Bay planning staff;
- Consulted with the City of Dryden planning staff;
- Consulted nineteenth century maps (Figure 5);
- Conducted a field investigation of the study area;

- Cultural Heritage Specialist Joel Konrad conducted field investigations between 8 and 13 September 2022, which included documenting properties from the public right-of-way using a Nikon J1 camera; and,
- Mapped and listed all identified cultural heritage landscapes by its association with each proposed alternative route option.

Ontario Heritage Trust coordinators and planning staff from the City of Thunder Bay and City of Dryden were engaged during the background research for this report. A summary of the correspondence is provided in Table 3-1.

**Table 3-1: Record of engagement**

Date	Query	Contact	Response
27 September 2022	Inquiry regarding easements within study area	Kevin Baksh, Ontario Heritage Trust	Confirmed there are no cultural heritage easements or OHT-owned properties within study area
27 September 2022	Inquiry regarding Provincial Heritage Properties or Provincial Heritage Properties of Provincial Significance within the study area.	Karla Barboza, Team Lead, Heritage	Confirmed there are no provincial heritage properties or provincial heritage properties of provincial significance within the study area
27 September 2022	Inquiry regarding listed and designated properties within the study area	Planner, City of Thunder Bay	Provided a link to the City's heritage website
27 September 2022	Inquiry regarding listed and designated properties within the study area	Planner, City of Dryden	To date, no response has been received

## 3.2 Community Involvement

Indigenous communities potentially affected by the Project, specifically Migisi Sahgaigan (Eagle Lake First Nation), Fort William First Nation, Lac des Mille Lacs First Nation, Lac La Croix First Nation, Lac Seul First Nation, Nigigoonsiminikaaning First Nation, Ojibway Nation of Saugeen, Seine River First Nation, Wabigoon Lake Ojibway Nation, Couchiching First Nation, Mitaanijigamiing First Nation, Northwestern Ontario Métis Community and Métis Nation of Ontario Region 2, and Red Sky Métis Independent Nation were engaged for community input during the Project. As well, Grand Council Treaty #3 and the Gwayakocchigewin Limited Partnership (GLP) Protection Committee were engaged. This Cultural Heritage Report was distributed to all Indigenous communities with a potential interest. Community Open Houses were held to gather input from members of the public. These engagement events occurred in Spring-Summer 2023 and presented the results of the Draft EA Report, including the results of the built heritage resources and cultural heritage landscapes assessment. Attendees at the events were invited to sign-in upon arrival and encouraged to ask questions, and provide comments. A summary of the engagement is provided in Table 3-2.

**Table 3-2: Summary of Comments Received**

Date	Community	Comments	How Addressed in the EA
Spring 2023	Wabigoon Lake Ojibway Nation	Concerns raised regarding cultural heritage field studies and documentation of existing conditions through photography and text within First Nation traditional territories, and potential culturally sensitive areas.	Hydro One provided an overview of the Cultural Heritage Existing Conditions and Preliminary Heritage Impact Assessment scope of work and explained that the studies were to document built heritage resources and cultural heritage landscapes and they do not replace Indigenous Knowledge studies completed by the communities. Further, Hydro One noted that the field studies would be focused on sites where the right-of-way (ROW) crossed public roads and highways and that Indigenous cultural heritage sites would not be visited because they would be included in each community's Indigenous Knowledge studies, as appropriate. Community members from Wabigoon Lake Ojibway Nation accompanied the field crew to document existing conditions within their traditional territory.
	GLP Protection Committee		
	Members of the public	Concerns regarding the removal of built heritage resources and cultural heritage landscapes.	A desktop review and field survey were completed as part of the Cultural Heritage Existing Conditions and Preliminary Heritage Impact Assessment to identify potential built heritage resources and cultural heritage landscapes. Potential effects to built heritage resources and cultural heritage landscapes and appropriate mitigation measures are identified in this EA section. Hydro One will continue to engage with concerned stakeholders throughout the EA process.

### 3.2.1 Indigenous Knowledge Studies

An Indigenous Knowledge study is a common term used in EAs to describe a study that documents how Indigenous people use their homeland and the resources that it provides. These studies are targeted at traditional and current land and resource use and users, as well as protectors of trap lines and resource use areas. Hydro One offered support and provided capacity funding to each of the communities to conduct their Indigenous Knowledge study, including to hire Community Researcher(s) and/or consultants to provide support with the gathering of Indigenous Knowledge information.

Some communities had existing Indigenous Knowledge information that was provided; some communities chose to collect additional Project-specific Indigenous Knowledge data; and some communities collected Indigenous Knowledge data for the first time in support of the Project. An Indigenous Knowledge specialist from WSP was made available to support the communities in the collection of Indigenous Knowledge information, if desired.

As discussed in Section 4, it is critical to understand the connection between the cultural history and traditional land and resource use. The locations of Cultural Heritage Landscapes are tied in some respect to areas of past and current traditional land and resource use, these can include, how/where communities use land and water for

hunting, trapping, fishing, plant gathering, camping, and other important activities. Additionally, Cultural Heritage Landscapes can be located in areas of spiritual and cultural significance, and there may not be any physical remains left in place at these locations.

### 3.3 Preliminary HIA

The scope of this Preliminary HIA is to assess the potential for impacts to known and potential heritage resources arising from the construction and operation of the Project within all alternative routes. This resulted in the identification of one potential Cultural Heritage Landscape (illustrated on Figures 6A to 6C) in the following Alternative Route Sections:

Thunder Bay:

- Alternative Route 1B-1; and
- Alternative Route 1B-2.

Thunder Bay to Atikokan:

- Alternative Route 1; and
- Alternative Route 1C.

This report assesses the potential for impacts to each heritage resource based on:

- *Waasigan Transmission Line Terms of Reference* (Hydro One 2021).
- Project mapping, including the location of rights of way (ROWs), provided by Hydro One.
- The type and description of each potential heritage resource as determined in this report.
- The types of direct and indirect impacts to a heritage resource, as defined in Section 6.3 Impact Assessment.

Following this assessment, this Report recommends next steps for each resource which may include, mitigation measures, further heritage studies, or that no additional action is required.

## 4.0 HISTORICAL CONTEXT

Indigenous people live, work, hunt, fish, trap, and harvest throughout their lands and rely on them for their individual as well as their community's overall cultural, social, spiritual, physical, and economic wellbeing. Lands are inextricably connected to a community's shared identity and culture. It is recognized that the relationship between Indigenous communities and their lands is a symbiotic one and the health of the community is tied to the health of the land. As such, what happens to lands in relation to use, development, ecosystems, and sustainability is of fundamental importance to the communities.

For a more holistic understanding of the pre-contact Indigenous culture history presented below, which is largely based on archaeological evidence interpreted through a western perspective, it is critical to understand and to incorporate information about Indigenous traditional land and resource use because in many cases, the locations of archaeological sites from which archaeological evidence is derived are connected to areas of past and current traditional land and resource use.

### 4.1 Pre-Contact Indigenous Culture History

Based on the archaeological evidence that has been documented to date, the culture history of northern Ontario has been sub-divided into a series of phases (Periods). These are based upon the material remains that survive within the archaeological record that allow the reconstruction and differentiation of past lifeways. These subdivisions are an archaeological construct created to help better understand the development and change of cultures across the region, and benefit from the broad brush of hindsight and generalisation without the fine detail of local variation.

The broadest pre-contact archaeological periods corresponding to northern Ontario are identified as Plano, Archaic, Middle Woodland and Late Woodland, within which further temporal and regional subdivisions exist. The nomenclature used in this report corresponds to the chronology defined within Hamilton and Larcombe (1994:9) due to the locational proximity of their research to the LSA.

Within the pre-contact culture history of northern Ontario there are several themes and issues that are relevant across all phases:

- The general acidity of the soil on the Canadian Shield leads to a lack of organic preservation. As a consequence, there are large gaps in the understanding of various aspects of past cultures, ranging from mortuary practices and skeletal morphology through to diet and subsistence strategies. A huge portion of the non-lithic technologies developed in response to the demands of the environment leave no trace; with perishable organics such as bone tools, bark storage containers, hide clothing, and birch canoes, all archaeologically invisible. Aside from rare occasions of survival due to waterlogged or chemically altered soils, such ephemeral yet crucial aspects must be inferred through site locations and the general survival requirements of people within a harsh climate.
- All inhabitants of northern Ontario have used its multitude of interconnected watercourses as a transport network to some degree, either by birch bark canoe or as trails when frozen in the winter. The affiliation with water also extends to the constant utilization of fish as a stable and dependable resource, without which habitation of the Shield would be virtually impossible.

- The highly mobile, multi-resource oriented, hunting and gathering lifestyle is a consistent theme throughout the pre-contact history of northern Ontario. The very nature of the landscape and its dispersed resources mean that there are no other options to this flexible strategy in most of the Canadian Shield (Wright 1995:294). This results in a very widespread and relatively homogenous set of subsistence patterns and attendant tool kit across the boreal forests of northern Ontario. This is not to define the area as stagnant, but rather acknowledge the complexity and mobility required to populate such an expanse of 'micro ecological zones' (Hamilton & Larcombe 1994:13).
- A combination of thin soils, bioturbation, frost action and regular forest fires have resulted in the disturbance and mixing of any previously stratified sites, with artifacts congregating at the mineral/organic soil interface (Hinshelwood 1996). This has greatly hindered attempts to separate occupation phases and the research into the temporal and spatial chronologies of such sites. This issue is discussed by Wright (2004) and investigated in finer detail by Hinshelwood (1996).
- Settlement patterns consist of small social groups engaged in seasonal subsistence hunting and gathering, with the more productive late spring and summer seasons able to support greater concentrations of population. Winter hunting camps consisted often of a single-family unit or groups of two to three at most. The stability and easily available resources associated with large fishing sites enabled the congregation of people to conduct ceremonies and trade, serving as community focal points within an otherwise dispersed routine.
- Habitation probably consisted of a form of shelter constructed from wood, animal hides and/or birch bark, in keeping with early ethnographic accounts (Wright 1999). These shelters do not survive archaeologically (Wright 2004: 1533) at best leaving a hearth, post moulds and weight stones. They are, however, highly mobile and ideally suited to the Boreal adapted way of life. Large permanent settlement does occur further south during the Woodland period (Dawson 1983), but within the study areas there was likely little need for change until the encroachment of Europeans produced a reliance on trade goods and the pursuit of furs.
- Unlike Southern Ontario, agriculture, permanent settlement, and large societies did not become established in the north during the pre-contact phase, except for the areas immediately adjacent to the Minnesota border along the Rainy River. Here, settlement and ceremonial mound building has been linked to a southern Hopewell influence and the access to wild rice and maize. Otter Castle, 30 km south of Ignace, is an example of a large-scale ceremonial site of the Late Woodland period (Dawson 1983).

#### **4.1.1 Plano or Paleo; 9,000 BP to 7,000 (Early Period)**

Initial habitation of southern Ontario followed the retreat of the ice sheets at the end of the Late Pleistocene 11,000 BP; however, the LSA for this Project was fully covered by ice and not open to inhabitation until the Holocene transition 2,000 years later.

Archaeological evidence collected to date indicates that groups of hunter-gatherers moved north following caribou and other arctic species that colonized the tundra-like margins of the glacial lakes. Late Paleo people of the Plains Plano culture moved north and east into the Thunder Bay area around 9,000 BP (Dawson 1983) with settlement concentrated along the strandlines of the retreating glacial Lake Agassiz. Population density was very low and large parts of the province were still under ice or water; as a consequence, late Paleo sites are rare within northwest Ontario, mostly congregated within the Rainy River watershed, close to the Manitoba/Minnesota border (Wright 1972a:10, Reid 1980) or along the northern edge of Lake Superior (Dawson 1983:5). The retreat of the Lake Agassiz shoreline across the Project area during this period (Thorleifson 1996) likely provided ideal habitation for the northern movement of Plano people.



The incoming large game hunting populations ambushed migratory caribou herds at the various bottlenecks caused by the lakes and rivers of the region (Wright 1972a:33), with small family groups following game across the tundra landscape in a varied and highly flexible manner. Site location has also been linked to raw materials found in bedrock outcrops within northwestern Ontario, utilized in the production of distinctive unfluted, ribbon flaked, lanceolate spear points and knives. These lithic resources were often obtained by quarrying and used to produce blades, spear points, large scrapers, and bifaces (Dawson 1983:4). There are a number of known sources of fine-grained lithic materials available in northern Ontario. Based on available information, the primary stone types utilized included Lake of Woods chert, Gunflint Silica, Kakebaca chert, Jasper Taconite, Rossport chert, and Hudson Bay Lowland chert. Other stone material commonly recovered from archaeological sites in the North and Far North include rhyolites, siltstones, argillite, slate, greywacke, quartz, quartzites, pipestone and greenstone (Fox 2009).

#### **4.1.2 Archaic; 7,000 BP to 3,000 BP (Middle Period)**

The retreat of the Laurentide Ice Sheet during the onset of the Holocene resulted in changes to environmental conditions that included the establishment of coniferous forests in addition to mixed and deciduous forest cover with open grasslands in milder areas to the south (McAndrew 1982). This facilitated a corresponding change in material culture and subsistence strategies. The migratory caribou herd dominated lifestyle of the Plano people was replaced by a more seasonally shifting hunting and gathering of caribou, deer, elk, moose, fish, and plant resources. This is reflected in the archaeological record by a decrease in the size and change in style of projectile points, and the appearance of hooks and net sinkers. With specific regard to projectile points, this change appears linked with the adoption of the atlatl (spear-thrower) identified by the transition from stemmed to notched points (Wright 1995). In adapting to a forested environment, new woodworking tools such as axes, adzes and chisels were developed (Dawson 1983).

A defining technological change of the Archaic Period was the development of copper tools, produced from near surface copper deposits found on the shores of Lake Superior and traded all across eastern North America. Copper work of this period consisted of heating and hammering the ore to a desired form, rather than smelting and casting. This was achievable because Lake Superior copper ore is unusually pure, allowing it to be malleable at lower temperatures and shaped with simpler tools. The earliest evidence of copper working comes from South Fowl Lake on the Ontario/Minnesota border, providing a radiocarbon date of 6,800 BP for the wooden haft of a copper projectile point (Wright 1995).

The Holocene induced melting of the glaciers and ice sheets covering northern Ontario resulted in a complex and changing arrangement of glacial lakes and meltwater flow. Artificially high-water levels were a result of ice blocking the flow of melt water northwards along the watershed gradient, forming glacial Lake Agassiz over the LSA. Eventual ice mass wastage around 6,000 BP removed this blockage resulting in a dramatic draining episode and a drop in lake levels of around 100 m. This has important implications for archaeological sites of the archaic period within northern Ontario due to their concentration in proximity to the lakeshores and watercourses of the day. Water levels gradually rose to their presently observable level by around 4,000 years BP, therefore submerging the majority of waterside occupation sites between 9,000- and 4000-years BP.

### 4.1.3 Middle Woodland; 3,000 BP to 1000 BP (Late Western Shield, Initial Woodland, Laurel, Late Period)

Within southern Ontario, the Woodland Period is split into three distinct phases, early, middle, and late with influence from the preceding Laurentian cultures of the Great Lakes/St. Lawrence region. Northwest Ontario is distinct in that it divided into the Middle and Late Woodland and is more influenced by Plains cultures to the south and west.

The adoption of pottery, for archaeologists, marks the beginning of the Woodland Period. It is important to stress that this provides a marker within the archaeological record that is convenient to use as a subdivision. It is not indicative of a change of people through migration, rather a continuing development of the Plano and Shield Archaic way of life by encompassing new technological advancements. The introduction of pottery 2,200 to 2,300 BP (Wright 1999:726) is postulated to have diffused into northwestern Ontario from the southwest or east and, with it, the development of the Laurel culture within the northern forests of the Canadian Shield, running east from Saskatchewan to northwestern Quebec. The relative homogeneity of culture across such a large area is again a reflection of the specialized adaptation to the seasonal way of life that permeated the boreal forests.

Laurel ceramics were manufactured using the coil method and were stylistically conical with a tapering base. Decoration was restricted to the upper portion of the vessel's exterior surface and consisted of a variety of techniques that left impressions or drag marks, with initial pottery being thick walled and crude.

In addition to the introduction of pottery, the bow and arrow began to replace the atlatl as the dominant hunting technology, resulting in a change of projectile point morphology. Chipped stone technology was dominated by small side-notched arrowheads and a wide range of scraper varieties (Wright 1999:743). Tools were based mainly on relatively small nodular chert cores with a heavy reliance upon Hudson Bay lowlands nodular chert (ibid: 747) in contrast to the previously quarried rhyolite and quartzite. This resulted in a marked decrease in the size of all tool types and decline in the occurrence of biface knives, along with an increase in projectile points and scrapers (Wright 1995:272, 274).

A well-developed bone technology toolkit is suggested for Laurel culture by the unusually well-preserved Heron Bay site on the north shore of Lake Superior, with hafted beaver incisors, bone awls, toggle harpoons, needles, beads and snowshoe netting recovered (Dawson 1983). Copper tools were concentrated around the Lake Superior area and were traded further afield for exotic stone, obsidian and marine shell into Manitoba, southern Ontario and the northern United States (Ross 1979, Harris 1987).

The spread of Laurel culture has been linked to the northward expansion of wild rice due to late Holocene cooling; however, no Laurel components have been found associated with micro-floral evidence of rice or rice processing features. Recent microfossil analysis on Middle and Late Woodland pottery fragments has revealed the preparation and consumption of maize on sites within the southern edge of the boreal forests. No evidence for agriculture survives at these sites; however, the results suggest trade networks linked to the maize producing cultures upon the plains to the south (Boyd & Surette 2010:120).

Within northwestern Ontario, the Laurel culture is accepted as ancestral to the following Late Woodland complexes, and subsequent Ojibwa and Western Cree (Wright 1999:726).

#### **4.1.4 Late Woodland; 1000 BP to 400 BP (Northern Algonquian, Terminal Woodland Algonkian, Late Period)**

The Late Woodland period in northern Ontario is defined arbitrarily based on ceramic distinctions. With the climate and landscape prohibiting the adoption of agriculture above the Rainy River, there does not appear to have been the same profound change in lifestyle that occurred amongst the agricultural populations to the south. The Boreal forests and lichen woodlands of the shield are environmental constraints on the density of population that can be supported (Wright 1999:725), and also deterministic of the subsistence methods of such populations. Fish and large game were, as before, essential to supporting human existence within northern Ontario.

Settlement patterns reflect this focus on fishing and caribou hunting, with fish sought in the spring, summer and fall, and caribou hunted in the fall and early winter. Sites are located on level, well drained ground with protection from northwest winds, and access to canoe landing beaches. Larger summer encampments were located in proximity to favourable fishing locations such as lake narrows and rapids, while the probable location of dispersed winter camps on frozen creeks has led to a lack of surviving archaeological information (Wright 2004:1492).

It is tempting to view the Late Woodland in northwest Ontario as comprising discrete ceramic-producing cultures; however, aside from variation in ceramic decoration there is very little observable difference in lithic tools or settlement patterns (Wright 2004).

The Late Woodland period did not appear uniformly over northern Ontario. In some areas, it can be identified around 1,500 BP while in other, usually remote, areas, Laurel-type pottery continues until 1,000 BP. A variety of pottery types are typically found at Late Woodland sites, ranging from Iroquoian through to vessels from Michigan and Wisconsin, provide evidence of trade networks and contacts with the south (Dawson 1983, Wright 2004).

##### **4.1.4.1 Blackduck**

The Blackduck complex has been identified based on the existence of a contrasting pottery tradition to Laurel. Vessels were large globular and manufactured using the paddle and anvil technique or formed inside textile containers. Decoration is diverse, consisting of horizontal and/or oblique lines along with circular indentations or punctates, and is present on the neck, rim, lip, or inner rim of the container.

Tools associated with the Blackduck culture include small triangular and side-notched arrowheads, a large array of scrapers, both stone and bone, ovate knives, stone drills, smoking pipes, bone awls needles and harpoons, and copper tools.

The development of Blackduck from the preceding Laurel is generally accepted (Wright 2004:1501) and extends through the southwest part of north Ontario, Manitoba, northern Minnesota, and eastern Saskatchewan.

##### **4.1.4.2 Selkirk**

The Selkirk complex is again characterized by its pottery, manufactured with the same techniques as Blackduck, similar in form but distinguished only by decoration. If decorated, it is usually only a single row of punctates or impressed with a cord wrapped stick (Dawson 1983). The non-ceramic assemblage associated with Selkirk is almost identical to that found on Blackduck sites, with the two often being found together in northern Ontario.

The Selkirk are represented as the ancestors of the present-day Cree (Meyer and Russell 1987); however, it must be noted that inferring ethnicity based on pottery traditions is problematic. The interchangeable nature of both cultures purported to precede the Cree and Ojibwa in northwest Ontario highlight this and caution against focusing on a single technological element when talking of a cultural construct, such as ethnicity. It is possible to

identify the Selkirk and Blackduck as ancestral to a Cree-Ojibwa complex, but further separation is perhaps misrepresentative (Wright 2004).

Selkirk pottery is found mainly to the north of northwestern Ontario and into northern Manitoba, Saskatchewan, and northeastern Alberta. Attempts to produce a ceramic chronology in relation to the Blackduck complex have been hampered by the lack of stratified sites and the validity of carbon-dating attempts. It is now generally accepted that Selkirk is slightly later and did not develop from Blackduck; diffusing in from the northwest rather than developing out of existing traditions.

A number of other traditions have been identified based on additional decoration variation; however, the uniformity present within the non-ceramic assemblages suggests caution against over-emphasising small differences and the subscription to regional patriarchy (Ibid: 1517).

#### **4.1.4.3 Rock Art**

The Late Woodland also sees the emergence of rock art as an expression of spiritual life and ritual. Rock paintings, known as pictographs, comprised of red ochre mixed with a binding agent such as bear fat or sunflower oil, are typically found within western Ontario on the vertical faces of cliffs where they enter a body of water (Rajnovich 1994). Pictographs constitute a form of written language, signifying sounds, objects and ideas in reference to subsistence, geography, climate, history and also sacred or religious beliefs and visions (Burse *et al*), although they could have served a variety of cosmological functions and even political ones by marking territory (Wright 2004:1545). The damming of lakes and rivers by the timber and hydroelectric industries may have drowned many sites, while the fragile nature of the paintings themselves, when exposed to the elements, also reduces their chances of survival. Rock etchings, or petroglyphs, are relatively rare within the Canadian Shield, with most examples occurring within the south and east of the province. Likewise, petroforms, or artificial arrangements of stones in pits or cairns, are not thought to be common within the area (Dawson 1983).

## **4.2 Post-Contact History**

### **4.2.1 Early Exploration**

European exploration of northern Ontario in the Lake Superior region began in the early 1600s. The first European to reach Lake Superior was most likely Etienne Brulé, an interpreter employed by Samuel de Champlain (Stuart 2003). It would be several decades before Lake Superior and its surrounding region were more thoroughly explored by the Europeans. These early European explorations relied heavily on knowledge of existing territorial routes provided by the local First Nations, which were based on extensive trade among the First Nations. The first known European explorers on the lake were Pierre Esprit Radisson and Médard Court. They set off in 1658 and returned two years later with “*a rich cargo of furs and the knowledge that the best furs could be obtained to the north and west of Superior*” (Stuart 2003).

European exploration of the James Bay Region began in 1610 with Henry Hudson, who entered the bay while exploring what would come to be called Hudson Bay. James Bay would later be named for Welsh captain Thomas James, who explored the area more extensively from 1630 to 1631. Apart from Hudson’s ship being visited briefly by a Cree man in 1611, the English sailors made no contact with Indigenous people (Morantz 2001).

The earliest European exploration of north-central Canada occurred along the shores of the bays and the major river systems, with further inland exploration occurring at a later date. In the early decades of European exploration, northern North America was explored by both the English and the French. The English focused their efforts of exploration in and around Hudson Bay and James Bay, and further inland along the watershed systems from these bays. The French concentrated their efforts further south and moved inland along the St. Lawrence waterway before exploring the Great Lakes area further inland.

#### **4.2.2 The Fur Trade in Northern Ontario**

The northern portions of Ontario, north of Lake Superior and south and west of Hudson Bay and James Bay, have had a number of successive exploration ventures beginning in 1610 with the Hudson's Bay Company (HBC), but more extensively in the mid-eighteenth century. Henry Kelsey was the first of the European explorers to venture into the northern part of Ontario and further east. On Kelsey's second expedition (1690-1692), he explored from York Fort in Hudson Bay and extended the HBC trade west to the Saskatchewan River. Anthony Henday was the second explorer of European descent to venture into the Petit Nord of Ontario, penetrating further west and well into the Prairies. The boundaries of the Petit Nord are approximately described as being James Bay and Hudson Bay to the north, the divide between the Moose and the Albany River drainages to the east, Lake Superior and the boundary waters between Lake Superior and Lake Winnipeg to the south and Lake Winnipeg and the Hayes River system to the west (Hackett 2002).

The English formally initiated trading on James Bay in 1668 when Fort Rupert was established on the Rupert River. Moose Fort (Factory) and Fort Albany followed in 1673 and 1675, both located on the south end of James Bay. Trading post journals record the extent that Indigenous peoples were travelling to trade at these posts; one record from Gloucester House (operated from 1777-1818) indicates that Indigenous peoples were travelling to the trade post from up to 600 miles away (Newton and Mountain 1980).

During this time of initial exploration, both the HBC and the French St. Lawrence traders (SLT) began to create forts and houses in order to establish trade routes along the various water corridors. The primary corridors that the various groups utilized for trade and transport are mapped by the distribution of forts, company houses and trade posts (Figure 3). Major routes utilized by traders included the waterways connecting York Factory south along the Hayes River to Lake Winnipeg. The eastern side of Lake Winnipeg and the water ways from Fort Albany in James Bay, east down the Albany River, through Osnaburgh House, Lac-Seul, Bas-de-la-Rivière into the south end of Lake Winnipeg were also well travelled. Numerous other small or secondary corridors by the traders connected various other forts, houses, and depots within the Petit Nord. In 1670, Charles II granted the Hudson Bay Company (HBC) exclusive rights for English trading in the land drained by rivers flowing into Hudson's Bay, referred to by the Europeans as Rupert's Land. Rupert's Land was composed of several different physiographic regions that included the Hudson Bay Lowlands, located along Hudson and James Bays consisting of marshy lowlands with slow-moving rivers and the Canadian Shield located to the south, east and west of the Hudson Bay Lowlands, consisting of rugged terrain, exposed bedrock, glacial features, and numerous lakes. Further to the west were the Prairies and to the south, the Great Lakes Region (Harris 1987). The LSA is located within the Canadian Shield region, also known as the Boreal Shield within the province of Ontario.

Unlike the HBC, French interests within the area were supported by independent traders and voyagers from Montreal and the St. Lawrence venturing into western and northern Ontario through the Great Lakes. Both the English HBC and the French St. Lawrence traders (SLT) vied for control over the rich and highly productive resources of Rupert's Land. In 1686, French forces from the St. Lawrence captured Fort Albany and a few years later, took York Factory and Fort Severn on Hudson Bay. These victories enabled a French monopoly on fur trade in the Hudson Bay region until 1713 when the Treaty of Utrecht relegated the French to the southerly St.

Lawrence – Great Lakes route into Ontario’s hinterland, while the English regained control over their forts and over the northern Hudson Bay routes (Harris 1987).

Intermixed within the network of expanding HBC and SLT posts were groups of highly mobile boreal forest-adapted First Nations groups, consisting mainly of Cree and Ojibway, with Assiniboine located further to the west around Lake Winnipeg. In the early period of the fur trade, First Nations groups acted as middlemen, trading furs for European goods such as firearms, ammunition, blankets, tobacco and various other objects between European traders and other First Nations groups further afield. As tensions rose between the SLT and the HBC, so did the tensions rise between local First Nations groups. Settlement and warfare patterns changed with local Cree families and communities settling beside or within close proximity to established forts and trading posts. These families supplied the posts with provisions and locally obtained furs. Eventually, the First Nations and Europeans intermixed giving rise to a population that became referred to as the Métis.

With these increased tensions between the HBC and SLT, First Nations groups allied with the different trading companies. In doing so, traditional lands shifted as First Nations groups expanded and retracted, vying for control over important trapping routes and transportation corridors. By 1720, the majority of land granted to the HBC by royal charter were controlled by Cree bands. The Cree in these areas had a number of allies, including the Siouan-speaking Assiniboine to the west and the Algonkian-speaking Ojibway to the south. The Cree’s prime rivals were the Athabaskan-speaking Chipewyan who were located to the north of the Churchill River. However, by 1740, the Ojibway expanded north and east of Lake Superior and occupied the territory between Lake Winnipeg and Hudson Bay, traditionally Cree territory. This displaced the Assiniboine who moved westward and occupied the parkland areas as far north as the Saskatchewan River (Harris 1987).

The state-organized French fur trade within the region ended in 1769 when Montreal surrendered to the English. However, French fur traders continued to work independently and forced the HBC to set up more inland posts. It was around this time that the North West Company (NWC) was created to quell the HBC westward advances. From the early part of the 1770s until 1821, competition between the two groups was fierce. With both companies unable to sustain the prolonged and intense competitions, they amalgamated into a single operation under the overall banner of the HBC (Klimko 1994).

The exploitation of fur bearing and game animals in the northern interior to facilitate the trade for imported items was unsustainable. The depopulation of natural resources led to an increased focus on smaller game such as snowshoe hare and wildfowl and placed Indigenous populations at the mercy of the cyclic nature of the smaller species. The decline of deer, elk, caribou, and moose also removed many of the raw materials needed for the boreal way of life, further increasing the dependence on goods from trade posts (Rogers and Smith 1994). The increased reliance upon fishing and trapping, and the inexorable pull of the trade posts resulted in an increasingly settled lifestyle that was compounded by the Treaty System, the creation of reserves and the introduction of the snowmobile in the 1960s. Many current Indigenous community’s locations correlate with the fur trade posts and infrastructure that depended on them and in turn provided them with what became the essentials of a more settled existence.

### **4.2.3 The Métis**

The Métis are distinct Indigenous people with a unique identity and culture that initially emerged from early relations between First Nations women and European men and further developed through generations of the subsequent intermarriages. The territory of the Métis surrounds the Great Lakes and associated waterways, and spans what was known as the historic Northwest. The Métis played an important role in the formation of Canada while colonial expansion significantly affected the formation and enforcement of Métis identity (Supernant 2018).



The Métis also developed a unique language, Michif, which is mainly a combination of Cree and French. Michif became broadly spoken across Métis territory during the nineteenth century. Although its use declined during the twentieth century, Michif is still spoken today, with efforts to preserve and perpetuate it to Métis youth supported by groups like the Métis Nation of Ontario (MNO 2022).

By the second half of the eighteenth century, the Métis were living at various fur trading posts and began to take on a larger economic role by supplying the HBC and the NWC with furs and pemmican, as well as transporting goods throughout a broad geographic expanse (Supernant 2018).

The early nineteenth century saw increasing competition between the HBC and NWC as the fur trade and European settlers expanded west. The Red River settlement was established in 1811 to support the HBC's operations between the Red River and the Assiniboine River. In 1814, the Red River settlement decreed several proclamations forbidding the export of provisions such as pemmican from the Red River settlement (Foster 2015). These decrees and their enforcement directly impacted the regional Métis, who made their living providing supplies to the HBC and the NWC. These events culminated in 1816 with the Battle of Seven Oaks, a skirmish between a group of HBC officers and employees and a group of Métis and First Nations attempting to deliver pemmican to the NWC. Following the skirmish, the HBC and settlers temporarily abandoned Fort Douglas in the Red River settlement to the Métis, which proved crucial to the development of the Métis identity, as they declared themselves "the New Nation" in the west (Barkwell 2018, Supernant 2018).

Following the merger of the NWC into the HBC in 1821, the Red River settlement became more central in the fur trade. The Métis began transporting goods and furs throughout the northwest, developing major trails, canoe routes, and portages in all directions from the Red River settlement. As a result, large numbers of Métis moved to the Red River settlement where they increasingly became more involved in acquiring furs, pemmican production, transportation and haulage, and farming. The increasing demand for pemmican in the mid- nineteenth century also led to a distinct practice by the Métis where groups of families would collectively build cabins on the plains and hunt bison overwintering in treed areas (Supernant 2018). Being deeply connected to the fur trade, distinct Métis settlements also began appeared along freighting waterways where they were often part of larger regional communities interconnected by a highly mobile lifestyle following seasonal rounds and building extensive kinship relationships that further formed a shared collective history and identity (MNO 2019a).

Historically, the Crown did not recognize the Métis as a distinct group of Indigenous peoples in Canada. As such, when William Robinson negotiated the Robinson-Superior Treaty in 1850, he left it up to the discretion of the First Nations chiefs involved in the treaty signing whether people of mixed blood would be included in the treaty or not (Taylor 1983):

*As the [Métis] at Sault Ste. Marie and other places may seek to be recognized by the Government in future payments, it may be well that I should state here the answer that I gave to their demands on the present occasion. I told them I came to treat with the chiefs who were present, that the money would be paid to them - and their receipt was sufficient for me - that when in their possession they might give as much or as little to that class of claimants as they pleased. To this no one, not even their advisers, could object, and I heard no more on the subject.*

Morris, 1880:20

This treaty set the background for Indigenous policy at the time of Confederation and the Métis were generally excluded from treaties that followed (Taylor 1983). When Canada acquired the HBC's territories in 1870, the large Indigenous group within these territories formed a distinct social group. The Red River Rebellion, led by Louis Riel

in 1869 and 1870, protected the Métis way of life by resisting the transfer of land to Canada. The Red River Métis prevented the Canadian government from assuming control of the Red River territory and declared a provisional government to discuss the terms of entry into Confederation with the government of Canada. Negotiations resulted in the creation of the province of Manitoba via the Manitoba Act on May 12, 1870, as well as guaranteed land titles for the Métis and 607,000 ha of land reserved for the Métis and their families. Riel did not receive amnesty for his actions and was forced into exile in the United States (Bumstead 2019). The decline of the fur trade and buffalo population in the late nineteenth century saw many Métis move further west into Manitoba and Saskatchewan following the buffalo population, but also disperse into parts of northern Ontario for trapping (Taylor 1983).

Following the Manitoba Act, the government of Canada created the Métis scrip system to extinguish Métis land title so the land could be used for commercial development and Euro-Canadian settlement. This system, in use until the 1920s, was misrepresented to provide equitable settlements to Métis, and resulted in very little land being granted to them. Scrip was a document issued by the Canadian government redeemable at a Dominion Lands Act Office for either land or money. Numerous problems were inherent in the Métis scrip system, including the location of the majority of land allotments in southern and western Manitoba far from where many Métis lived, and fraud, as the owner of the scrip's name did not appear on the certificate, making it possible for fraudulent land speculators to redeem them (Robinson 2019).

By 1884, Métis in Saskatchewan along with the Cree, Siksika, Kainai, Piikani, and Saulteaux First Nations of the plains were facing difficult changes to their ways of life, including the near extinction of the bison, loss of land to settlers, and the decline of the fur trade. The Métis of Saskatchewan brought back Louis Riel from exile, who urged the dissatisfied peoples to unite against the Canadian government. In 1885, the Métis passed a "Revolutionary Bill of Rights" asserting Métis rights of possession to their farms along with other demands (Beal and Macleod 2019). On March 18 and 19 of that year, a Métis armed force seized the parish church at Batoche, demanded the surrender of nearby HBC post Fort Carlton, and formed a provisional government with Louis Riel as president, thus beginning the North-West Rebellion. Following this, the rebellion spread with a series of battles being fought between Métis and First Nations and Canadian forces, although most Métis and First Nations communities of the region did not get involved. The North-West Rebellion ended on June 3, 1885, and Louis Riel was hanged for treason on November 16, 1885 (Beal and Macleod 2019).

As a result of the Métis scrip system and being left out of the majority of treaties, many Métis became disenfranchised and marginalized in the late nineteenth and twentieth centuries, though many communities persisted (Supernant 2018). The Métis National Council was formed in 1983 to represent the Métis Nation both nationally and internationally through democratically elected representatives from the five governing members: The Métis Nation of Ontario, the Manitoba Métis Federation, the Métis Nation-Saskatchewan, the Métis Nation of Alberta, and the Métis Nation British Columbia (Métis Nation 2021).

Despite being a large part of the history of Canada, the Métis of Canada did not receive recognition by the federal government until 2003. Section 35 of the Constitution Act of 1982 protected existing Indigenous Treaty rights for the first time, including "Indian, Inuit, and Métis peoples of Canada." However, the government maintained that the Métis did not have any Indigenous rights protected by Section 35 and did not negotiate with the Métis. It was not until 2003 and the case of *R. v. Powley* heard by the Supreme Court of Canada that the Métis were recognized as a distinct Indigenous group and that their Indigenous rights were protected under Section 35 (MNO 2019b). Within Ontario, the Métis Nation of Ontario holds harvesting rights for hunting, trapping, fishing, and gathering of natural resources for food, social, or ceremonial purposes within harvesting areas created by the Métis Nation of Ontario based on Métis traditional land use and knowledge as well as Historic Métis Communities (MNO 2018). The Study



Area falls within the Northern Lake Superior Historic Métis Community and the Rainy River/Lake of the Woods Historic Métis Community, as well as the Lakehead Harvesting area, the Rainy Lake/Rainy River Métis Harvesting Area, and the Halfbreed Adhesion to Treaty Number 3 (see Section 4.2.7.1 below; MNO 2018).

Archaeological research of the Métis is limited and for the most part has largely focused on Métis overwintering sites found throughout the prairies and parkland areas of western Canada and the northern United States (Supernant 2018). In Canada, these distinctly Métis sites, as opposed to other fur trade-era sites within traditional Métis territory, are primarily located in Manitoba and Alberta (Supernant 2018). In Ontario, historical Métis settlements were predominately centred on the fur trade, located along major river systems surrounding the Great Lakes and northwestern Ontario (MNO 2019a).

#### **4.2.4 Further Euro-Canadian Settlement and Resource Extraction (circa 1850 to Present)**

Settlement in northern Ontario for farming, forestry, mining, and other forms of resource extraction by Euro-Canadians began around the middle of the nineteenth century. A substantial presence on Lake Superior was made possible in 1855 through completion of a railway from Toronto to Collingwood on Georgian Bay and by a canal at Sault Ste. Marie for marine transport from Lake Huron to Lake Superior that opened the same year (Bray 1984). Additionally, effort was made in the latter half of the nineteenth century to complete an all-Canadian route linking the Great Lakes and the prairies. This route, known as the Dawson Trail, was a land- and water-based route connecting Porth Arthur (Thunder Bay) on Lake Superior to the Red River settlement in what is now Manitoba (Figure 5). The route was initially surveyed in 1858 by Simon James Dawson, but construction on it did not begin until 1868 and it was not completed until 1871 (DTAHC 2020).

Census records from 1871 list 15,000 people inhabiting northern Ontario, clustered in a few settlements, primarily Bruce Mines and Sault Ste. Marie. By 1911, largely driven by new railways, the population had increased to 215,000 people scattered over a wide geographical area (Bray 1984). The lumber and mining industries propelled population growth during the early and mid- twentieth century from 215,000 in 1921 to 722,000 in 1961 (Bray 1984:14). The most recent Census data indicates that the population of northern Ontario is just over 750,000 and is clustered in regional centres (Statistics Canada 2011). Government policy in the early twentieth century drove much of the development of northern Ontario through infrastructure creation and geological surveys. Aviation also played a role after World War I in aiding survey of difficult terrain and supplying remote communities.

#### **4.2.5 Lumber, Mining, and Infrastructure**

The lumber and mining industries were pivotal for developing northern Ontario from the mid- nineteenth century to the present day. The history of lumbering in the area is commonly grouped into three overlapping periods: a first phase from the 1870s to early 1900s where the focus was on large white pine and white spruce for the global timber market; a second phase from 1900 onward when the focus shifted to spruce for the pulp and paper industry to provide the eastern United States with pulp for newsprint; and a third phase beginning in the mid- twentieth century marked by adoption of the combustion engine to power new equipment, which revolutionized all aspects of the industry (Smith 1984).

The first phase of the lumber industry from the 1870s to 1900s focused on white spruce and white pine primarily because of the distances to market; to be profitable, the value of the timber had to heavily outweigh the costs of bringing the trees to distant markets and the large white pine and white spruce trees of northern Ontario met this criterion. Lumberjacks would haul large trees to the rivers with teams of horses and live in semi-permanent camps that included bunkhouses, cookhouses, barns for the horses, smithies and storage sheds (Bogue 2007). The remnants of these camps may be present as debris scatters on the surface or ruins.

The second phase shifted in focus to supplying the eastern United States with pulp for making newspaper (Smith 1984). Softwood spruce is easily pulped and abundant in northern Ontario. By the 1920s, lumbering in northern Ontario was devoted almost entirely to the pulp and paper industry. Larger, more permanent, and complex mill operations were required for pulping, resulting in long-term investment in the area and a need for a permanent labour force. This, in turn, spurred further settlement in the region.

Mechanization marks the third phase of the lumber industry, which emerged in the mid- twentieth century with the invention of the chainsaw and the increased availability of heavy tracked vehicles. Chainsaws increased productivity in felling trees by approximately 25% over axes and handsaws, and a combination of bulldozer and crane called a “skidder” had replaced horses by the 1960s. Roads slowly outpaced waterways as the primary form of transport and also facilitated workers to commute to work and have greater choice in where they lived.

Mining also played an important role in northern Ontario’s development and settlement. At first, the mineral wealth of the Canadian Shield was exploited intermittently, first with the failed Bruce Mine southeast of Sault Ste. Marie from the 1840s to 1876, then with the Silver Islet Mine on and adjacent to the Sibley Peninsula from 1869 to 1874. Mining was not a major industry in northern Ontario until the Canadian Pacific Railway (CPR) was built in 1874. Following this, the industry expanded rapidly with the discovery of significant gold, silver, iron, and nickel deposits along the CPR line. Temporary or semi-permanent camps were built to sample and mine these various deposits.

In 1890, the Ontario government began supporting mine development through the Bureau of Mines, which also sponsored classes in prospecting and provided some specialized equipment to miners (Gilbert 1984). By 1914, Ontario was the leading mining province in the country, accounting for 40% of all production and employing 11,000 workers. A boom in demand for minerals during the First World War dropped after the Armistice and growth in the industry slowed during the interwar years (Gilbert 1984).

With World War II came renewed demand for resources overseas, but also perceived security risks on the home front. During the war, German prisoners of war and Japanese-Canadians were detained at camps across the country, including several permanent and temporary camps along the north shore of Lake Superior. Camps at Red Rock, Neys, and Angler Creek were seen as so inhospitable that escape would be unlikely to succeed. At these camps, both German POWs and Japanese-Canadian internees were put to work in the logging industry.

The demand for resources continued into the 1950s and 1960s. Investment and mechanization led to larger operations that could exploit deposits more effectively and could pull new returns from old mines. In the 1970s the growth rate seen in the previous three decades faltered and competition from other parts of the world redirected investment away from northern Ontario. Mechanization has increased since then and with it has come different labour requirements.

From around the turn of the twentieth century until the First World War, mines and prospecting followed the path of railways. Travel and trade around the north shore of Lake Superior to this point had relied on the water but this began to change in the 1880s with the construction of the CPR. In 1884, the CPR finished its route across the north end of the lake. Construction of the railway relied on marine transportation and small ports were built approximately 100 km apart along the north shore of Lake Superior to deliver supplies for railway construction leading to the development of small communities and tracks or roads to support the railway. Other rail lines in the area included the Algoma Central Railway and Temiskaming and Northern Ontario Railway (Chisholm et al. 1998).

Infrastructure, including roads, was difficult to build in northern Ontario due to challenging terrain and environmental conditions. As early as 1912, the Province began to fund roads, bridges, and transportation facilities in northern Ontario, and by 1930 the “Nipigon Highway” between Port Arthur and Nipigon opened (Shragge and Bagnato 1984). The Trans-Canada Highway began with federal funding in 1949. Progress was slow, with a section between the Agawa River and Marathon completed in 1956. The complete highway across Northern Ontario was connected at Wawa in 1960 (Shragge and Bagnato 1984).

#### **4.2.6 Agriculture**

Agriculture has also aided the development of northern Ontario, although climate and soil conditions limit the region’s capacity to support a viable agricultural economy. Most of the area around the LSA is unsuitable for large-scale agriculture use since the typical soil formation on the Canadian Shield produces sharply undulating terrain with minimal overburden and large areas of exposed bedrock. Despite these challenges, agricultural settlement has occurred on small areas of fertile land close to mining and lumbering centres such as Sault Ste. Marie, Thunder Bay, and on Manitoulin Island (Brozowski et al. 1984). These farms were vital for supplying lumber and mining industry workers and their horses with an affordable food source.

The Ontario government actively promoted the agricultural potential of the north in the last quarter of the nineteenth century, which attracted many prospective farmers to settle in the region. However, by the Great Depression the regional agricultural economy was in decline, partly because of wider developments in the industry and also due to the difficulties of farming in the harsh climate (Brozowski et al. 1984). In 1931, nearly 2.8 million acres of land was under cultivation in northern Ontario, but by 1981 only 1.2 million acres was being farmed.

#### **4.2.7 First Nations and Métis Context**

The LSA is within traditional First Nations and Métis territory.

The official policy in Ontario, as outlined in the Royal Proclamation of 1763, has been to recognize Indigenous title to the lands occupied by First Nations. Despite the Halfbreed Adhesion to Treaty Number 3 (see Section 4.2.7.1 below), the Métis were only formally recognized by the Canadian government as a distinct Indigenous group in 2003 (see Section 4.2.3 above). As part of this recognition of Indigenous title, compensation has been provided for portions of land surrendered by First Nations, and reservations have been set aside to ensure First Nations can meet their current and future needs. Treaty-making in Ontario generally started in the south, moving north as the European population grew and found more uses for northern lands and resources. Hunting pressures due to increased access to the north through the Canadian Pacific Railway was a driving force to the treaty signing. Ontario currently accommodates Métis harvesting rights through the Ontario Framework Agreement on Métis Harvesting (MNO 2018). The Study Area falls within the Rainy Lake/Rainy River/Lac Seul Métis Harvesting Area, as well as the Halfbreed Adhesion to Treaty Number 3 (see Section 4.2.7.1 below; MNO 2018).

The LSA is located within lands that were originally part of Treaty Number 3 (1873) and Treaty Number 60 (Robinson-Superior Treaty, 1850) (Figure 5).

##### **4.2.7.1 Treaty Number 3**

The Study Area is located within lands that were originally part of Treaty Number 3 (1873). After Canada acquired the title to Rupert’s Land in 1869, they endeavoured to build a series of roads and canals between Thunder Bay and the Red River Settlement. Almost the entire length of this infrastructure was to bisect the yet-unceded territory of the Saulteaux tribe of the Ojibway (Daugherty 1986). Hoping to avoid a repeat of the Métis Rebellion at the Red River Settlement, a treaty commission was organized and sent out to the Saulteaux in 1871. The negotiations

were a long process and delayed further with discovery of precious metals in the Saulteaux's territory (Daugherty 1986).

Terms were finally agreed to and signed on October 3, 1873. By the terms, Canada acquired 55,000 square miles of land, while the Saulteaux's treaty terms included one square mile of land for farming per family of five, the construction of schools when required, hunting and fishing rights, \$12 per person in immediate compensation for band members, \$20 annuity for each chief and \$5 annuity for band members, and the promise of not being conscripted to fight Canada's wars (Daugherty 1986).

Two years later in 1875, the Métis of Rainy Lake and River around the Fort Francis area, who had been fighting to be included in Treaty Number 3, signed the "Halfbreed Adhesion to Treaty Number 3" with the Crown, which set aside two reserves for this Métis group and entitled them to annuity payments, farm implements, and cattle (Barkwell n.d.). However, in 1876, with the passage of the first Indian Act, the Department of Indian Affairs refused to recognize the Métis of Rainy Lake and River as a distinct Métis group or uphold the Halfbreed Adhesion to Treaty Number 3 (MNO 2020). Instead, the Métis of Rainy Lake and River were given the choice to join local First Nations or receive no treaty benefits. As such, many Métis in this area joined the Couchiching First Nation and other First Nations in the area, while many did not (MNO 2020). The Métis of Rainy Lake and River continued to fight for their rights under the Halfbreed Adhesion to Treaty Number 3 and petitioned the Department of Indian Affairs for the annuities, farm implements, and cattle owed from the original 1875 treaty adhesion. As this petition was sent shortly after the North-West Rebellion (see Section 4.2.3 above), the government paid these back payments, however subsequent attempts by the Métis of Rainy Lake and River to be paid their full compensation due under the adhesion were denied, as the Department of Indian Affairs considered the matter closed after the back payments (Barkwell n.d.). This Halfbreed Adhesion to Treaty Number 3 is the only numbered treaty signed by the Métis (MNO 2020).

#### **4.2.7.2 Treaty Number 60 (Robinson-Superior Treaty)**

By the mid- nineteenth century, there was pressure on the Crown Lands Department for mineral resource development in what is now northern Ontario, driven by the success of successful mining operations on the upper Michigan Peninsula. However, the Department had no past experiences to rely on nor knowledge of what resources might be present there. In 1845, the Crown Lands Department began issuing licenses for prospecting and establishing mining claims, and between 1846 and 1848, conducted several surveys to develop its own data concerning the north shore of Lake Superior, including William E. Logan and McNaughton and Vidal in 1846, and Albert P. Alter in 1848 (Surtees 1986). All the activity in the area began to worry the Indigenous populations of the area, who warned off the surveyors and prospectors and filed formal complaints with the government stating that they should receive money for what they considered their lands and a share of what was found on them. In 1847, the Commissioner of Crown Lands, Denis-Benjamin Papineau, rejected the Indigenous claims to the northern lands based on the grounds that the bands only occupied those lands since their conquest in 1763 and were therefore not the original inhabitants of the lands. However, Governor General Lord Elgin did not agree with Papineau's report, though he did not think the Indigenous claim to the land was strong (Surtees 1986). He sent Alexander Vidal and Thomas Gummersol Anderson to more fully investigate the circumstances on the north shore of Lake Superior. The Vidal-Anderson Report concluded that there was a high probability of successful negotiations for land cessation and recommended that it be done quickly. The report also laid out recommendations regarding the size of annuity payments, the perseverance of fishing and hunting rights, and the establishment of reserve lands, including size and location recommendations. This report set the groundwork for Treaty Number 60 (Surtees 1986).

In January 1850, William Benjamin Robinson, a former commissioner of public works, was appointed to settle the land issues in the northwest. He was given instructions to buy as much land as possible along the northern shores of both Lake Superior and Lake Huron and given a budget of £7,500. He set out in April of 1850 and travelled around the north, acquainting himself with the area and announcing his intent to return for former negotiations in the summer. Formal final negotiations began in September 1850 in Sault Ste. Marie, and Robinson offered £4,000 with a perpetual annuity of £1,000 for all lands along the northern shores of Lake Superior and Lake Huron. The Lake Superior Bands were satisfied with this deal and signed Treaty Number 60 on September 7, 1850. The Lake Huron bands were not satisfied until two days later on September 9, 1850, when after attempts to secure more money failed, they signed Treaty Number 61. These treaties are known as the Robinson Treaties; Treaty Number 60 as the Robinson-Superior Treaty, and Treaty Number 61 as the Robinson-Huron Treaty (Surtees 1986).

The Robinson-Superior Treaty was based on earlier land cession agreements, but also had its own innovations. Individual band chiefs were allowed to select reserve sites, usually based on summer encampment areas that had been used historically where limited agriculture was practiced. Additionally, the Robinson-Superior Treaty addressed three other major components of European-Indigenous relations; mineral rights, the rights of those of mixed Indigenous and European ancestry, and hunting and fishing rights. The treaty stipulated that the Indigenous peoples were not to interfere with the mining operations, and that reserves could not be sold or leased without the consent of the Chief Superintendent of Indian Affairs. The issue of people of mixed ancestry was included as part of this issue; could Métis be permitted to join bands and sell or lease reserve land and share the money with the bands? To address this, Robinson mandated that these people of mixed ancestry declare themselves as either Indigenous or non-Indigenous. Finally, the Robinson-Superior Treaty was the first treaty to include provisions guaranteeing hunting and fishing rights for ceded lands directly in the treaty (Surtees 1986).

Finally, the Robinson-Superior Treaty remuneration for the lands was unique in that they were paid in cash. The initial purchase was for £2,000 with an annuity of £500 to follow each year. Annuities would decrease proportionally if the population decreased to two-thirds of the population at the time of signing. However, if the sale of the ceded lands produced a greater return than expected, the Crown could choose to increase the annuities (Surtees 1986).

Each group received an initial sum of £2,000. An annuity of £500 was to follow each year. And for the first time, these sums were to be paid in cash. As in some previous arrangements, the annuities would decrease with a decline in population. In this case the crucial figure was two-thirds of the population at which point the annuity would be reduced proportionately. But if the sale of lands surrendered produced a greater than expected return, the annuities might be increased at the Crown's pleasure.

## **4.2.8 Indigenous communities Engaged on the Project**

The following Indigenous communities have been identified as being potentially affected by the Project, and are located along or within proximity to the LSA for this assessment, each with a rich and diverse history.

### **4.2.8.1 Fort William First Nation (Fort William 52)**

Fort William First Nation is an Ojibway First Nation located adjacent to the City of Thunder Bay to the south. The nation has a registered population of 1,798 members, 832 of whom live on the 5,815.1-ha Fort William 52 reserve (FWFN n.d.).

#### **4.2.8.2 Ne-azaadiikaang (Lac des Mille Lacs 22A1 and 22A2)**

*Ne-azaadiikaang*, also known as Lac des Mille Lacs First Nation, is an Ojibway First Nation with two reserves; the 1,518-ha Lac des Mille Lacs 22A1 reserve located on Lac des Mille Lacs, and the 3,430-ha Lac des Mille Lacs 22A2 reserve located at the confluence of the Firesteel and Seine Rivers. Although these two reserves have been established, the population of the Lac des Mille Lacs First Nation do not live on these lands as extensive flooding by the Dawson Dam in 1872, the Bakus Dam in the 1920s, and the Ontario Hydro Dam in the 1950s has made the areas unlivable. Instead, the population of the First Nation is dispersed throughout northwestern Ontario and other parts of Canada and the United States (LDMLFN 2014).

#### **4.2.8.3 Lac La Croix First Nation (Neguaguon Lake 25D)**

Lac La Croix First Nation is an Ojibway First Nation is located on the northern shore of Lac La Croix on the Canada-United States border. The nation has a registered population of 410 members, 285 of whom live on the 6,214.1-ha Neguaguon Lake 25D reserve (INAC 2013b).

#### **4.2.8.4 Seine River First Nation (Sturgeon Falls 23, Seine River 23A, Seine River 23B)**

Seine River First Nation is an Ojibway First Nation located on the Seine River between Atikokan and International Falls with three reserves; the 1,758.8-ha Seine River 23A, the 904.5-ha Seine River 23B, and the 2,488.9-ha Sturgeon Falls 23. The nation has a registered population of 706 members, 312 of whom live on the Seine River 23A reserve (INAC 2013c).

#### **4.2.8.5 Nigigoonsiminikaaning First Nation (Rainy Lake 26A, Rainy Lake 26B, Rainy Lake 26C, Agency 1)**

Nigigoonsiminikaaning First Nation is an Ojibway First Nation located on the northeastern shores of Rainy Lake with four reserves; the 1,909.7-ha Rainy Lake 26A reserve, the 1,068.4-ha Rainy Lake 26B reserve, the 1,107.6-ha Rainy Lake 26C reserve, and the 63-ha Agency 1 reserve. The Agency 1 reserve is shared between Nigigoonsiminikaaning First Nation, Couchiching First Nation, Mitaanjigamiing First Nation, and Naicatchewenin First Nation. The nation has a registered population of 290 members, 130 of whom live on the Rainy Lake 26A reserve (NFN 2019).

#### **4.2.8.6 Mitaanjigamiing First Nation (Rainy Lake 18C and Agency 1)**

Mitaanjigamiing First Nation is an Ojibway First Nation located on the northwestern shores of Rainy Lake with two reserves; the 1,562.6-ha Rainy Lake 18C reserve and the 63-ha Agency 1 reserve. The Agency 1 reserve is shared between Mitaanjigamiing First Nation, Nigigoonsiminikaaning First Nation, Couchiching First Nation, and Naicatchewenin First Nation. The nation has a registered population of 140 members, 100 of whom live on the Rainy Lake 18C reserve (MFN n.d.).

#### **4.2.8.7 Couchiching First Nation (Couchiching 16A and Agency 1)**

Couchiching First Nation is an Ojibway First Nation located on the northwestern shores of Rainy Lake with two reserves; the 6,504-ha Couchiching 16A reserve and the 63-ha Agency 1 reserve. The Agency 1 reserve is shared between Couchiching First Nation, Mitaanjigamiing First Nation, Nigigoonsiminikaaning First Nation, and Naicatchewenin First Nation. The nation has a registered population of 2,049 members, 626 of whom live on the Couchiching 16A reserve (INAC 2013a).



#### **4.2.8.8 Ojibway Nation of Saugeen (Ojibway Nation of Saugeen)**

The Ojibway Nation of Saugeen is located approximately 20 km northwest of Savant Lake, Ontario on a 5,986-ha reserve located on the shores of Kashawagama Lake (Ojibway Nation of Saugeen 2019). The community has a registered population of 254 members, 83 of whom live on-reserve (INAC 2021b).

#### **4.2.8.9 Lac Seul First Nation (Lac Seul 28)**

Lac Seul First Nation is an Ojibwe community located on the southeastern shores of Lac Seul, whose 26,821.5-ha reserve, *Obishikokaang*, is one of the largest reserves in the Treaty Number 3 area. There are three main settlement areas on the reserve: Keesic (Kejick) Bay, Frenchman's Head, and Whitefish Bay. Historically, the main settlement area of the reserve was Keesic Bay, which was in close proximity to the Lac Seul HBC outpost. Construction of a hydroelectric dam at Ear Falls in 1929 raised the water level of Lac Seul, separating the Keesic Bay settlement from the mainland (LSFN 2019). The Lac Seul First Nation has a population of 3,021 people, 789 of whom live on the reserve (IFNA 2020).

#### **4.2.8.10 Waabigoniw Saaga'iganiw Anishinaabeg (Wabigoon Lake Ojibway Nation; Wabigoon Lake 27)**

Waabigoniw Saaga'iganiw Anishinaabeg, also known as the Wabigoon Lake Ojibway Nation, is located on Dinorwic Lake, approximately 21 km southeast of Dryden. The nation has a registered population of 567, with 183 people living on the 5,209.2-ha Wabigoon Lake 27 reserve (Wabigoon Lake First Nation n.d., INAC 2013d).

#### **4.2.8.11 Eagle Lake First Nation (Eagle Lake 27)**

Eagle Lake First Nation is located on the north shore of Eagle Lake, approximately 13 km south-southwest of Dryden. Its people, the *Migisi Sahgaigan*, are an Ojibway community with a registered population of 589 members, 268 of whom live on the 3,440-ha Eagle Lake 27 reserve (Eagle Lake Development 2019, INAC 2019b).

#### **4.2.8.12 Grand Council Treaty #3**

Grand Council Treaty #3 represents 24 signatories of Treaty Number 3 and four Treaty Number 3 signatory First Nations that are not affiliated with Grand Council Treaty #3, particularly regarding treaty rights. The 24 signatory communities are grouped into three Tribal Councils: the Anishinabeg of Kabapikotawangag Resource Council, which includes Animakee Wa Zhing 37 First Nation, Mishkosiminiziibiing First Nation (Big Grassy First Nation), the Anishnaabeg of Naongashiing (Big Island First Nation), Northwest Angle 33 First Nation, the Ojibways of Onigaming First Nation (Sabaskong) and the Anishinabe of Wauzhushk Onigum (Rat Portage); the Bimose Tribal Council, which includes Asubpeeschoseewagong First Nation (Grassy Narrows), Migisi Sahgaigan First Nation (Eagle Lake), Iskatewizaagegan 39 Independent First Nation, Lac des Mille Lacs First Nation, Naotkamegwanning First Nation (Whitefish Bay), Niisaachewan Anishinaabe Nation (Dalles), Washagamis Bay First Nation (Obashkaandagaang Bay First Nation), Shoal Lake 40 First Nation, Wabaseemoong Independent Nations (Whitedog), Wabauskang First Nation, and the Waabigoniw Saaga'iganiw Anishinaabeg (Wabigoon Lake Ojibway Nation); and Pwi-Di-Goo-Zing Ne-Yaa-Zhing Advisory Services, which includes Couchiching First Nation, Lac La Croix First Nation, Naicatchewenin First Nation (Northwest Bay), Nigigoonsiminikaaning First Nation (Red Gut), Rainy River First Nations (Manitou Rapids), Seine River First Nation, and Mitaanjigamiing First Nation (Stanjikoming First Nation). The four unaffiliated First Nations represented by Grand Council Treaty #3 are Buffalo Point First Nation, Lac Seul First Nation (Obishikokaang), the Ojibway Nation of Saugeen, and Sagkeeng First Nation (Grand Council Treaty #3 2022).

#### **4.2.8.13 Red Sky Métis Independent Nation**

Red Sky Métis Independent Nation (RSMIN) is made up of the descendants of the 84 so-called “half-breeds” recognized by the Crown as beneficiaries and annuitants in Treaty 60 (Robinson-Superior Treaty). Ancestors of the RSMIN in the eighteenth and nineteenth centuries worked at fur trade posts along the northern shore of Lake Superior from the Thunder Bay area north to the Lake Nipigon Area and south to the Sault Ste. Marie area. Following the decline of the fur trade, ancestors of the RSMIN continued to live and work in the Robinson-Superior Treaty area, and today, the RSMIN has approximately 8,000 citizens (RSMIN 2009).

#### **4.2.8.14 Métis Nation of Ontario**

The Métis Nation of Ontario (MNO) was established in 1993 by Métis people and communities across Ontario to create a Métis-specific governance structure. The MNO was not created to represent all individuals and communities claiming to be Métis, but rather those that are part of the Métis Nation (MNO 2019a). Métis citizens across Ontario are represented locally through MNO Charter Community Councils, though these are not in and of themselves rights-bearing Métis communities. Instead, these councils represent component parts of the larger regional, rights-bearing Métis community in which they are located. MNO Community Councils provide a level of local governance for the descendants of the historic rights-bearing Métis community wherever they live within a given region. Through the MNO’s registry and governance structures, individual Métis rights-holders of the Regional Métis Communities have authorized the MNO and its Community Councils – by voluntarily applying to the MNO for citizenship – to collectively represent them for the purpose of Crown consultation. Through this transparent and verifiable system, the Regional Métis Communities – as the proper rights holder to whom the Crown’s consultation duty is owed – mandate the MNO for the purposes of consultation, accommodation, and negotiations related to rights and claims.

The Study Area is in the vicinity of the MNO’s Northern Lake Superior Métis Community and Northwestern Ontario Métis Community. The Northern Lake Superior Métis Community is represented through the Lakehead/Nipigon/Michipicoten Consultation Committee, and the region’s Captain of the Hunt. This consultation committee is chaired by the MNO Region 2 Regional Councillor and includes representatives from the region’s three MNO Community Councils, the Thunder Bay Métis Council, the Superior North Shore Métis Council, and the Greenstone Métis Council. As well, the Northwestern Ontario Métis Community is represented through the Treaty 3/Lake of the Woods/Lac Seul/Rainy Lake/Rainy River Consultation Committee, and the region’s Captain of the Hunt. This consultation committee is chaired by the MNO Region 1 Regional Councillor and includes representatives from the region’s four MNO Community Councils, the Atikokan Métis Council, the Kenora Métis Council, the Northwest Métis Council, and the Sunset Country Métis Council.

#### **4.2.9 Other Communities**

Though the documented histories of the following communities may only go back 100 years or less, they represent some of the first historical settlements in the area, and as a result the buildings and structures associated with the early pioneers are of heritage value. Depending on their exact location within the communities, heritage studies on specific buildings may be required if they are to be impacted by the project.

##### **4.2.9.1 City of Dryden**

The City of Dryden is on the northern shore of Wabigoon Lake and was originally settled by the Minister of Agriculture, Honourable John Dryden, who announced the establishment of an agricultural settlement in the Wabigoon Lake area in 1895. Surveyors had laid out the Township of Wainwright and Township of Van Horne within 1895, and in early 1896, the provincial government produced a brochure promoting the two townships to prospective settlers. In 1897, the village was officially named Dryden after the Hon. John Dryden and consisted of



a sawmill and a handful of stores and homesteads (City of Dryden 2017). Agriculture and mining fueled the growth of Dryden into the early twentieth century, and it was incorporated as a town in 1910. Soon after, the pulp and paper industry became a major contributor to Dryden's economy, with the settlement being incorporated as a city in 1998 (City of Dryden 2017).

#### **4.2.9.2 Town of Atikokan**

The Town of Atikokan was laid out in 1899 by the Canadian Northern Railway at a divisional point, though there were several mines established in the general area following the signing of Treaty Number 3 in the late nineteenth century. The prospect of gold led settlers to move to Atikokan in the early twentieth century, with a hotel, post office, and store being established by 1902 (Town of Atikokan 2012). Atikokan remained a small settlement until the discovery of iron ore in the Steep Rock Lake area north of Atikokan in 1938. Demand for iron ore for World War II led to the draining of Steep Rock Lake for mining and population growth in Atikokan in the 1940s, as well as its incorporation as a town in 1954. Mining remained the Town's primary economic driver until the early 1980s when both major iron mines closed. Atikokan's economy now functions on the Atikokan Generating Station, tourism, and pulpwood (Town of Atikokan 2012).

#### **4.2.9.3 City of Thunder Bay**

The Euro-Canadian history of Thunder Bay begins with the fur trade. The first fur trade outpost in the area, Fort Caministigoyan, was established around 1683 by French trader Daniel Greysolon, Sieur du Lhut along the Kaministiquia River where it flows into Lake Superior. This post was closed in 1696 but re-established in a similar location in 1717 by Zacharie Robutel de la Noue as Fort Kaministiquia. Fort Kaministiquia operated until around 1758, when it closed due to the war between the French and the English (Thunder Bay Museum n.d.). In 1803, the Northwest Company established Fort William in the same area after Americans gained control of Grand Portage to the south in what is now Minnesota, where the Northwest Company had previously operated from. The Northwest Company merged with the Hudson's Bay Company in 1821, and Fort William became a minor outpost, closing in the 1880s, though the community surrounding the fort remained (Thunder Bay Museum n.d.).

Meanwhile, in 1869, another settlement named Prince Arthur's Landing was established north of Fort William at the eastern end of the Dawson Trail, which connected Lake Superior to the Red River settlement in what is now Manitoba. Prince Arthur's Landing was renamed Port Arthur in 1883, when the Canadian Pacific Railway built a large grain elevator there (Anderson and Kemp 2012). Port Arthur grew more quickly than Fort William in the late nineteenth century due to its superior docks and shipping facilities, though the Canadian Pacific Railway established a station at Fort William in 1875, which helped renew the community. Port Arthur was incorporated as a town in 1884, and Fort William was incorporated as a town in 1892 (Anderson and Kemp 2012).

Both towns continued to develop separately in the late nineteenth and early twentieth century, shaped primarily by silver mining, the forestry industry, and the railways, including the flow of grain via railway through the large grain elevators at the ports. Both towns were designated as cities in 1907 and were amalgamated along with the geographic Townships of Neebing and McIntyre as the City of Thunder Bay in 1970 (City of Thunder Bay 2018).

## 5.0 RESULTS

### 5.1 Study Area

Within the study area WSP identified:

- One Cultural Heritage landscape with known cultural heritage value or interest (CHVI). Dawson Trail was a land- and water-based route connecting Porth Arthur (Thunder Bay) on Lake Superior to the Red River settlement in what is now Manitoba. The route was initially surveyed in 1858 by Simon James Dawson, but construction on it did not begin until 1868 and it was not completed until 1871. The Dawson Trail is recognized by the *Historic Sites and Monuments Act* (R.S.C., 1985, c. H-4) as a National Historic Event (Parks Canada, n.d.).

An additional three properties were found to have buildings or structures 40 years or more years old but were evaluated at a preliminary level not to have potential CHVI.

The built heritage resources and cultural heritage landscapes identified using the MHSTCI *Checklist* and through field investigations are listed by each alternative route in the following subsections, with a detailed inventory provided in Appendix B that includes brief descriptions and photographs of properties with buildings or structures 40 or more years old evaluated at a preliminary level not to have CHVI.

#### 5.1.1 Thunder Bay and Thunder Bay to Atikokan Alternative Route Sections

Table 5-1 includes resources evaluated at a preliminary level to have CHVI. Figures 6A to 6C: maps the cultural heritage landscape within the Thunder Bay and Thunder Bay to Atikokan Alternative Route Sections.

**Table 5-1: Properties evaluated to have CHVI within the Study Area**

Civic Address or Location	Description	Cultural Heritage Status
<b>Thunder Bay Alternative Route Section Alternative Route 1B-1</b>		
CHL-1 (Dawson Trail)	Dawson Trail was a land- and water-based route connecting Porth Arthur (Thunder Bay) on Lake Superior to the Red River settlement in what is now Manitoba. The route was initially surveyed in 1858 by Simon James Dawson, but construction on it did not begin until 1868 and it was not completed until 1871.	<ul style="list-style-type: none"> <li>▪ Dawson Trail is recognized by the <i>Historic Sites and Monuments Act</i> (R.S.C., 1985, c. H-4) as a National Historic Event (Parks Canada, n.d.).</li> </ul>
<b>Thunder Bay Alternative Route Section Alternative Route 1B-2</b>		
CHL-1 (Dawson Trail)	Dawson Trail was a land- and water-based route connecting Porth Arthur (Thunder Bay) on Lake Superior to the Red River settlement in what is now Manitoba. The route was initially surveyed in 1858 by Simon James Dawson, but construction on it did not begin until 1868 and it was not completed until 1871.	<ul style="list-style-type: none"> <li>▪ Dawson Trail is recognized by the <i>Historic Sites and Monuments Act</i> (R.S.C., 1985, c. H-4) as a National Historic Event (Parks Canada, n.d.).</li> </ul>
<b>Thunder Bay to Atikokan Alternative Route Section Alternative Route 1</b>		
CHL-1 (Dawson Trail)	Dawson Trail was a land- and water-based route connecting Porth Arthur (Thunder Bay) on Lake Superior to the Red River settlement in what is now Manitoba. The route was initially surveyed in 1858 by Simon James Dawson, but construction on it did not begin until 1868 and it was not completed until 1871.	<ul style="list-style-type: none"> <li>▪ Dawson Trail is recognized by the <i>Historic Sites and Monuments Act</i> (R.S.C., 1985, c. H-4) as a National Historic Event (Parks Canada, n.d.).</li> </ul>
<b>Thunder Bay to Atikokan Alternative Route Section Alternative Route 1C</b>		
CHL-1 (Dawson Trail)	Dawson Trail was a land- and water-based route connecting Porth Arthur (Thunder Bay) on Lake Superior to the Red River settlement in what is now Manitoba. The route was initially surveyed in 1858 by Simon James Dawson, but construction on it did not begin until 1868 and it was not completed until 1871.	<ul style="list-style-type: none"> <li>▪ Dawson Trail is recognized by the <i>Historic Sites and Monuments Act</i> (R.S.C., 1985, c. H-4) as a National Historic Event (Parks Canada, n.d.).</li> </ul>

## 6.0 PRELIMINARY IMPACT ASSESSMENT

The purpose of a preliminary impact assessment is to determine if the identified built heritage resources and cultural heritage landscapes within the Study Area may be impacted by the Project. Based on this preliminary assessment, next steps are recommended.

### 6.1 Identified Built Heritage Resources and Cultural Heritage Landscapes

The CHEC for the Project identified the following known or potential built heritage resources and cultural heritage landscapes within the Study Area:

- One known Cultural Heritage Landscape (Dawson Trail is recognized by the Historic Sites and Monuments Act (R.S.C., 1985, c. H-4) as a National Historic Event (Parks Canada, n.d.).
- No properties with potential built heritage resources and cultural heritage landscapes.

In total one CHL within the Study Area was identified as having known CHVI (Figures A to 6C).

### 6.2 Project Description

The proposed Waasigan Transmission Line is a new double-circuit 230 kilovolt (kV) transmission line between Lakehead Transformer Station (TS) in the Municipality of Shuniah and Mackenzie TS in the Town of Atikokan, and a new single-circuit 230 kV transmission line between Mackenzie TS and Dryden TS in the City of Dryden. Hydro One is currently considering multiple alternative routes that were included as part of the approved Amended ToR for the Project. The local study area (LSA) for this assessment includes a 1 km buffer on the alternative routes, as well as locations of potential access roads and other supporting infrastructure (e.g., aggregate pits and laydown areas). The LSA is located in the traditional territories of many Anishinaabe and Métis communities in the Districts of Thunder Bay, Rainy River, and Kenora of northwestern Ontario, and is approximately 200,185 hectares (ha) (Figures 2-1 to 2-39).

A preliminary Project footprint for each alternative route was identified and included the following components:

- Transmission line right-of-way (ROW) approximately 40 to 45 metres (m) wide (in some sections of the ROW, additional width may be required depending on the specific location of the new transmission line, the local terrain, distance between the transmission structures and specific contractor requirements);
- Temporary and permanent access roads;
- Equipment and material laydown areas, as well as fly yards, construction/stringing pads and staging areas;
- Temporary construction camps;
- Construction offices;
- New aggregate pits and/or quarries, if required;
- Upgrades to existing transformer stations, including potential expansion of the fenced-in area of Lakehead TS, Mackenzie TS and Dryden TS; and
- Separation of approximately 1 km of the double-circuit section of the existing 230 kV transmission line outside of Mackenzie TS in Atikokan (circuits F25A and D26A) into separate single-circuit transmission lines.

Access roads are required to bring construction equipment and line materials to the site. Existing access is used where possible, and where required, new access roads will be constructed.

In addition to the construction activities, the Project involves the ongoing maintenance associated with the transmission line once it is in operation (Hydro One 2021). The operation and maintenance phase would include transmission line condition assessments and vegetation maintenance, which would be completed on a regular basis. Ongoing vegetation management activities are required to manage and mitigate safety and reliability risks by maintaining clearances between transmission lines and vegetation on, and along, the ROW. Ongoing repair and maintenance operations include:

- Structure climbing and helicopter inspection
- Line hardware and insulator thermography;
- ROW inspections;
- Visual ground patrol;
- Vegetation management; and,
- Ongoing repairs and maintenance activities.

### 6.3 Impact Assessment

When determining the effects of a development or site alteration may have on known or identified built heritage resources or cultural heritage landscapes, the MCM Information Bulletin 3 Heritage Impact Assessments for Provincial Heritage Properties advises that the following “direct adverse impacts” be considered:

- Removal or demolition of all or part of any heritage attribute;
- Removal or demolition of any building or structure on the provincial heritage property whether or not it contributes to the cultural heritage value or interest of the property (i.e., non-contributing buildings);
- Any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect a provincial heritage property, including archaeological resources;
- Alterations to the property in a manner that is not sympathetic, or is incompatible, with cultural heritage value or interest of the property. This may include necessary alterations, such as new systems or materials to address health and safety requirements, energy-saving upgrades, building performance upgrades, security upgrades or servicing needs;
- Alterations for access requirements or limitations to address such factors as accessibility, emergency egress, public access, security;
- Introduction of new elements that diminish the integrity of the property, such as a new building, structure or addition, parking expansion or addition, access or circulation roads, landscape features;
- Changing the character of the property through removal or planting of trees or other natural;
- Features, such as a garden, or that may result in the obstruction of significant views or vistas within, from, or of built and natural features;
- Change in use for the provincial heritage property that could result in permanent, irreversible damage or negates the property’s cultural heritage value or interest; and

- Continuation or intensification of a use of the provincial heritage property without conservation of heritage attributes.

The MCM Information Bulletin 3 Heritage Impact Assessments for Provincial Heritage Properties also advises that the following “indirect adverse impacts” be considered:

- Shadows that alter the appearance of a heritage attribute or change the visibility of an associated natural feature or plantings, such as a tree row, hedge or garden;
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
- Vibration damage to a structure due to construction or activities on or adjacent to the property; and
- Alteration or obstruction of a significant view of or from the provincial heritage property from a key vantage point.

Other potential impacts may also be considered such as encroachment or construction vibration (Plate 1). Historic structures, particularly of masonry construction, are susceptible to damage from vibration caused by pavement breakers, plate compactors, utility excavations, and increased heavy vehicle travel in the immediate vicinity. There is no applicable policy defining the distance within which vibration impacts must be considered, however, 200 ft. or 60 m is a standard screening radius used in State Departments of Transportation (Carman et. al. 2012) and is adopted here. Like any structure, historic buildings are also threatened by collisions with heavy machinery, subsidence from utility line failures, or excessive dust (Randl 2001:3-6).

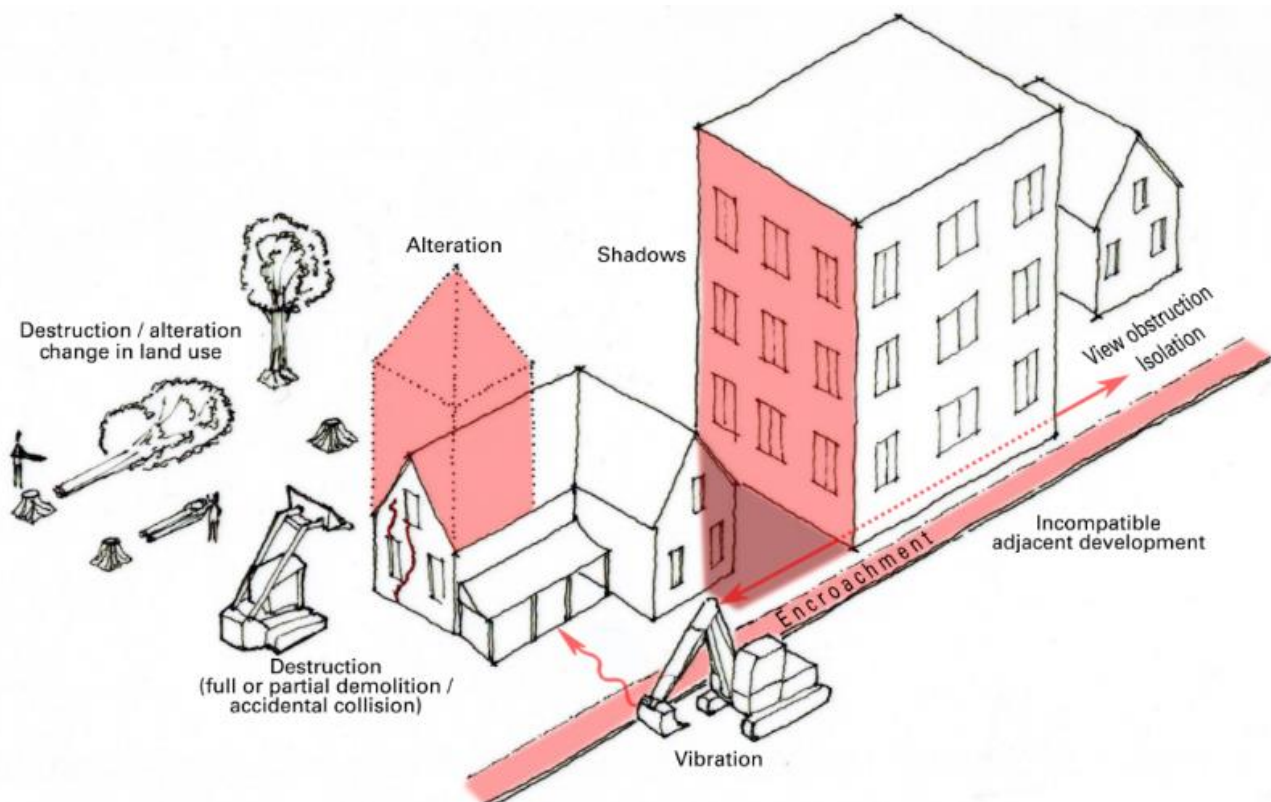


Plate 1: Examples of negative impacts

Although the MCM *Heritage Resources in the Land Use Planning Process* identifies types of impact, it does not advise on how to describe its nature or extent. For this the MCM *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1990:8) provides criteria of:

- **Magnitude** - amount of physical alteration or destruction that can be expected
- **Severity** - the irreversibility or reversibility of an impact
- **Duration** - the length of time an adverse impact persists
- **Frequency** - the number of times an impact can be expected
- **Range** - the spatial distribution, widespread or site specific, of an adverse impact
- **Diversity** - the number of different kinds of activities to affect a heritage resource

Since advice to describe magnitude is not included in the MCM *Guideline* or any other Canadian guidance, the ranking provided in the ICOMOS *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties* is adapted here. While developed specifically for World Heritage Sites, it is based on a general methodology for measuring the nature and extent of impact to cultural resources in urban and rural contexts developed for the UK Highways Agency *Design Manual for Roads and Bridges* [DMRB]: *Volume 11, HA 208/07* (2007: A6/11) (Bond & Worthing 2016:166-167) and aligns with approaches developed by other national agencies such as the Irish Environmental Protection Agency (reproduced in Kalman & Létourneau 2020:390) and New Zealand Transport Agency (2015).

The ICOMOS impact assessment ranking is:

- Major
  - Change to key historic building elements, such that the resource is totally altered. Comprehensive changes to the setting.
- Moderate
  - Change to many key historic building elements, such that the resource is significantly modified.
  - Changes to the setting of an historic building, such that it is significantly modified.
- Minor
  - Change to key historic building elements, such that the asset is slightly different.
  - Change to the setting of an historic building, such that it is noticeably changed.
- Negligible
  - Slight changes to historic building elements or setting that hardly affect it.
- No impact
  - No change to fabric or setting.


An assessment of the impacts resulting from the proposed project is presented in Table 6-1.


## 6.4 Results and Recommendations


Preliminary impact assessment of the study area with known or potential built heritage resources and cultural heritage landscapes determined that there is one CHL with known cultural heritage value that may be impacted by the Project. A CHER is recommended to define its heritage attributes. The preliminary impact assessment and recommendations for the CHL are provided in Table 6-1.




**Table 6-1: Preliminary Assessment of Impacts to Known and Potential Built Heritage Resources and Cultural Heritage Landscapes within the Study Area**

Resource / Location	Image	Description and Cultural Heritage Status	Assessment of Impacts	Recommendations
<b>Thunder Bay Alternative Route Section Alternative Route 1B-1</b>				
<p>Dawson Trail Generally follows Highway 102 and Highway 11 from Thunder Bay to Shebandowan</p>		<p>Dawson Trail was a land- and water-based route connecting Porth Arthur (Thunder Bay) on Lake Superior to the Red River settlement in what is now Manitoba. The route was initially surveyed in 1858 by Simon James Dawson, but construction on it did not begin until 1868 and it was not completed until 1871.</p>	<p>Alternative Route 1B-1 will intersect the Cultural Heritage Landscape (CHL-1). The CHL may be directly impacted through destruction or alteration.</p>	<ul style="list-style-type: none"> <li>▪ A Cultural Heritage Evaluation Report is recommended for this Cultural Heritage Landscape to confirm its cultural heritage value or interest as part of preliminary design and prior to the issuance of the notice of completion.</li> <li>▪ If the cultural heritage landscape is found to be of cultural heritage value or interest of <i>provincial</i> significance (i.e., meets Ontario Regulation 10/06 and therefore a potential provincial heritage property of provincial significance) a Heritage Impact Assessment will be undertaken before the issuance of the notice of completion. MCM should be contacted to advise on whether MCM Minister's Consent is required.</li> <li>▪ If the property only meets the criteria of Ontario Regulation 9/06 then the HIA will be undertaken as early as possible during detailed design and prior to any ground disturbing activities. The HIA will follow MCM's Information Bulletin 3 and be sent for review and comment to MCM, municipalities, Indigenous communities, and other interested parties, as appropriate.</li> </ul>

Resource / Location	Image	Description and Cultural Heritage Status	Assessment of Impacts	Recommendations
<b>Thunder Bay Alternative Route Section Alternative Route 1B-2</b>				
<p>Dawson Trail Generally follows Highway 102 and Highway 11 from Thunder Bay to Shebandowan</p>		<p>Dawson Trail was a land- and water-based route connecting Porth Arthur (Thunder Bay) on Lake Superior to the Red River settlement in what is now Manitoba. The route was initially surveyed in 1858 by Simon James Dawson, but construction on it did not begin until 1868 and it was not completed until 1871.</p>	<p>Alternative Route 1B-2 will intersect the Cultural Heritage Landscape (CHL-1). The CHL may be directly impacted through destruction or alteration.</p>	<ul style="list-style-type: none"> <li>▪ A Cultural Heritage Evaluation Report is recommended for this Cultural Heritage Landscape to confirm its cultural heritage value or interest as part of preliminary design and prior to the issuance of the notice of completion.</li> <li>▪ If the cultural heritage landscape is found to be of cultural heritage value or interest of <i>provincial</i> significance (i.e., meets Ontario Regulation 10/06 and therefore a potential provincial heritage property of provincial significance) a Heritage Impact Assessment will be undertaken before the issuance of the notice of completion. MCM should be contacted to advise on whether MCM Minister's Consent is required.</li> <li>▪ If the property only meets the criteria of Ontario Regulation 9/06 then the HIA will be undertaken as early as possible during detailed design and prior to any ground disturbing activities. The HIA will follow MCM's Information Bulletin 3 and be sent for review and comment to MCM, municipalities, Indigenous communities, and other interested parties, as appropriate.</li> </ul>

Resource / Location	Image	Description and Cultural Heritage Status	Assessment of Impacts	Recommendations
<b>Thunder Bay to Atikokan Alternative Route Section Alternative Route 1</b>				
<p>Dawson Trail Generally follows Highway 102 and Highway 11 from Thunder Bay to Shebandowan</p>		<p>Dawson Trail was a land- and water-based route connecting Porth Arthur (Thunder Bay) on Lake Superior to the Red River settlement in what is now Manitoba. The route was initially surveyed in 1858 by Simon James Dawson, but construction on it did not begin until 1868 and it was not completed until 1871.</p>	<p>Alternative Route 1 will intersect the Cultural Heritage Landscape (CHL-1). The CHL may be directly impacted through destruction or alteration.</p>	<ul style="list-style-type: none"> <li>▪ A Cultural Heritage Evaluation Report is recommended for this Cultural Heritage Landscape to confirm its cultural heritage value or interest as part of preliminary design and prior to the issuance of the notice of completion.</li> <li>▪ If the cultural heritage landscape is found to be of cultural heritage value or interest of <i>provincial</i> significance (i.e., meets Ontario Regulation 10/06 and therefore a potential provincial heritage property of provincial significance) a Heritage Impact Assessment will be undertaken before the issuance of the notice of completion. MCM should be contacted to advise on whether MCM Minister's Consent is required.</li> </ul>

Resource / Location	Image	Description and Cultural Heritage Status	Assessment of Impacts	Recommendations
				<ul style="list-style-type: none"> <li>If the property only meets the criteria of Ontario Regulation 9/06 then the HIA will be undertaken as early as possible during detailed design and prior to any ground disturbing activities. The HIA will follow MCM's Information Bulletin 3 and be sent for review and comment to MCM, municipalities, Indigenous communities, and other interested parties, as appropriate.</li> </ul>
<p><b>Thunder Bay to Atikokan Alternative Route Section</b>  <b>Alternative Route 1C</b></p>				
<p>Dawson Trail                      Generally follows Highway 102 and Highway 11 from Thunder Bay to Shebandowan</p>		<p>Dawson Trail was a land- and water-based route connecting Porth Arthur (Thunder Bay) on Lake Superior to the Red River settlement in what is now Manitoba. The route was initially surveyed in 1858 by Simon James Dawson, but construction on it did not begin until 1868 and it was not completed until 1871.</p>	<p>Alternative Route 1C will intersect the Cultural Heritage Landscape (CHL-1). The CHL may be directly impacted through destruction or alteration.</p>	<ul style="list-style-type: none"> <li>A Cultural Heritage Evaluation Report is recommended for this Cultural Heritage Landscape to confirm its cultural heritage value or interest as part of preliminary design and prior to the issuance of the notice of completion.</li> <li>If the cultural heritage landscape is found to be of cultural heritage value or interest of <i>provincial</i> significance (i.e., meets Ontario Regulation 10/06 and therefore a potential provincial heritage property of provincial significance) a Heritage Impact Assessment will be undertaken before the issuance of the notice of completion. MCM should be contacted to advise on whether MCM Minister's Consent is required.</li> <li>If the property only meets the criteria of Ontario Regulation 9/06 then the HIA will be undertaken as early as possible during detailed design and prior to any ground disturbing activities. The HIA will follow MCM's Information Bulletin 3 and be sent for review and comment to MCM, municipalities, Indigenous communities, and other interested parties, as appropriate.</li> </ul>

## 7.0 SUMMARY STATEMENT AND RECOMMENDATIONS

Hydro One Networks Inc. (Hydro One) retained WSP Canada Inc. (WSP) to provide Cultural Heritage studies as part of planning for the Waasigan Transmission Line (TL) Project (the Project). The Project is part of an Environmental Assessment (EA) being completed under the Ontario *Environmental Assessment Act, RSO 1990, C.E. 18* (Government of Ontario 1990a). The proposed Waasigan Transmission Line is a new double-circuit 230 kilovolt (kV) transmission line between Lakehead Transformer Station (TS) in the Municipality of Shuniah and Mackenzie TS in the Town of Atikokan, and a new single-circuit 230 kV transmission line between Mackenzie TS and Dryden TS in the City of Dryden. The proposed Cultural Heritage studies for the Project include: a Cultural Heritage Existing Conditions (CHEC) study; a Preliminary Heritage Impact Assessment (HIA); and property-specific Cultural Heritage Evaluation Reports (CHERs) and HIAs, as required.

Hydro One is considered multiple alternative routes that were included as part of the approved Amended ToR for the Project. The local study area (LSA) for this assessment includes a 1 km buffer on the alternative routes, as well as potential locations of access roads and other supporting infrastructure (e.g., aggregate pits and laydown areas). The LSA is located in the traditional territories of many Anishinaabe and Métis communities in the Districts of Thunder Bay, Rainy River, and Kenora of northwestern Ontario, and is approximately 200,185 hectares (ha).

Hydro One defined the study area for this assessment as four groups of feasible alternative routes (with overlap). The four groups of proposed alternative routes for the Project are: Thunder Bay which includes Alternative Route 1, Alternative Route 1A, Alternative Route 1B-1, and Alternative Route 1B-2. Thunder Bay to Atikokan which includes Alternative Route 1 and Alternative Route 1. Atikokan, including, Alternative Route 2A, Alternative Route 2B, and Alternative Route 2C. Lastly Atikokan to Dryden, which includes Alternative Route 3A, Alternative Route 3B, and Alternative Route 3C.

This CHEC and Preliminary HIA determined that one Cultural Heritage Landscape with known CHVI may be impacted by construction of the Project within the Thunder Bay Alternative Route Section, including Alternative Routes 1B-1 and 1B-2 and within the Thunder Bay to Atikokan Alternative Route Section, including Alternative Routes 1 and 1C. Table 7-1 summarizes the findings of the preliminary impact assessment and the recommendations for the Cultural Heritage Landscape.

To address the comments received by the property owner of 255 Hill Road in June 2023, a Cultural Heritage Evaluation Report (CHER) is recommended for the potential Cultural Heritage Landscape located at 255 Hill Road.

To address the comments received by the property owner of 154 Wilf's Road in June 2023, a CHER is recommended for the potential Cultural Heritage Landscape located at 154 Wilf's Road.



**Table 7-1: Summary of Impact Assessment and Recommendations for Known and Potential Built Heritage Resources and Cultural Heritage Landscapes in the Thunder Bay and the Thunder Bay to Atikokan Alternative Route Sections**

Thunder Bay Alternative Route Section		
CHL # / Resource	Preliminary Impact Assessment	Recommendations
CHL-1 / Dawson Trail	Alternative Routes 1B-1 and 1B-2 will intersect the Cultural Heritage Landscape (CHL-1). The CHL may be directly impacted through destruction or alteration. Dawson Trail is recognized by the <i>Historic Sites and Monuments Act</i> (R.S.C., 1985, c. H-4) as a National Historic Event (Parks Canada, n.d.).	<ul style="list-style-type: none"> <li>A Cultural Heritage Evaluation Report is recommended for this Cultural Heritage Landscape.</li> </ul>
CHL-2 / 255 Hill Road	Alternative Routes 1 and 1A intersect a potential Cultural Heritage Landscape (CHL-2). If the site is confirmed to have cultural heritage value, the CHL may be directly impacted through destruction or alteration.	<ul style="list-style-type: none"> <li>A Cultural Heritage Evaluation Report is recommended for this Cultural Heritage Landscape.</li> </ul>

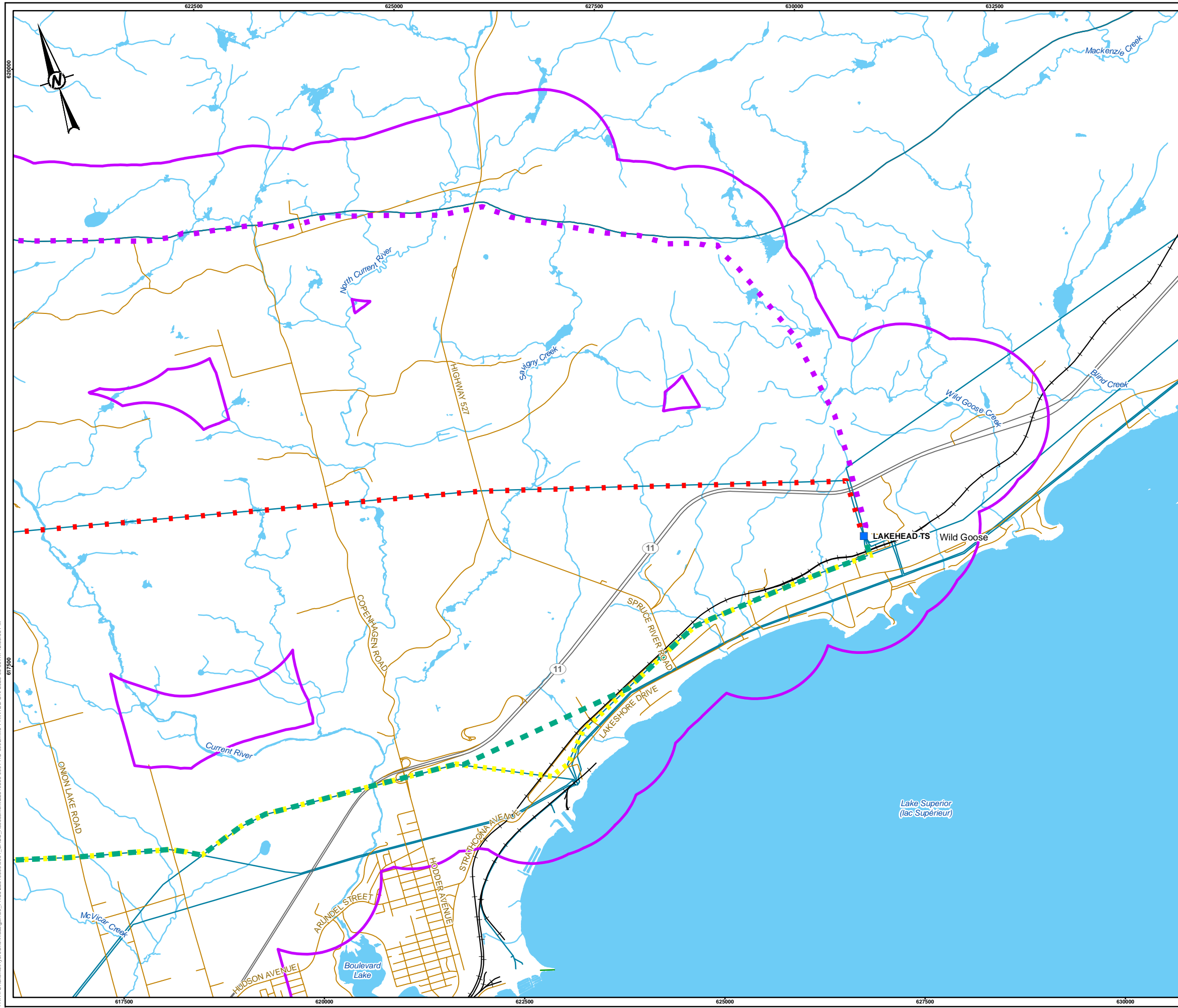
Thunder Bay to Atikokan Alternative Route Section		
CHL # / Resource	Preliminary Impact Assessment	Recommendations
CHL-1 / Dawson Trail	Alternative Routes 1 and 1C will intersect the Cultural Heritage Landscape (CHL-1). The CHL may be directly impacted through destruction or alteration. Dawson Trail is recognized by the <i>Historic Sites and Monuments Act</i> (R.S.C., 1985, c. H-4) as a National Historic Event (Parks Canada, n.d.).	<ul style="list-style-type: none"> <li>A Cultural Heritage Evaluation Report is recommended for this Cultural Heritage Landscape.</li> </ul>
CHL-3 / 154 Wilf's Road	Alternative Routes 1 and 1C intersect a potential Cultural Heritage Landscape (CHL-3). If the site is confirmed to have cultural heritage value, the CHL may be directly impacted through destruction or alteration.	<ul style="list-style-type: none"> <li>A Cultural Heritage Evaluation Report is recommended for this Cultural Heritage Landscape.</li> </ul>



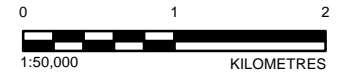
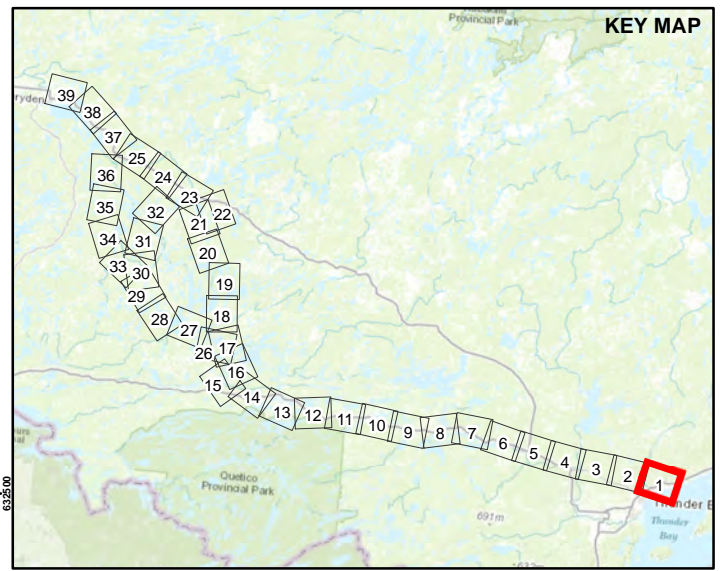
## **8.0 FIGURES**

### **8.1 Study Area**

All figures for the study area are provided in following pages.



- LEGEND**
- THUNDER BAY**
- ALTERNATIVE ROUTE 1
  - ALTERNATIVE ROUTE 1A
  - ALTERNATIVE ROUTE 1B - 1
  - ALTERNATIVE ROUTE 1B - 2
  - 230 kV TRANSFORMER STATION (TS)
  - LOCAL ROAD
  - SECONDARY HIGHWAY
  - RAILWAY
  - HYDRO LINE
  - NATURAL GAS PIPELINE
  - WATER PIPELINE
  - WATERCOURSE
  - LOCAL STUDY AREA
  - WATERBODY



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CLIENT  
 HYDRO ONE NETWORKS INC.

PROJECT  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

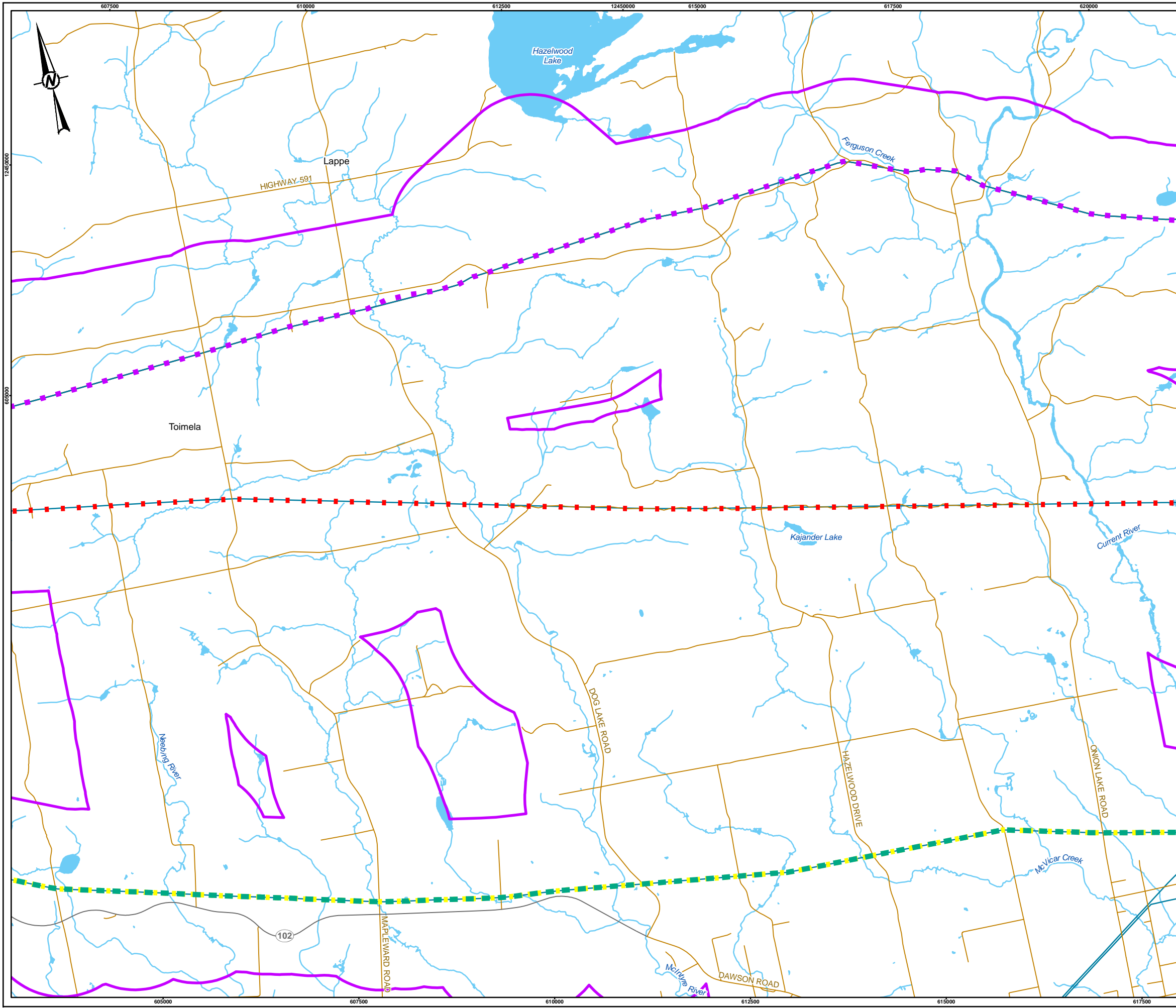
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	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

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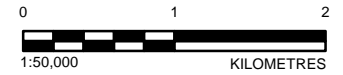
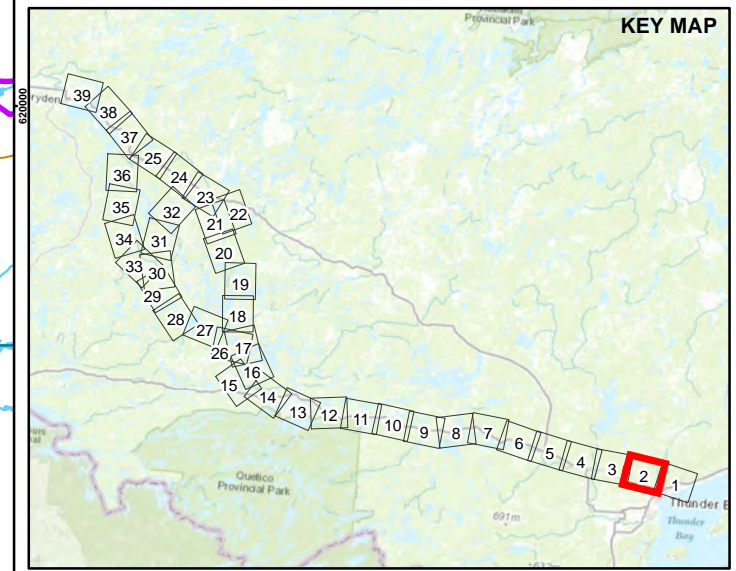
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**LEGEND**

**THUNDER BAY**

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- ALTERNATIVE ROUTE 1A
- ALTERNATIVE ROUTE 1B - 1
- ALTERNATIVE ROUTE 1B - 2
- LOCAL ROAD
- SECONDARY HIGHWAY
- HYDRO LINE
- NATURAL GAS PIPELINE
- WATERCOURSE
- LOCAL STUDY AREA
- WATERBODY



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**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

**TITLE**  
 SITE PLAN

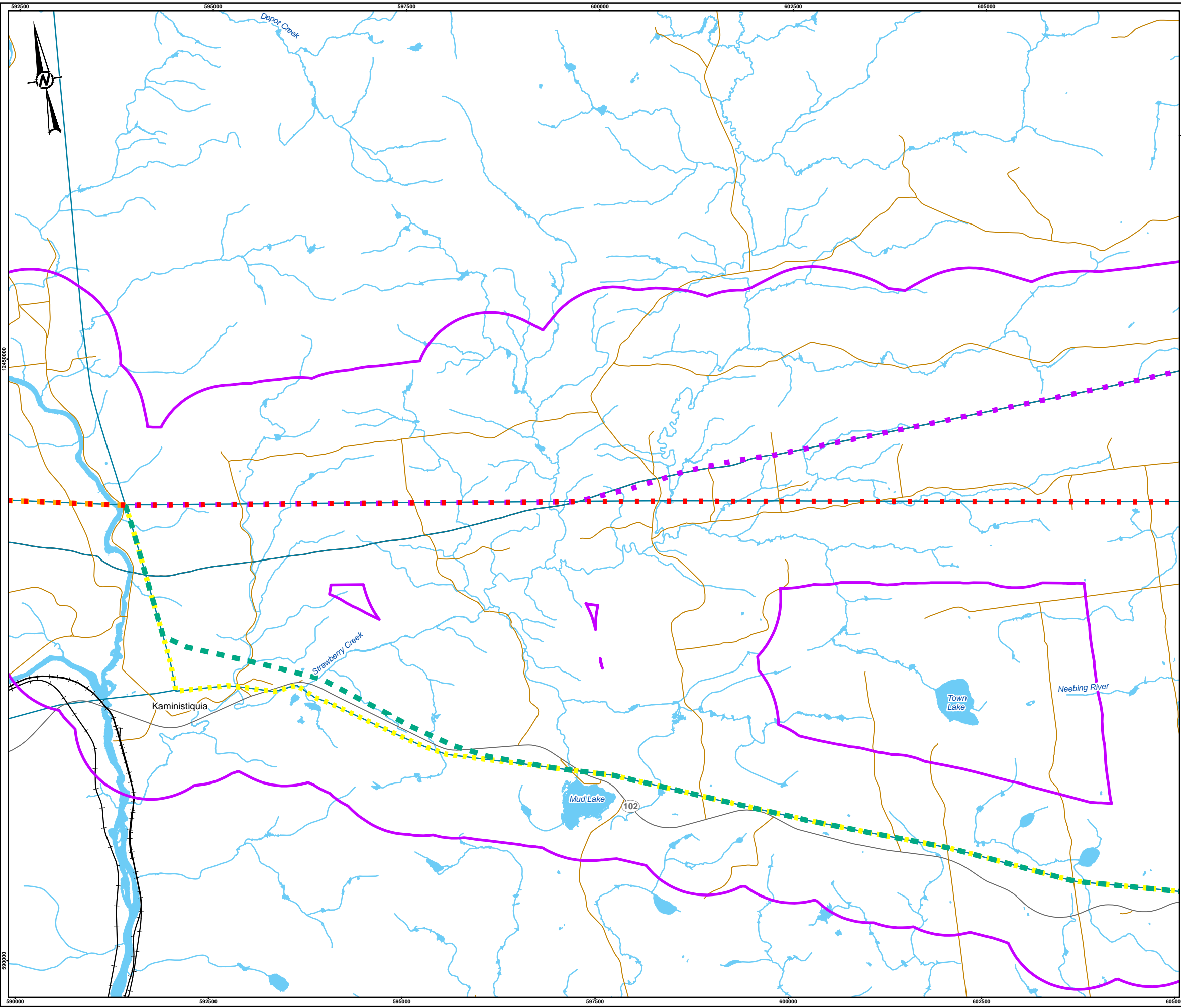
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	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

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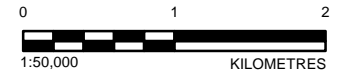
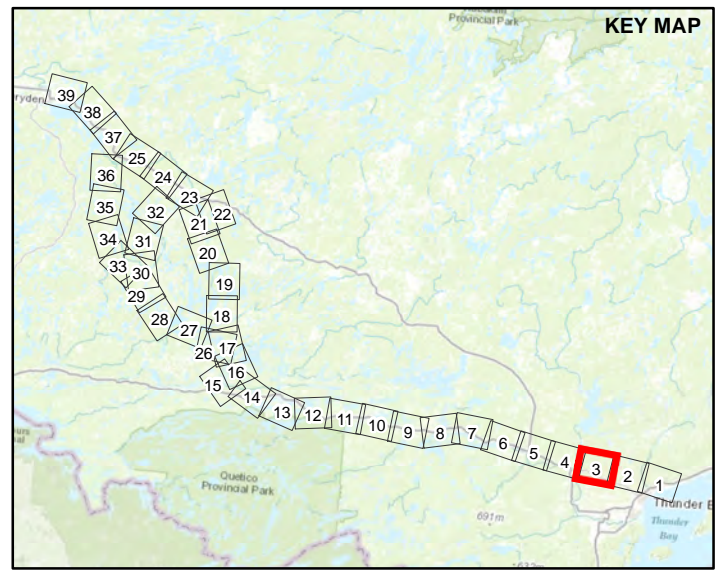
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- LEGEND**
- THUNDER BAY**
- ALTERNATIVE ROUTE 1
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  - ALTERNATIVE ROUTE 1B - 1
  - ALTERNATIVE ROUTE 1B - 2
- THUNDER BAY TO ATIKOKAN**
- ALTERNATIVE ROUTE 1C
  - LOCAL ROAD
  - SECONDARY HIGHWAY
  - RAILWAY
  - HYDRO LINE
  - NATURAL GAS PIPELINE
  - WATERCOURSE
  - LOCAL STUDY AREA
  - WATERBODY



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 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

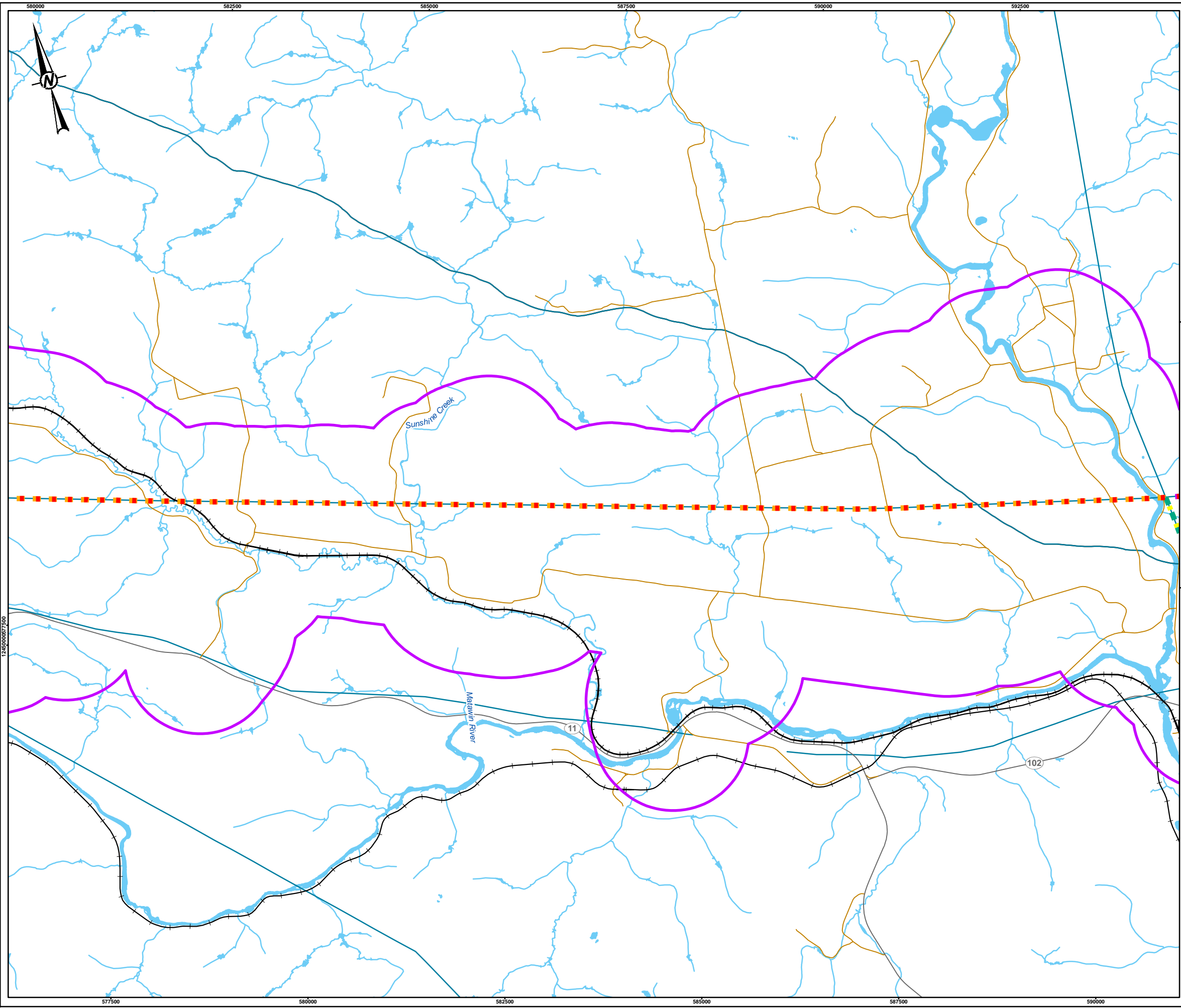
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	REVIEWED	HK
	APPROVED	CS

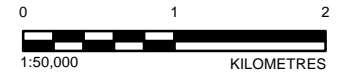
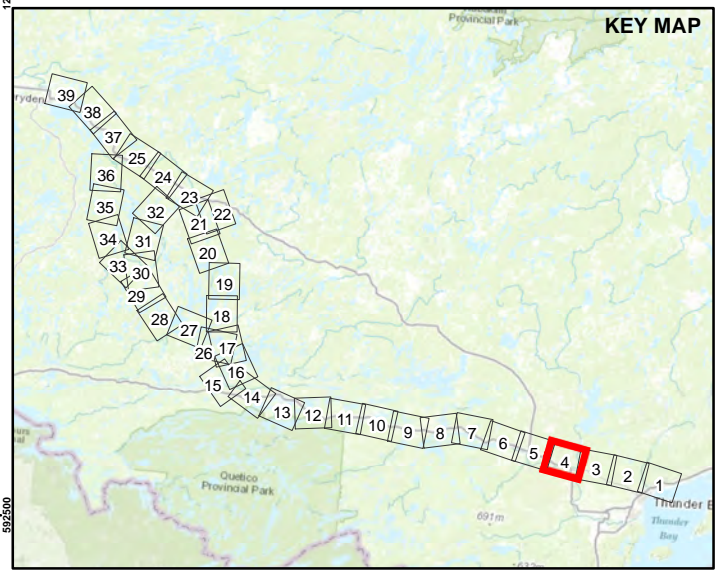
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- LEGEND**
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**TITLE**  
 SITE PLAN

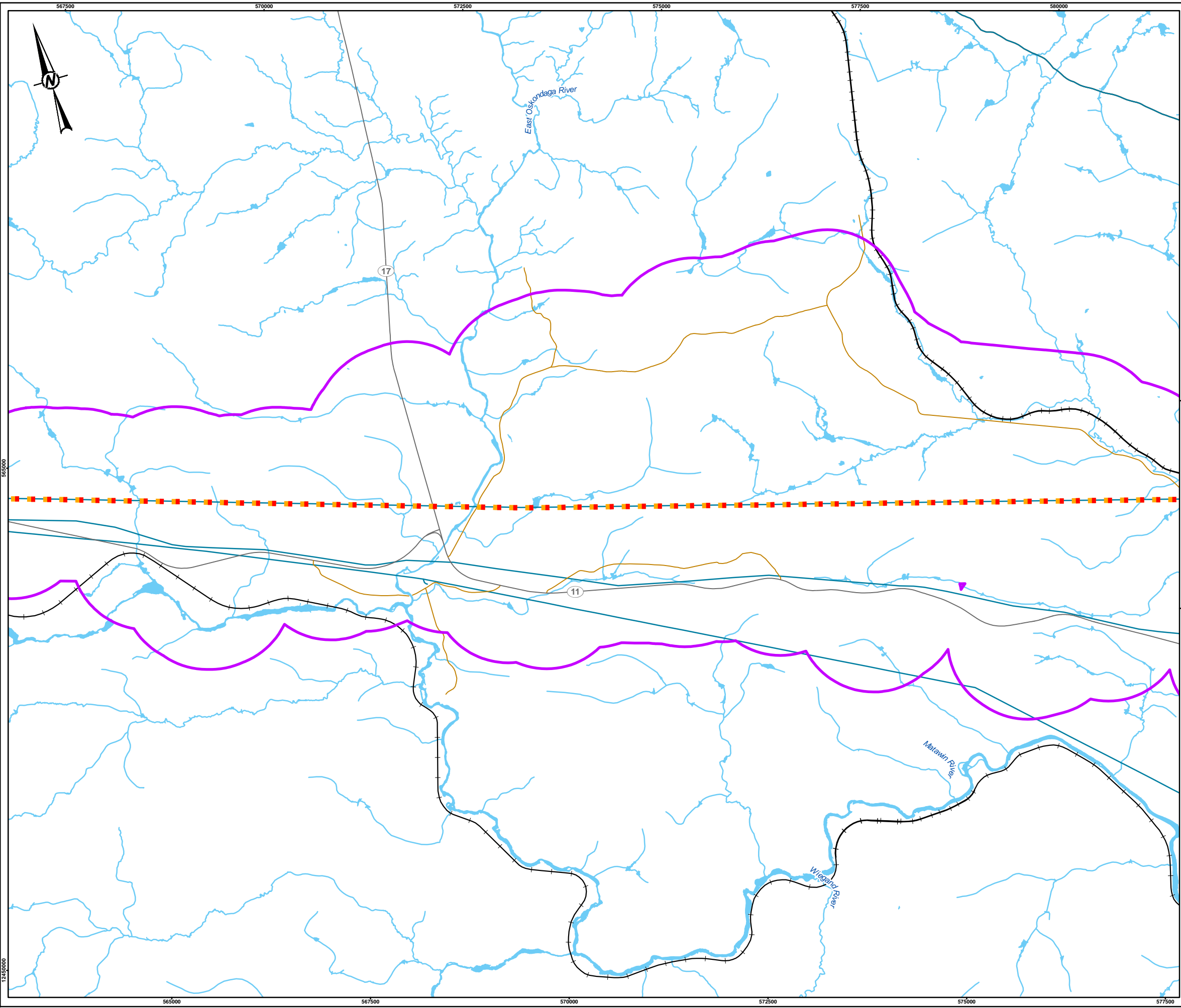
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	DESIGNED	LM
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	REVIEWED	HK
	APPROVED	CS

PROJECT NO.	CONTROL	REV.	FIGURE
22519593	0001	A	2 - 4

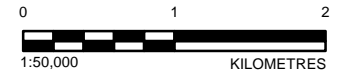
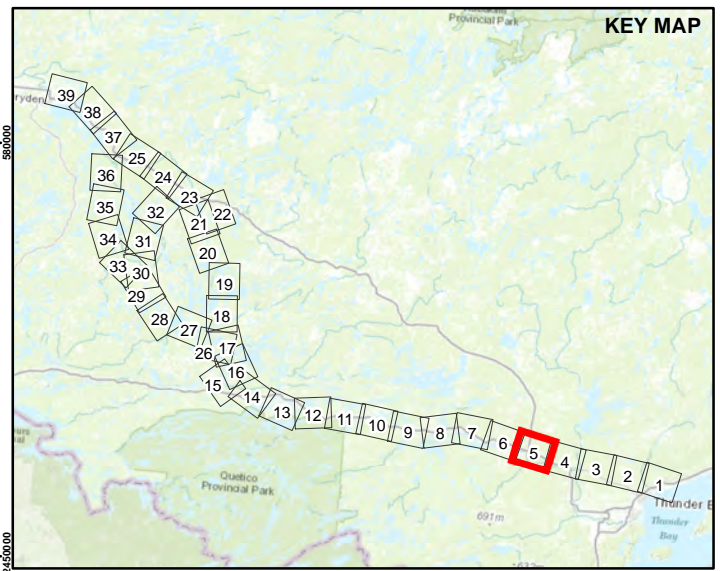
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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B  
 25mm





- LEGEND**
- THUNDER BAY**
  - ALTERNATIVE ROUTE 1
  - THUNDER BAY TO ATIKOKAN**
  - ALTERNATIVE ROUTE 1C
  - LOCAL ROAD
  - SECONDARY HIGHWAY
  - RAILWAY
  - HYDRO LINE
  - NATURAL GAS PIPELINE
  - WATERCOURSE
  - ▭ LOCAL STUDY AREA
  - ▭ WATERBODY



**REFERENCE(S)**  
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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

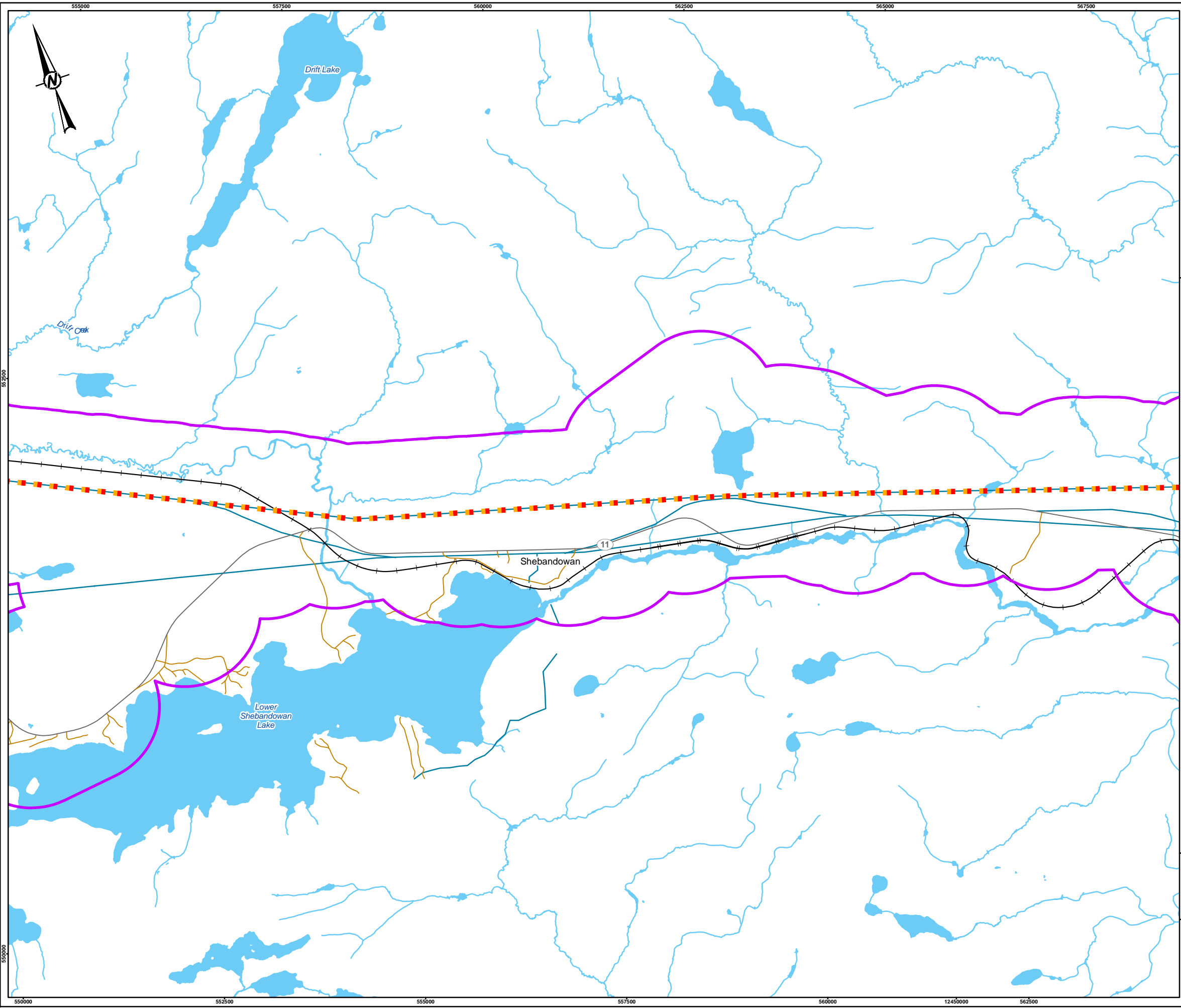
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 SITE PLAN

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	DESIGNED	LM
	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

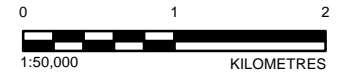
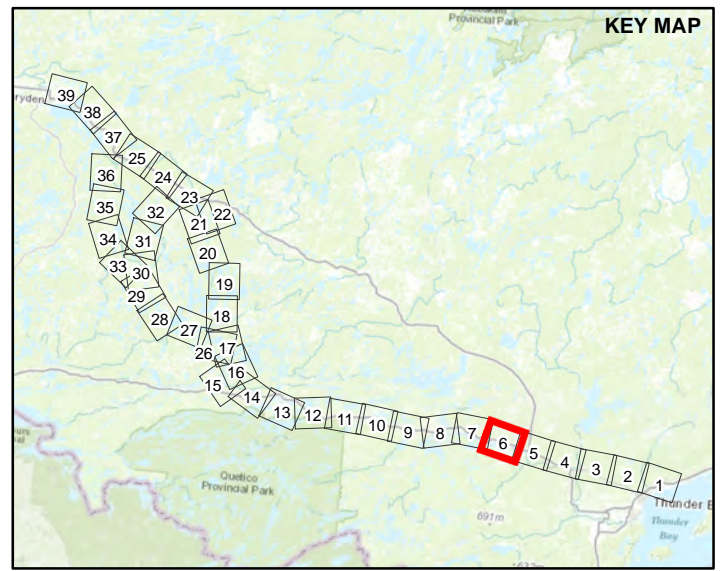
PROJECT NO.	CONTROL	REV.	FIGURE
22519593	0001	A	2 - 5

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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B



- LEGEND**
- THUNDER BAY**
- ALTERNATIVE ROUTE 1
- THUNDER BAY TO ATIKOKAN**
- ALTERNATIVE ROUTE 1C
  - LOCAL ROAD
  - SECONDARY HIGHWAY
  - RAILWAY
  - HYDRO LINE
  - UNKNOWN TRANSMISSION LINE
  - WATERCOURSE
  - ▭ LOCAL STUDY AREA
  - WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT ASSESSMENT (CHEC)

**TITLE**  
 SITE PLAN

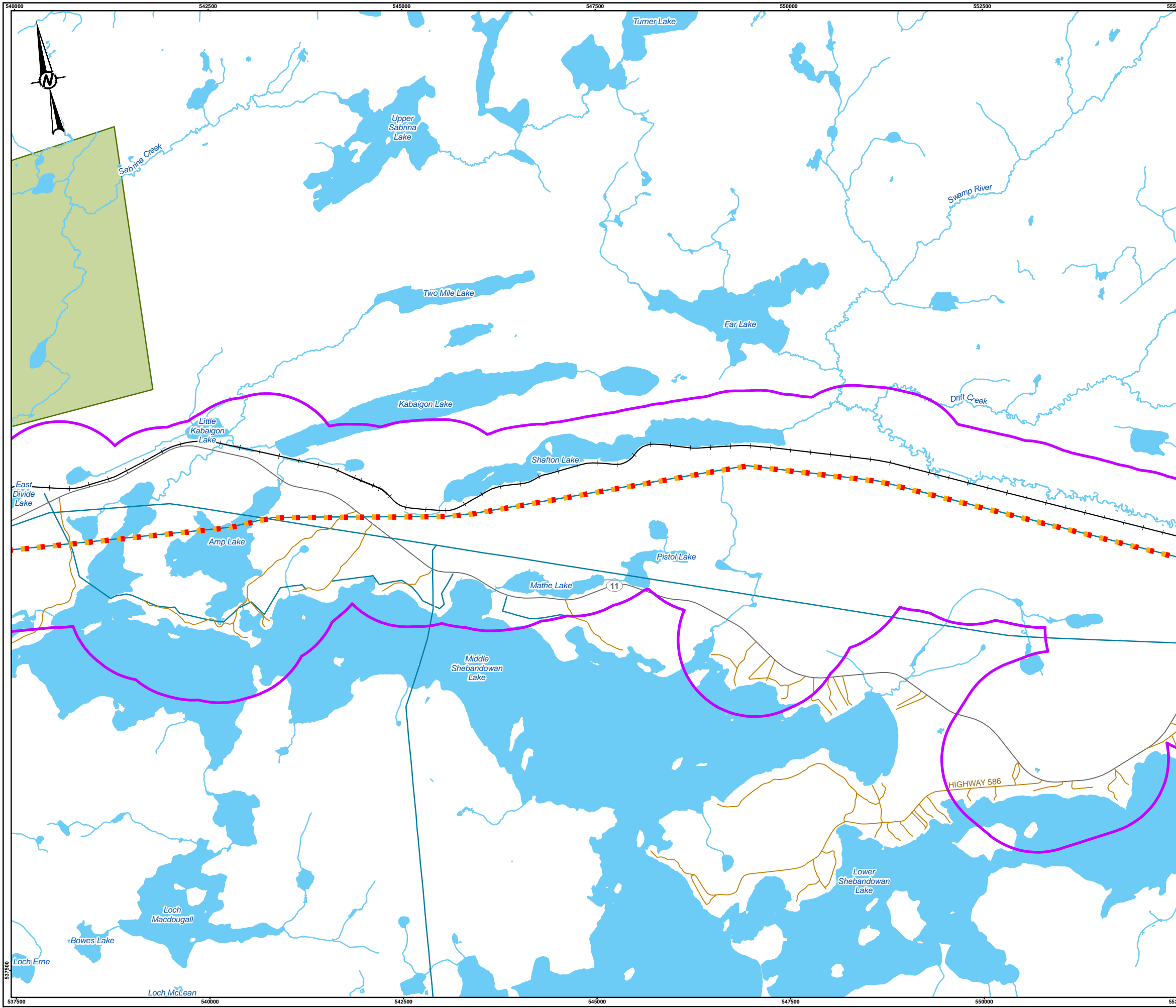
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	REVIEWED	HK
	APPROVED	CS

<b>PROJECT NO.</b>	<b>CONTROL</b>	<b>REV.</b>	<b>FIGURE</b>
22519593	0001	A	2 - 6

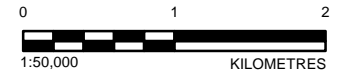
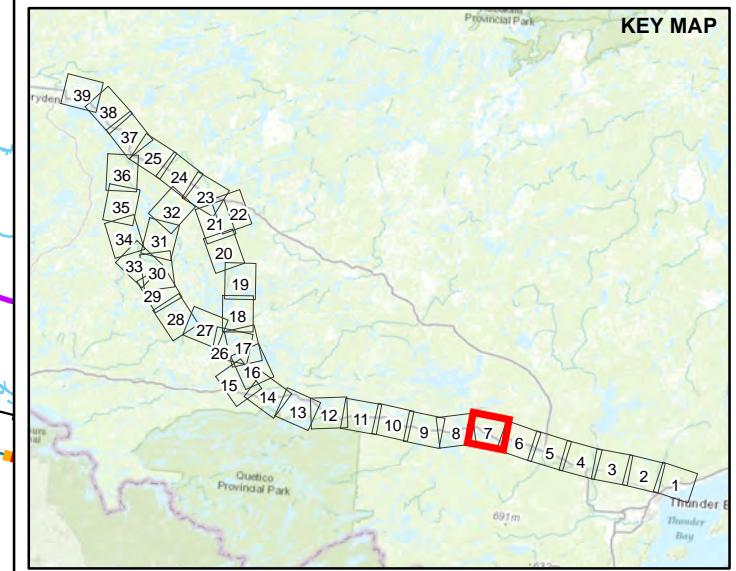
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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B





- LEGEND**
- THUNDER BAY**
  - ALTERNATIVE ROUTE 1
  - ALTERNATIVE ROUTE 1C
  - LOCAL ROAD
  - SECONDARY HIGHWAY
  - RAILWAY
  - HYDRO LINE
  - WATERCOURSE
  - LOCAL STUDY AREA
  - PROV PARK REGULATED
  - WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

CLIENT  
 HYDRO ONE NETWORKS INC.

PROJECT  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

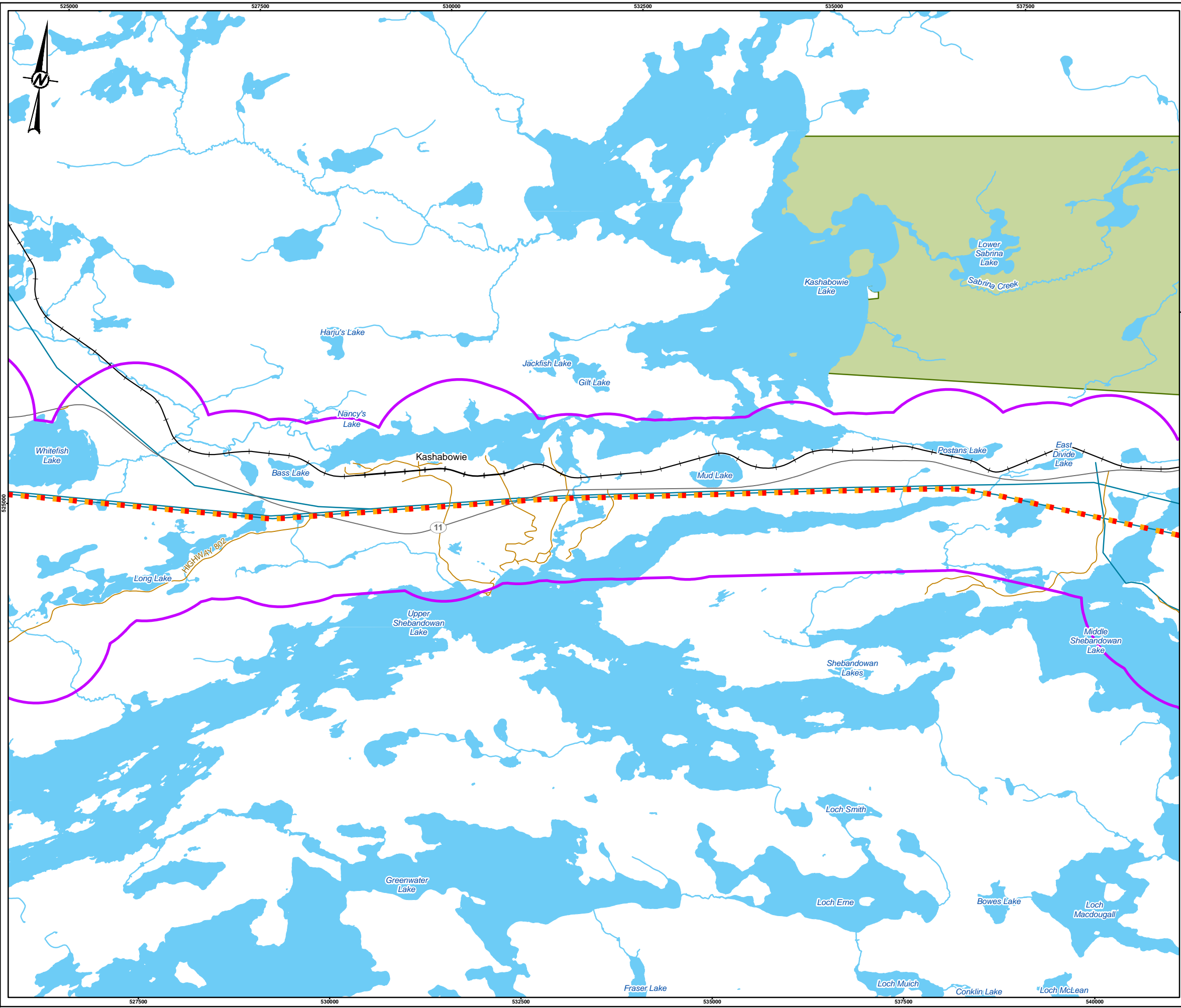
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	APPROVED	CS

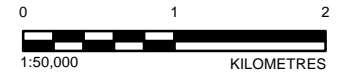
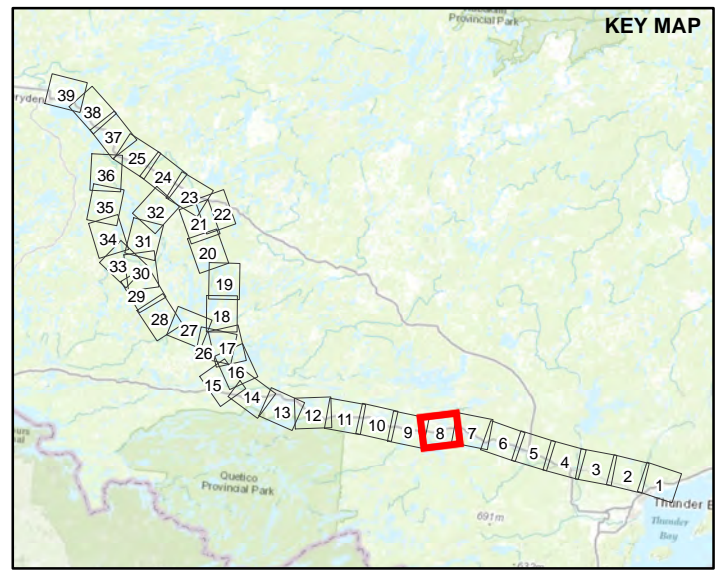
PROJECT NO.	CONTROL	REV.	FIGURE
22519593	0001	A	2 - 7

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- LEGEND**
- THUNDER BAY**
  - ALTERNATIVE ROUTE 1
  - ALTERNATIVE ROUTE 1C
  - LOCAL ROAD
  - SECONDARY HIGHWAY
  - RAILWAY
  - HYDRO LINE
  - WATERCOURSE
  - ▭ LOCAL STUDY AREA
  - ▭ PROV PARK REGULATED
  - ▭ WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

CLIENT  
 HYDRO ONE NETWORKS INC.

PROJECT  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

TITLE  
**SITE PLAN**

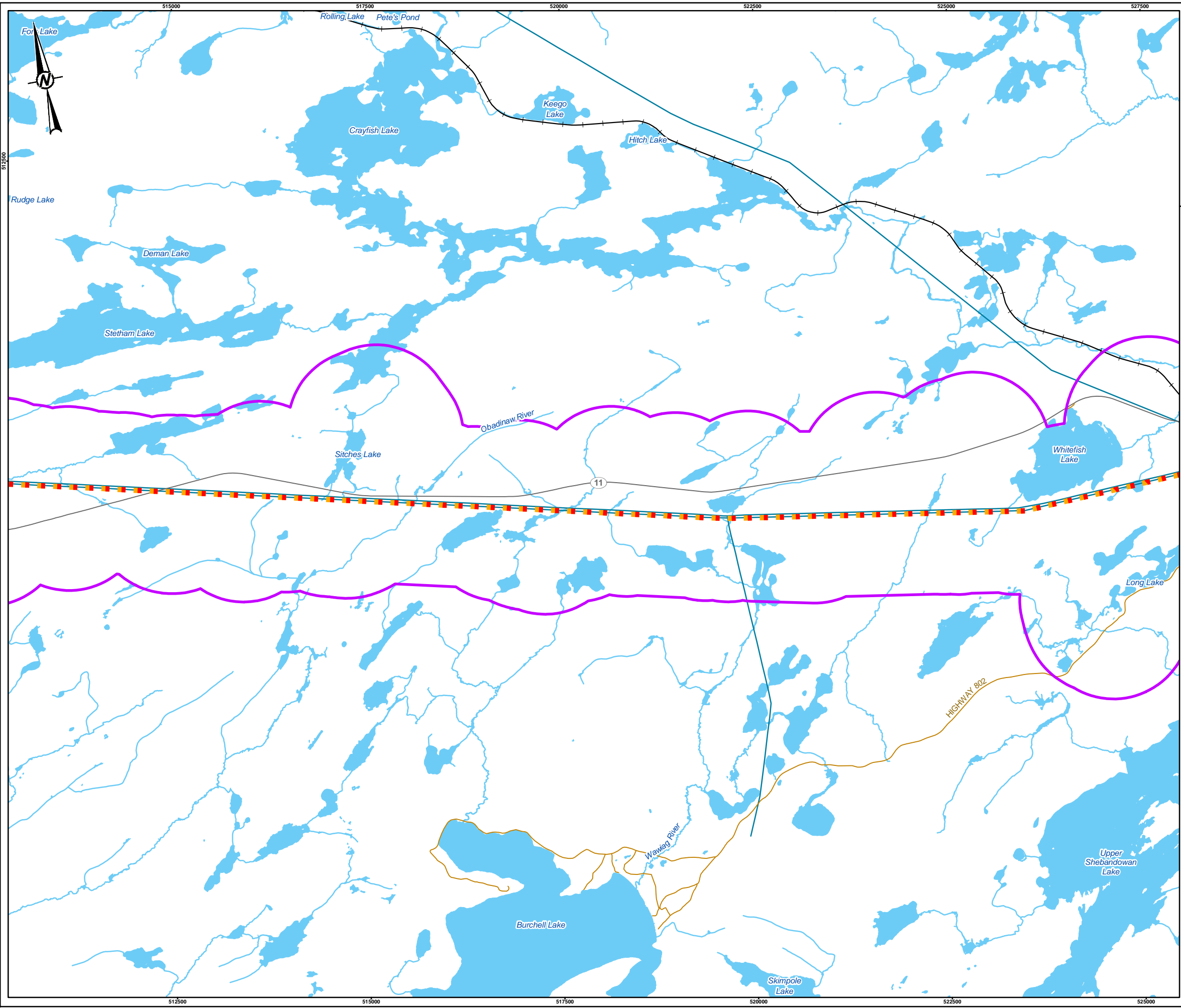
CONSULTANT	YYYY-MM-DD	2023-05-09
	DESIGNED	LM
	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

PROJECT NO.	CONTROL	REV.	FIGURE
22519593	0001	A	2 - 8

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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B





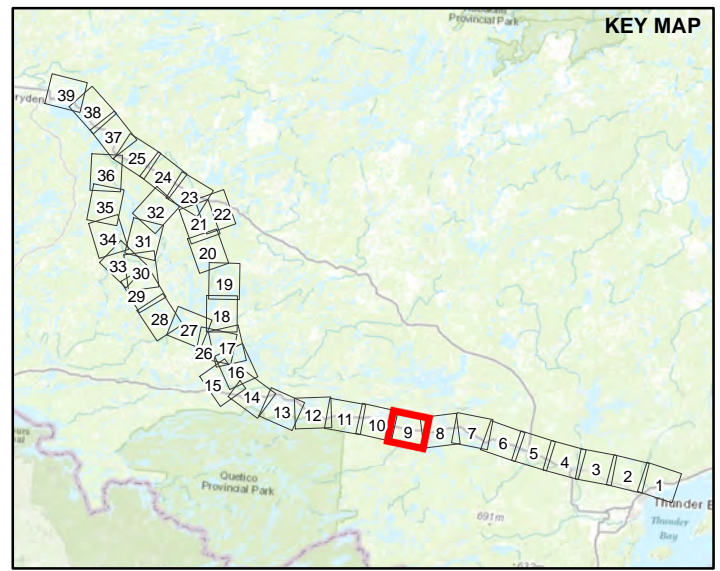
**LEGEND**

**THUNDER BAY**

- ALTERNATIVE ROUTE 1

**THUNDER BAY TO ATIKOKAN**

- ALTERNATIVE ROUTE 1C
- LOCAL ROAD
- SECONDARY HIGHWAY
- RAILWAY
- HYDRO LINE
- WATERCOURSE
- LOCAL STUDY AREA
- WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT ASSESSMENT (CHEC)

**TITLE**  
 SITE PLAN

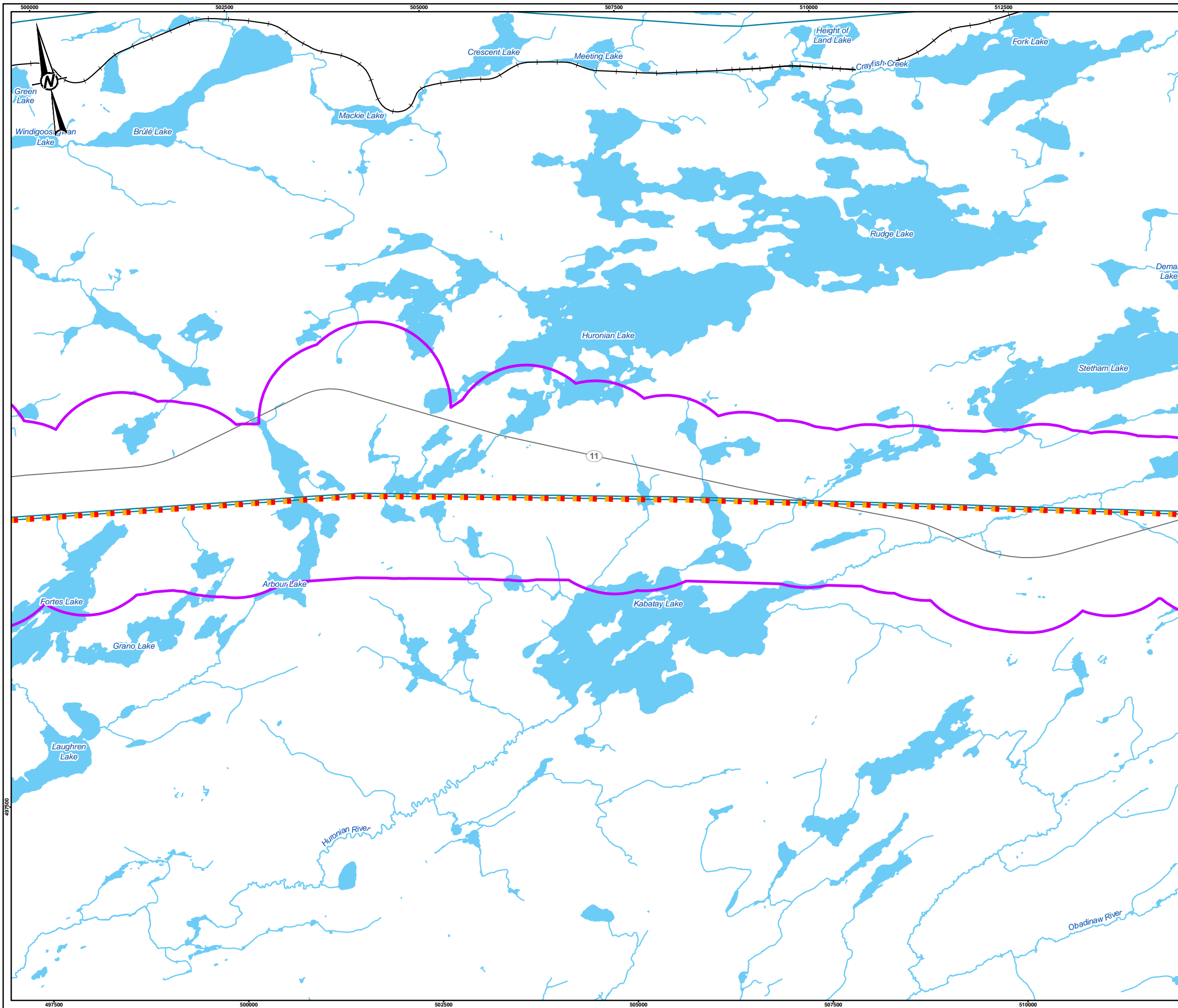
<b>CONSULTANT</b>	YYYY-MM-DD	2023-05-09
	DESIGNED	LM
	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

<b>PROJECT NO.</b>	<b>CONTROL</b>	<b>REV.</b>	<b>FIGURE</b>
22519593	0001	A	2 - 9

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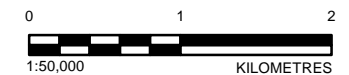
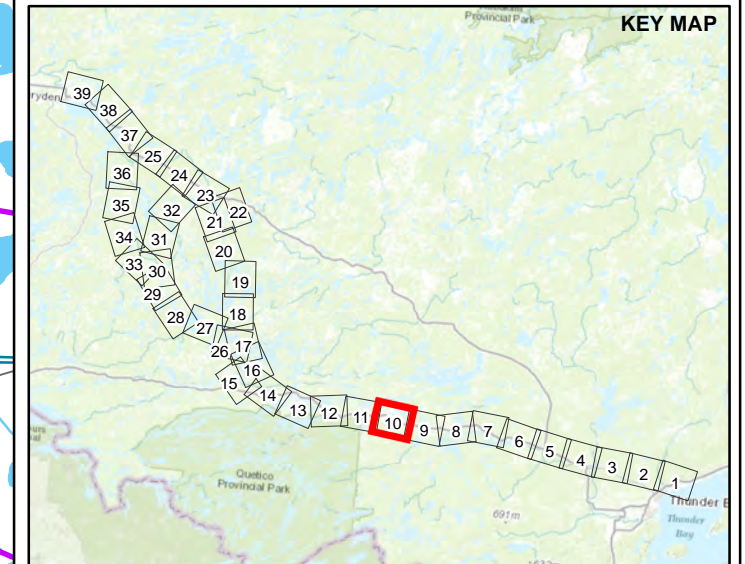
IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B





**LEGEND**

- THUNDER BAY**
- ALTERNATIVE ROUTE 1
- ALTERNATIVE ROUTE 1C
- SECONDARY HIGHWAY
- RAILWAY
- HYDRO LINE
- WATERCOURSE
- LOCAL STUDY AREA
- WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

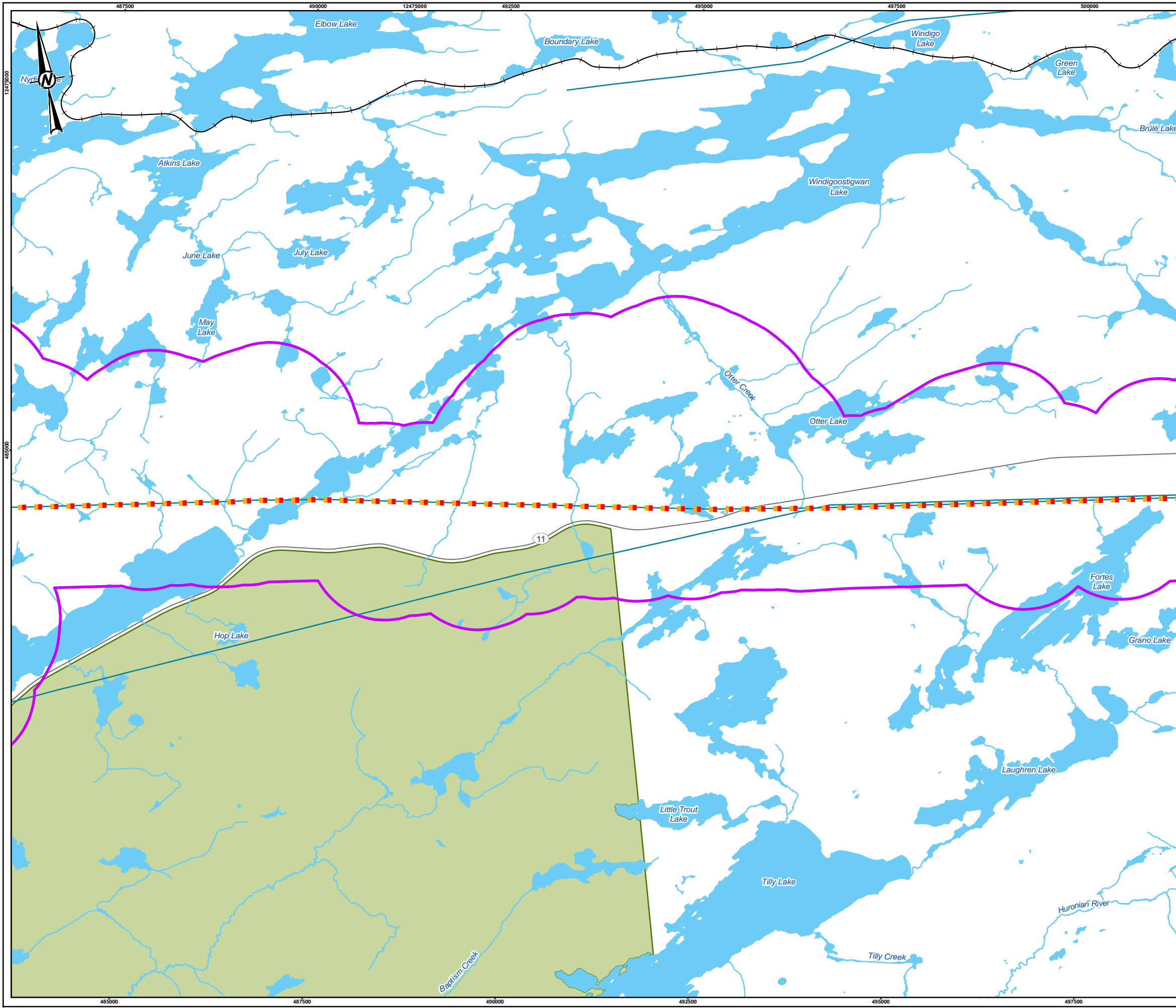
CLIENT  
 HYDRO ONE NETWORKS INC.

PROJECT  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

TITLE  
**SITE PLAN**

CONSULTANT	YYYY-MM-DD	2023-05-09
	DESIGNED	LM
	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

PROJECT NO.	CONTROL	REV.	FIGURE
22519593	0001	A	2 - 10



**LEGEND**

**THUNDER BAY**

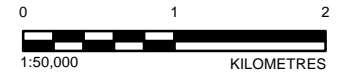
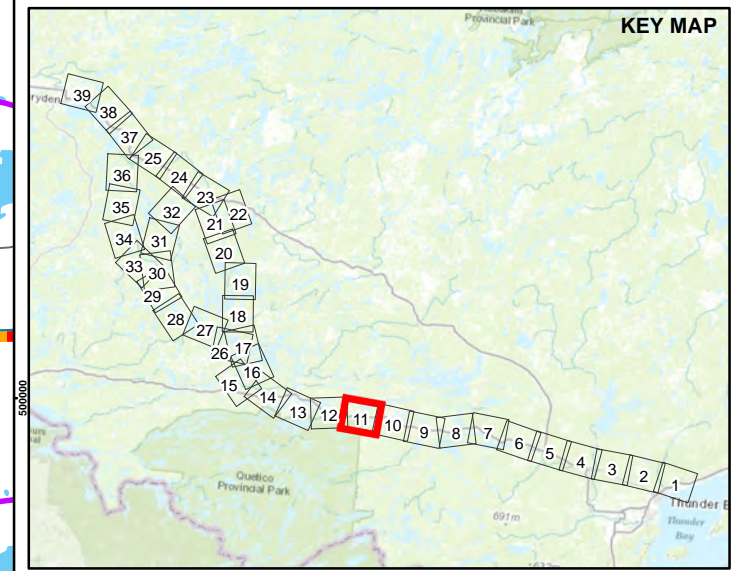
- ALTERNATIVE ROUTE 1

**THUNDER BAY TO ATIKOKAN**

- ALTERNATIVE ROUTE 1C
- SECONDARY HIGHWAY
- RAILWAY
- HYDRO LINE
- WATERCOURSE

**LOCAL STUDY AREA**

- PROV PARK REGULATED
- WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT ASSESSMENT (CHEC)

**TITLE**  
 SITE PLAN

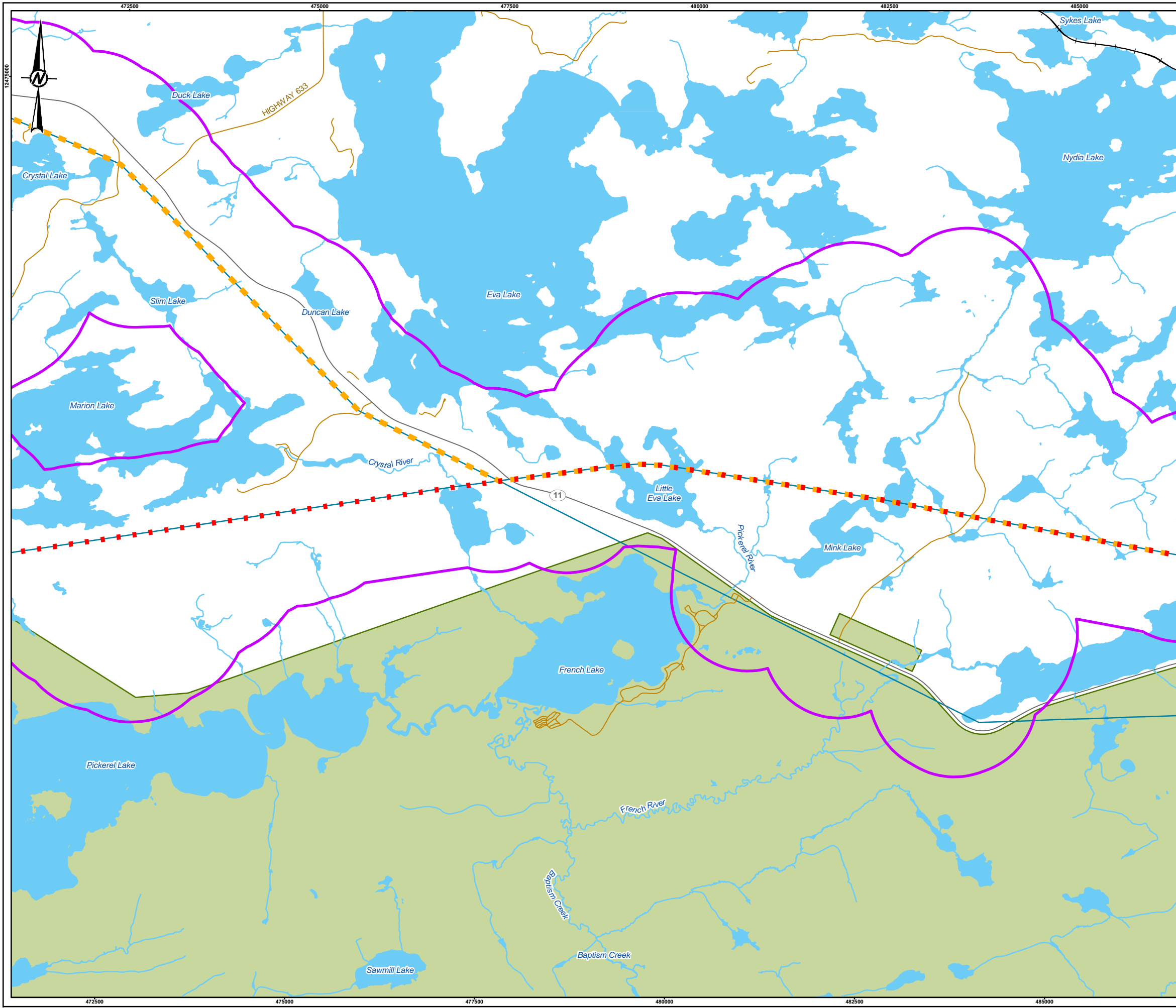
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	DESIGNED	LM
	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

<b>PROJECT NO.</b>	<b>CONTROL</b>	<b>REV.</b>	<b>FIGURE</b>
22519593	0001	A	2 - 11

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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B

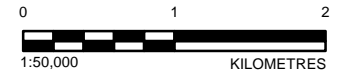
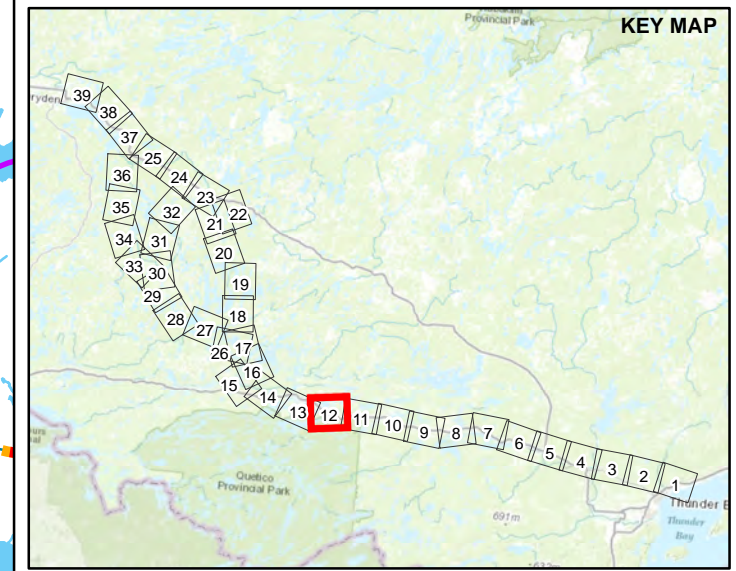




**LEGEND**

**THUNDER BAY**

- ALTERNATIVE ROUTE 1
- ALTERNATIVE ROUTE 1C
- LOCAL ROAD
- SECONDARY HIGHWAY
- RAILWAY
- HYDRO LINE
- WATERCOURSE
- ▭ LOCAL STUDY AREA
- ▭ PROV PARK REGULATED
- ▭ WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT ASSESSMENT (CHEC)

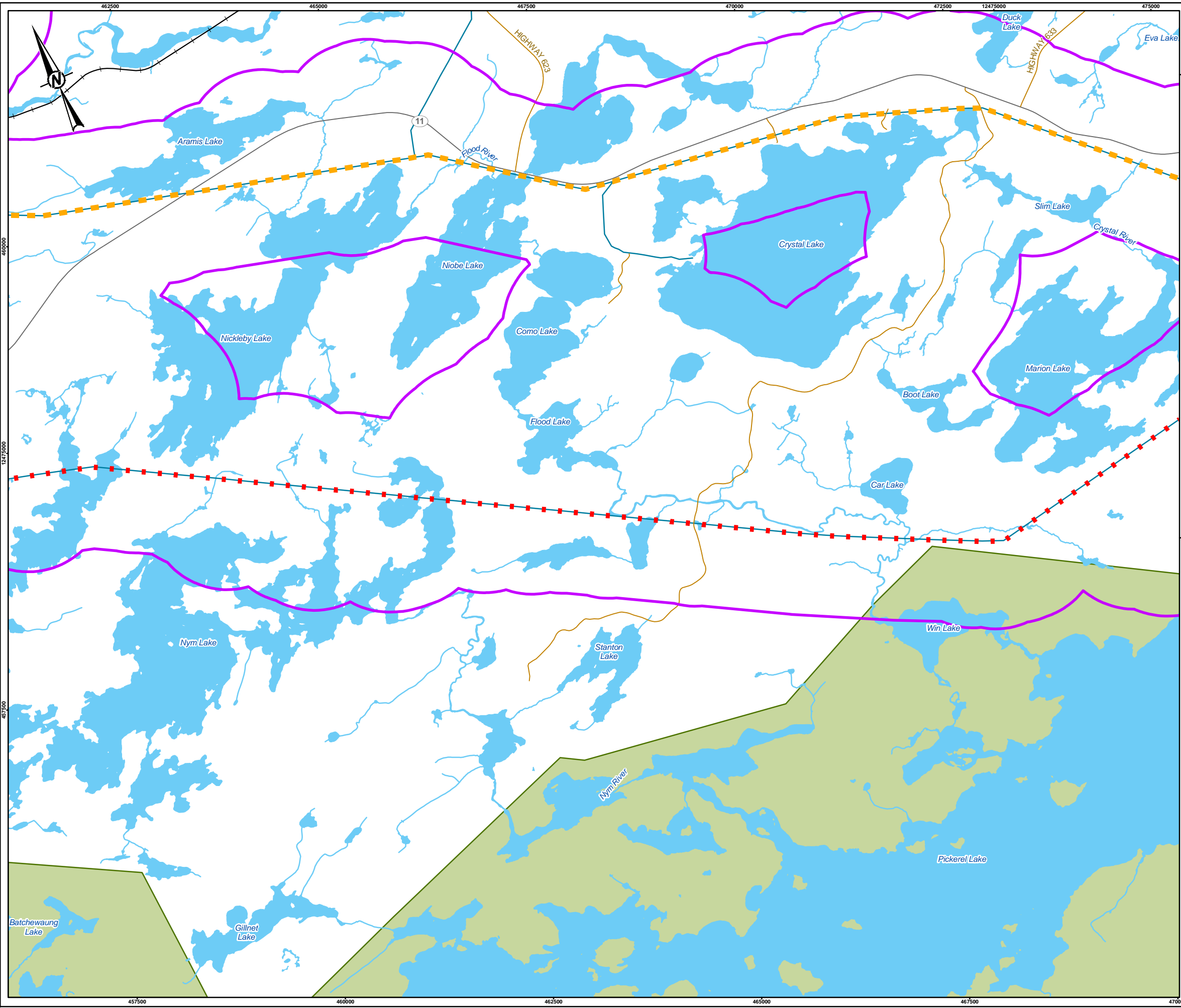
**TITLE**  
 SITE PLAN

<b>CONSULTANT</b>	YYYY-MM-DD	2023-05-09
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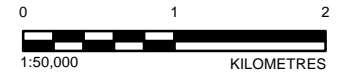
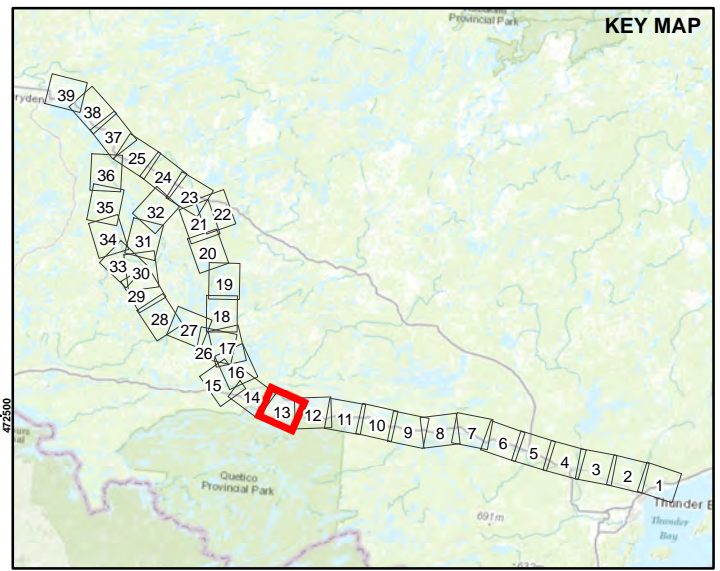
**PROJECT NO.** 22519593     **CONTROL** 0001     **REV.** A     **FIGURE** 2 - 12

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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B



- LEGEND**
- THUNDER BAY**
  - ALTERNATIVE ROUTE 1
  - THUNDER BAY TO ATIKOKAN**
  - ALTERNATIVE ROUTE 1C
  - LOCAL ROAD
  - SECONDARY HIGHWAY
  - RAILWAY
  - HYDRO LINE
  - WATERCOURSE
  - LOCAL STUDY AREA
  - PROV PARK REGULATED
  - WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

CLIENT  
 HYDRO ONE NETWORKS INC.

PROJECT  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

TITLE  
**SITE PLAN**

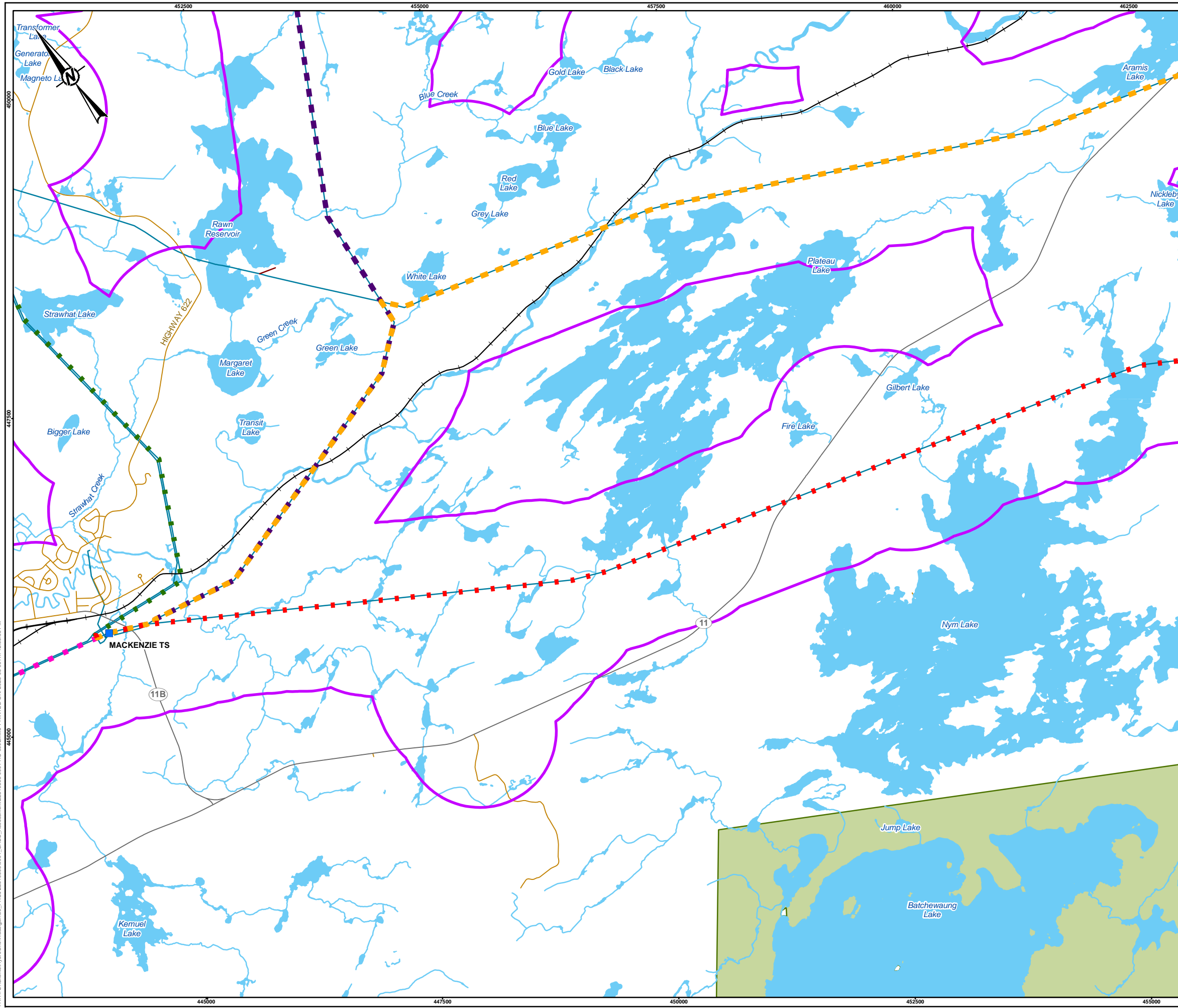
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PROJECT NO.	CONTROL	REV.	FIGURE
22519593	0001	A	2 - 13

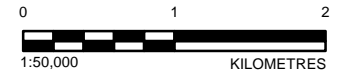
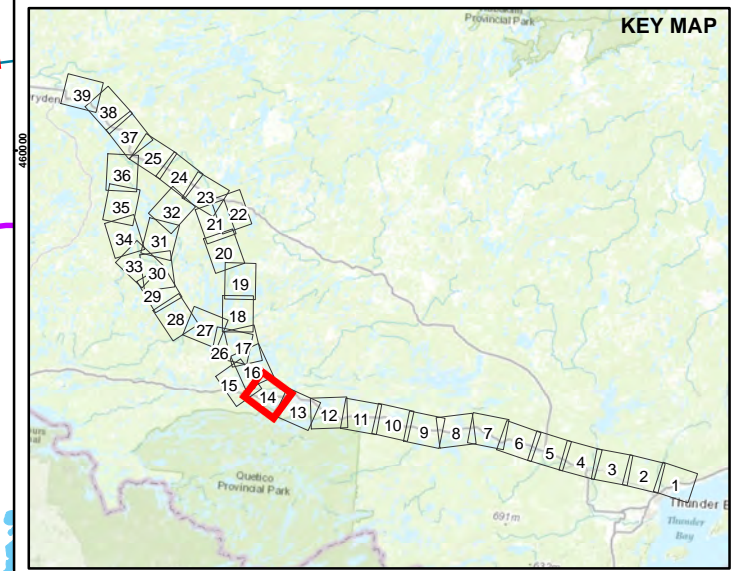
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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B





- LEGEND**
- THUNDER BAY**
  - ALTERNATIVE ROUTE 1
  - THUNDER BAY TO ATIKOKAN**
  - ALTERNATIVE ROUTE 1C
  - ATIKOKAN**
  - ALTERNATIVE ROUTE 2A
  - ALTERNATIVE ROUTE 2B
  - ALTERNATIVE ROUTE 2C
  - 230 kV TRANSFORMER STATION (TS)
  - LOCAL ROAD
  - SECONDARY HIGHWAY
  - RAILWAY
  - HYDRO LINE
  - UNKNOWN TRANSMISSION LINE
  - WATERCOURSE
  - LOCAL STUDY AREA
  - PROV PARK REGULATED
  - WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

CLIENT  
 HYDRO ONE NETWORKS INC.

PROJECT  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT ASSESSMENT (CHEC)

TITLE  
**SITE PLAN**

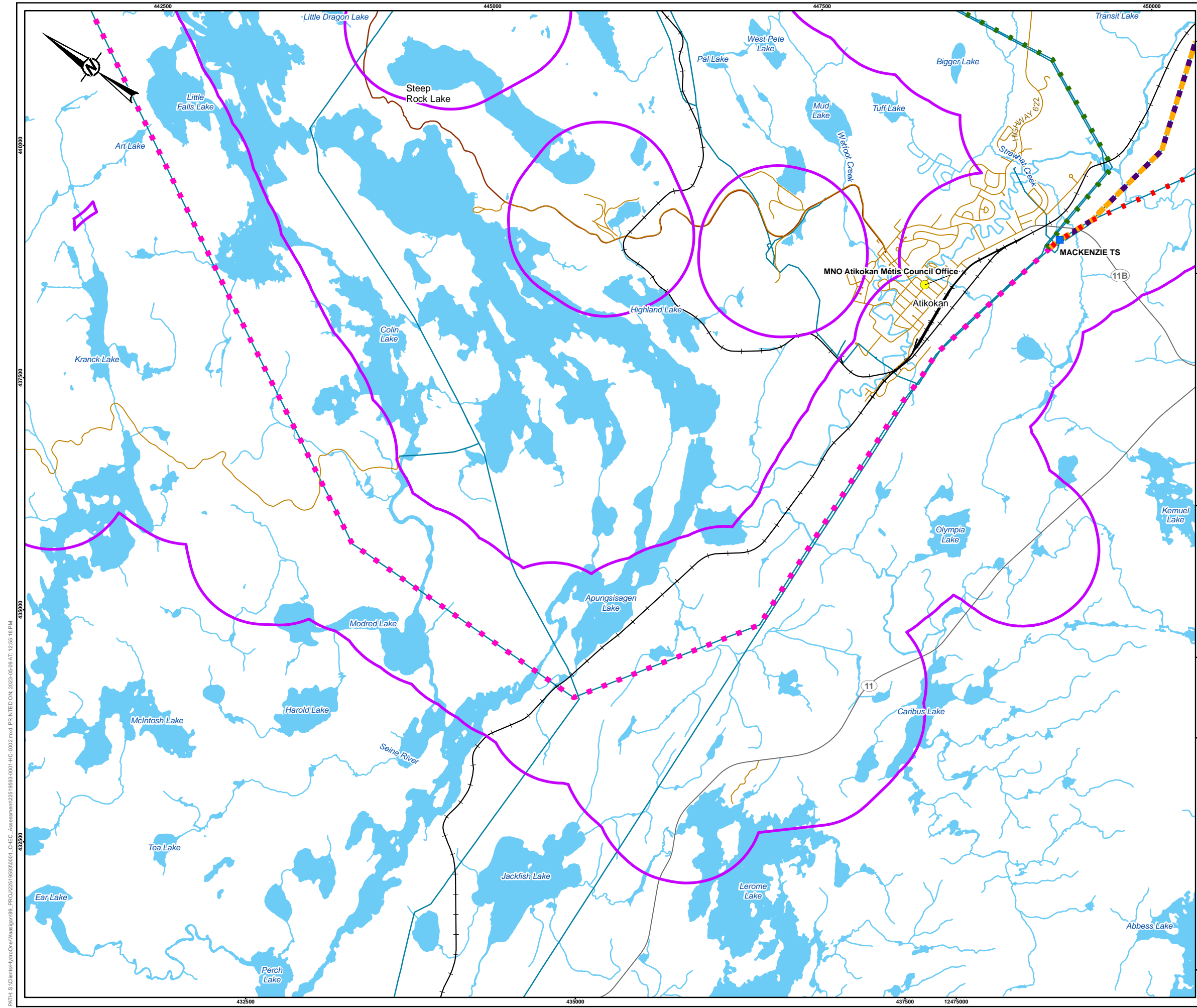
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	REVIEWED	HK
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PROJECT NO. 22519593 CONTROL 0001 REV. A FIGURE 2 - 14

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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B





**LEGEND**

**THUNDER BAY**

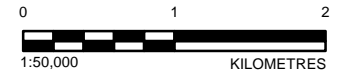
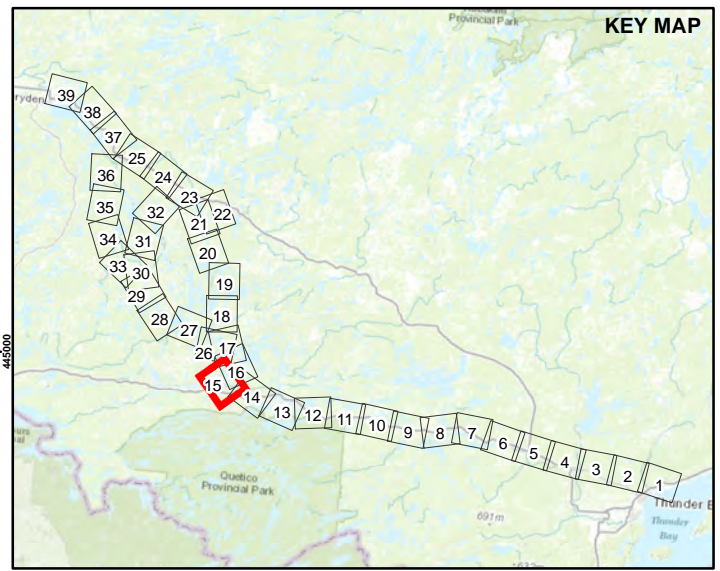
- ALTERNATIVE ROUTE 1

**THUNDER BAY TO ATIKOKAN**

- ALTERNATIVE ROUTE 1C

**ATIKOKAN**

- ALTERNATIVE ROUTE 2A
- ALTERNATIVE ROUTE 2B
- ALTERNATIVE ROUTE 2C
- 230 kV TRANSFORMER STATION (TS)
- MNO COUNCIL OFFICE
- LOCAL ROAD
- SECONDARY HIGHWAY
- RAILWAY
- HYDRO LINE
- NATURAL GAS PIPELINE
- WATERCOURSE
- LOCAL STUDY AREA
- WATERBODY



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**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT ASSESSMENT (CHEC)

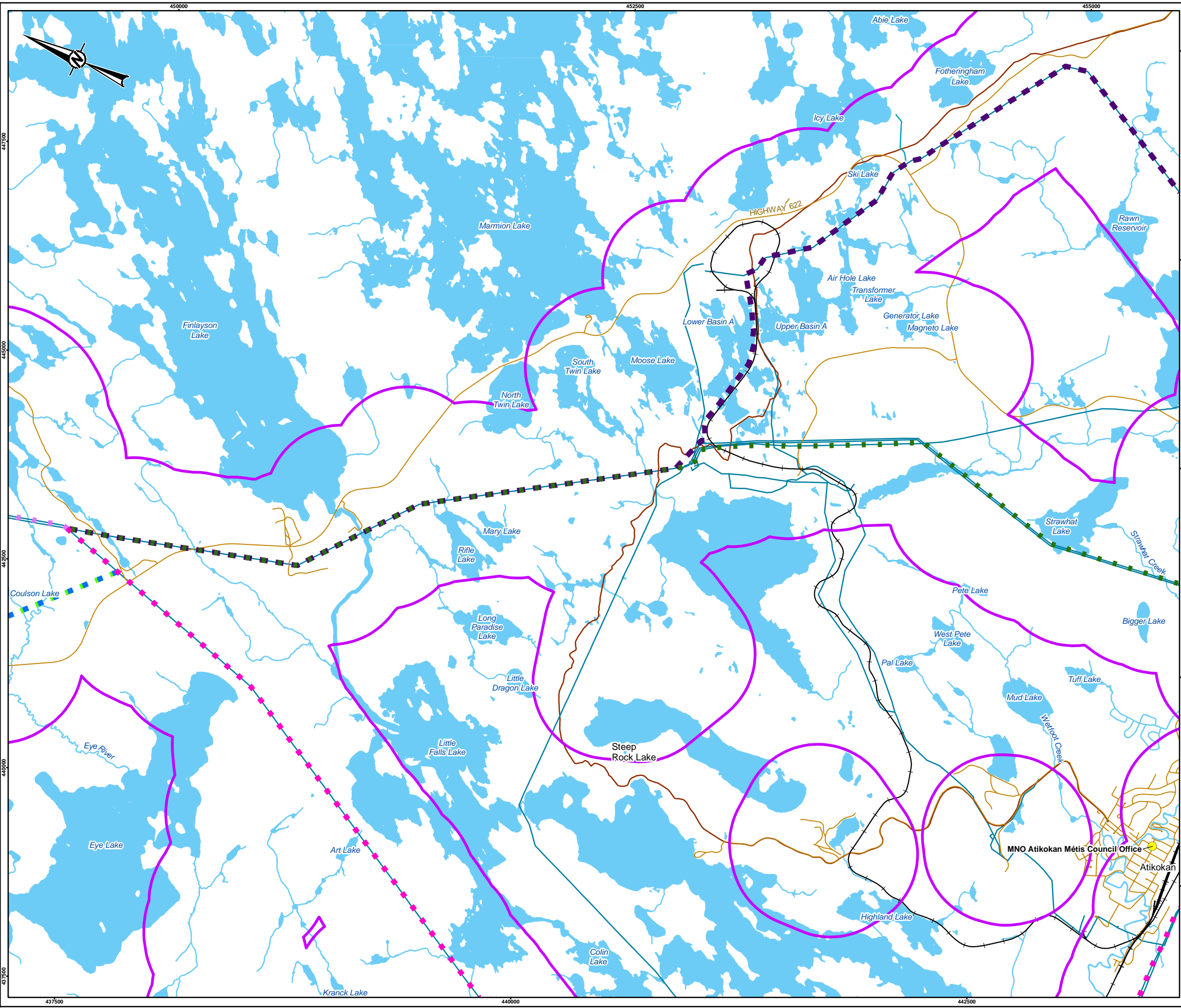
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<b>CONSULTANT</b>	YYYY-MM-DD	2023-05-09
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	REVIEWED	HK
	APPROVED	CS

**PROJECT NO.** 22519593    **CONTROL** 0001    **REV.** A    **FIGURE** 2 - 15

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 IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B





**LEGEND**

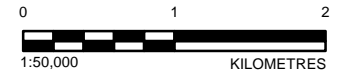
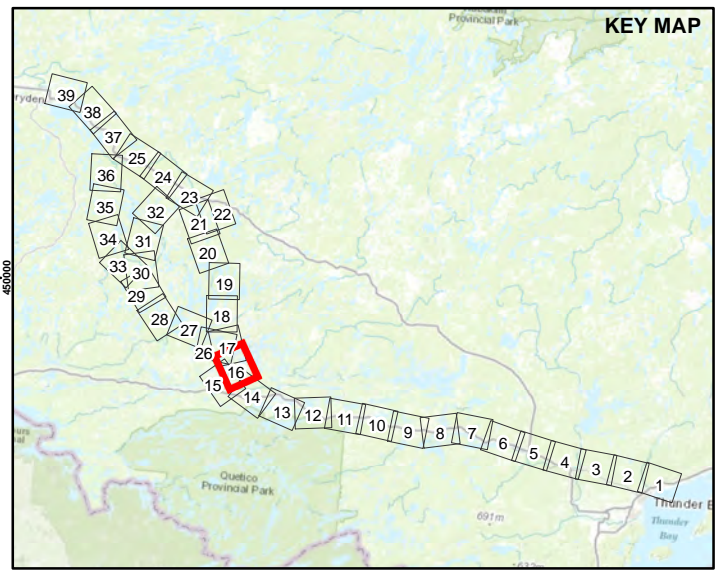
**ATIKOKAN**

- ALTERNATIVE ROUTE 2A
- ALTERNATIVE ROUTE 2B
- ALTERNATIVE ROUTE 2C

**ATIKOKAN TO DRYDEN**

- ALTERNATIVE ROUTE 3A
- ALTERNATIVE ROUTE 3B
- ALTERNATIVE ROUTE 3C

- MNO COUNCIL OFFICE
- LOCAL ROAD
- RAILWAY
- HYDRO LINE
- NATURAL GAS PIPELINE
- SUBMERGED HYDRO LINE
- WATERCOURSE
- LOCAL STUDY AREA
- WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

CLIENT  
 HYDRO ONE NETWORKS INC.

PROJECT  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT ASSESSMENT (CHEC)

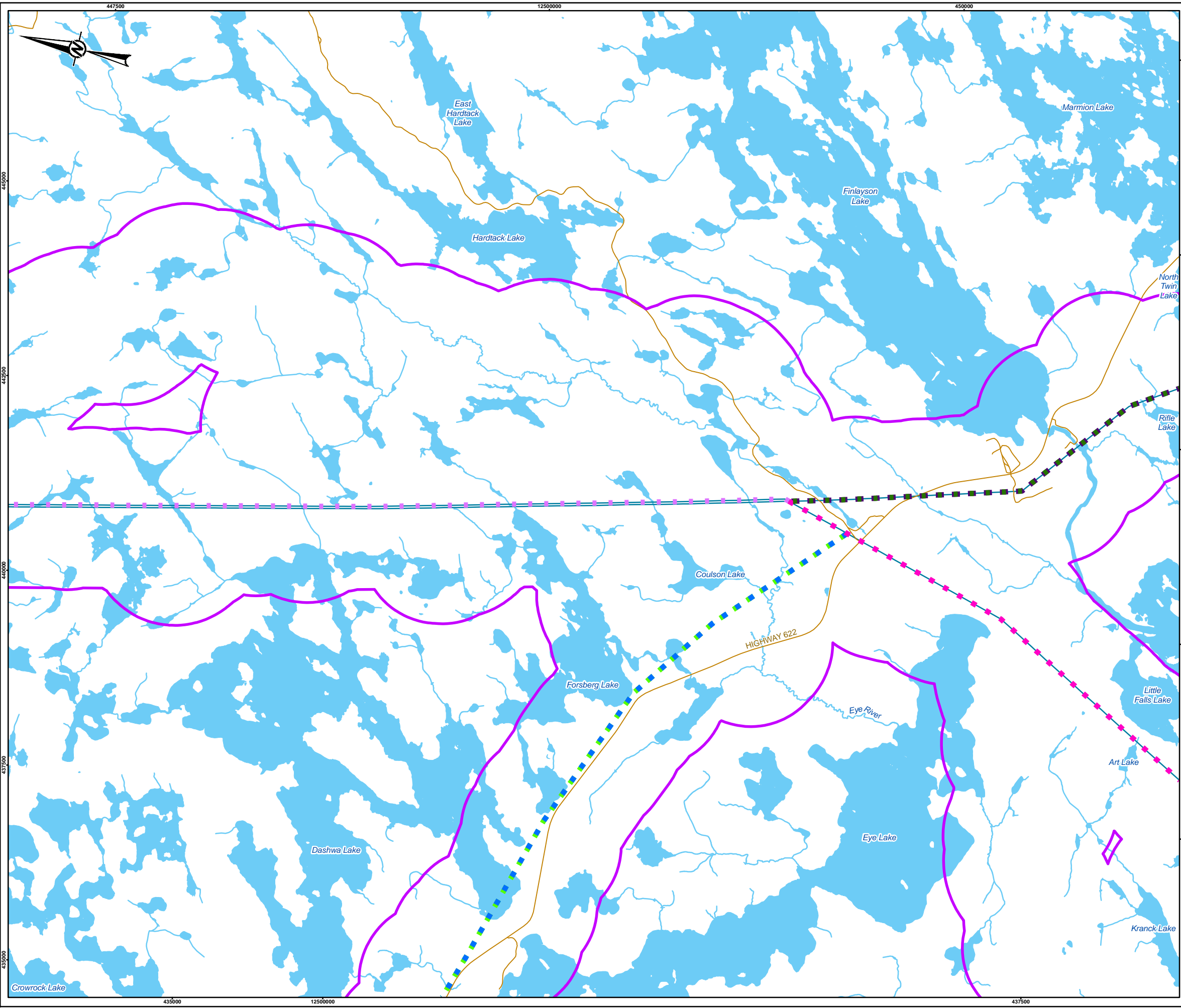
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CONSULTANT	YYYY-MM-DD	2023-05-09
	DESIGNED	LM
	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

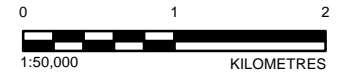
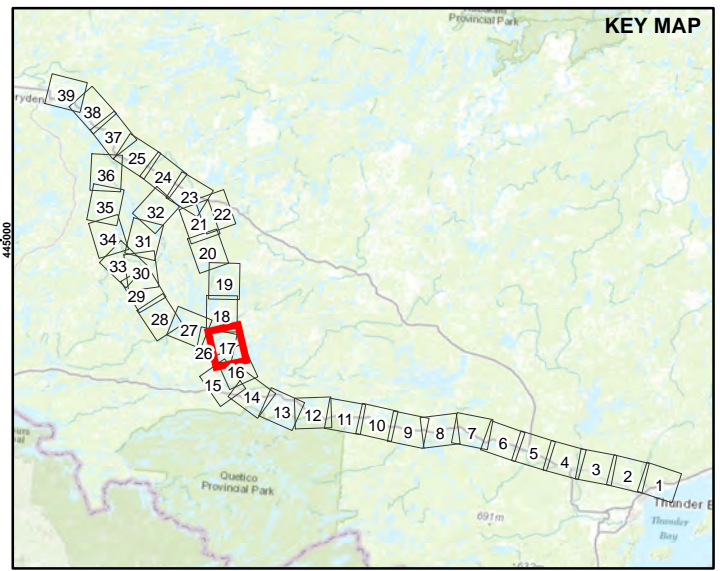
PROJECT NO.	CONTROL	REV.	FIGURE
22519593	0001	A	2 - 16

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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B



- LEGEND**
- ATIKOKAN**
- ALTERNATIVE ROUTE 2A
  - ALTERNATIVE ROUTE 2B
  - ALTERNATIVE ROUTE 2C
- ATIKOKAN TO DRYDEN**
- ALTERNATIVE ROUTE 3A
  - ALTERNATIVE ROUTE 3B
  - ALTERNATIVE ROUTE 3C
- LOCAL ROAD
  - HYDRO LINE
  - WATERCOURSE
  - ▭ LOCAL STUDY AREA
  - WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

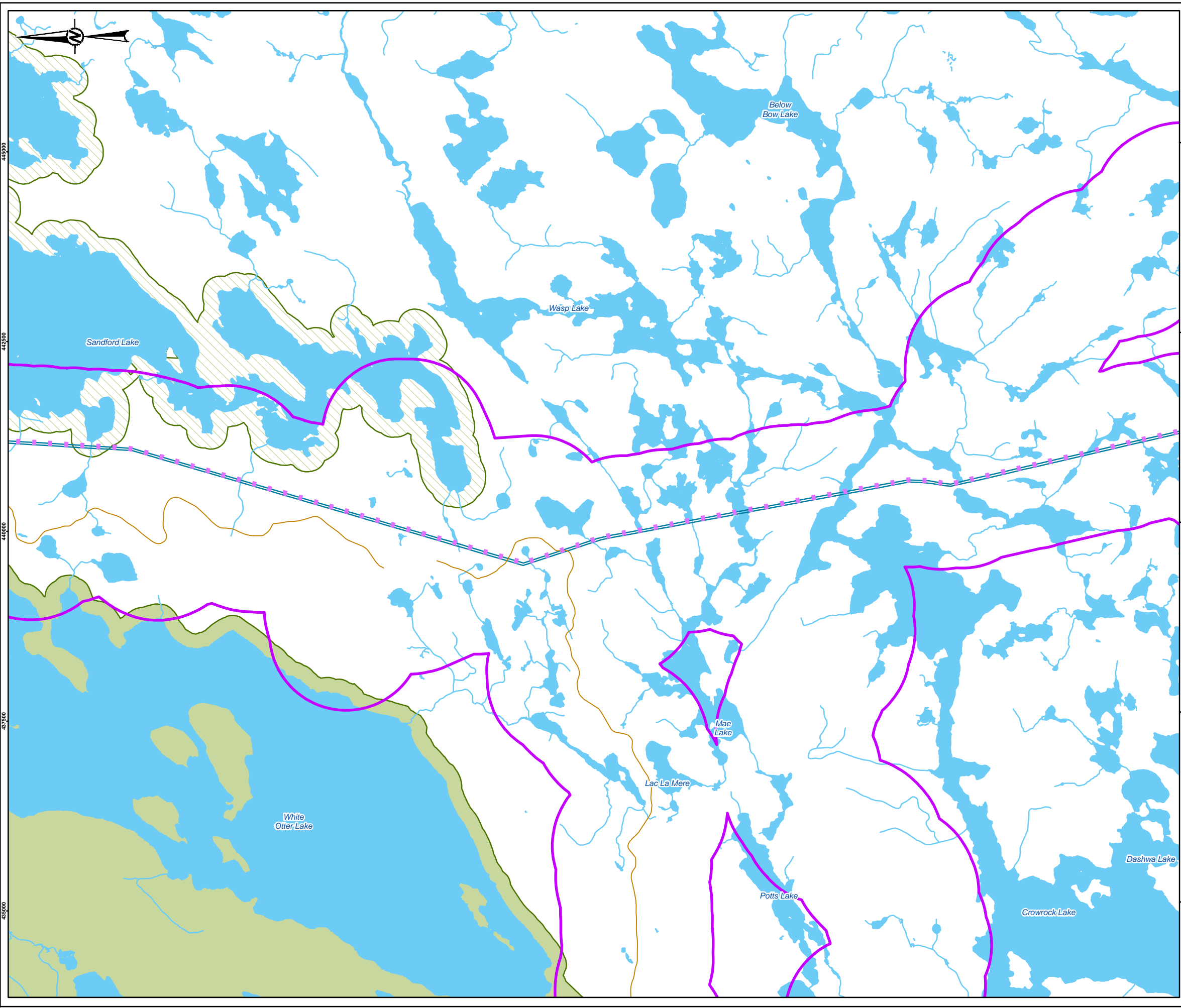
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<b>CONSULTANT</b>	YYYY-MM-DD	2023-05-09
	DESIGNED	LM
	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

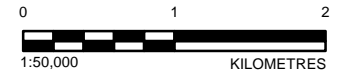
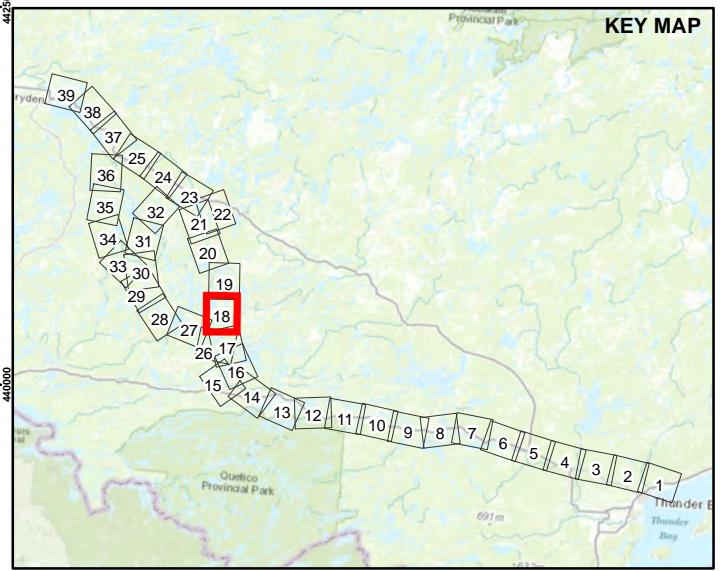
<b>PROJECT NO.</b>	<b>CONTROL</b>	<b>REV.</b>	<b>FIGURE</b>
22519593	0001	A	2 - 17

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 IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B





- LEGEND**
- ATIKOKAN TO DRYDEN**
- ALTERNATIVE ROUTE 3A
  - LOCAL ROAD
  - HYDRO LINE
  - WATERCOURSE
  - CONSERVATION RESERVE
  - LOCAL STUDY AREA
  - PROV PARK REGULATED
  - WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

CLIENT  
 HYDRO ONE NETWORKS INC.

PROJECT  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

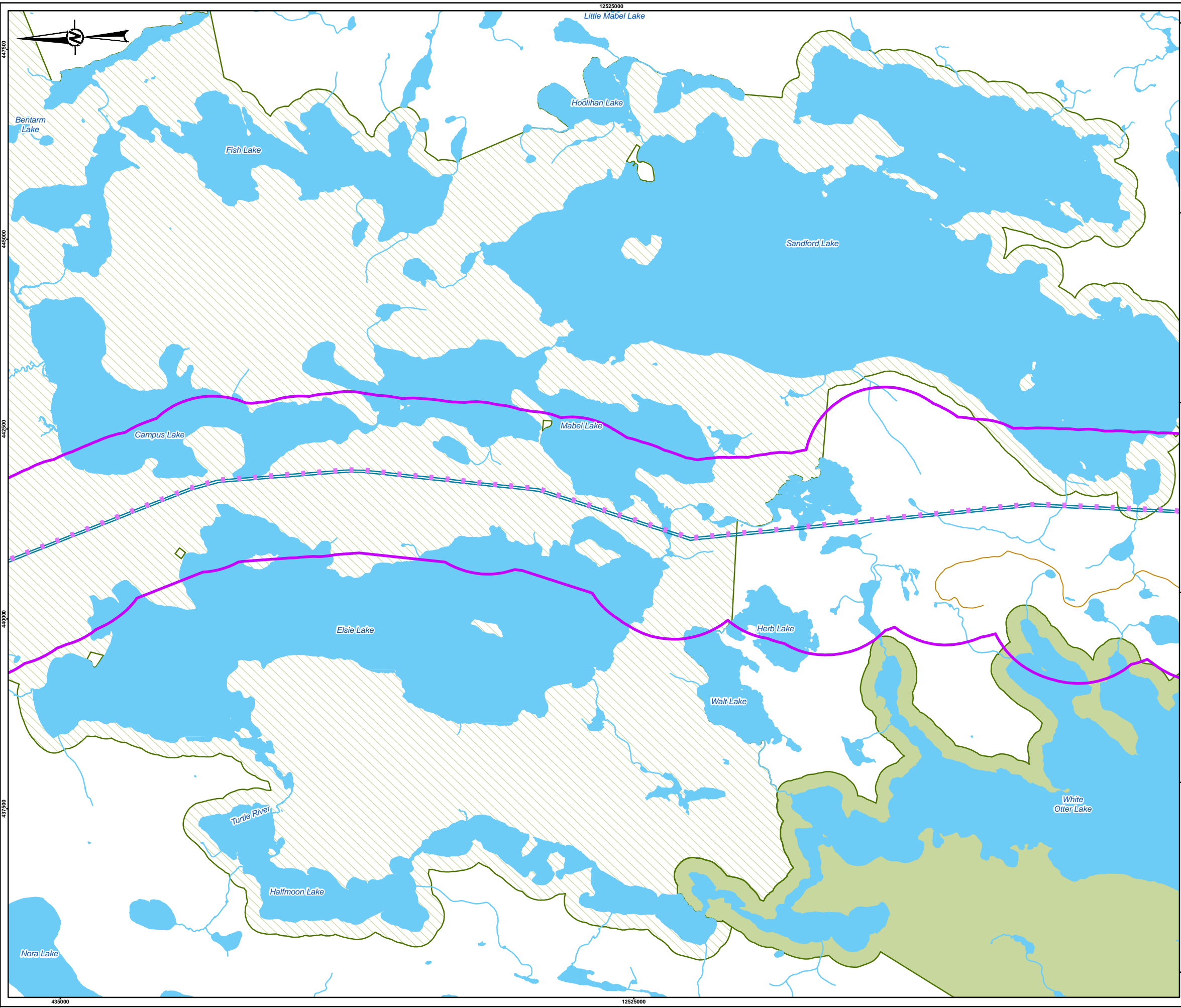
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CONSULTANT	YYYY-MM-DD	2023-05-09
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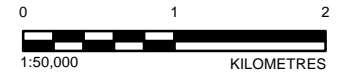
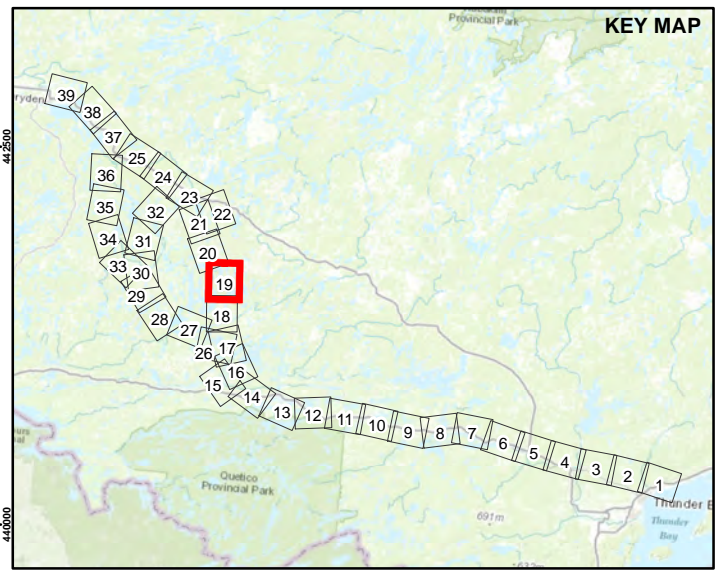
PROJECT NO. 22519593 CONTROL 0001 REV. A FIGURE 2 - 18

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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B



- LEGEND**
- ATIKOKAN TO DRYDEN**
- ALTERNATIVE ROUTE 3A
  - LOCAL ROAD
  - HYDRO LINE
  - WATERCOURSE
  - CONSERVATION RESERVE
  - LOCAL STUDY AREA
  - PROV PARK REGULATED
  - WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

CLIENT  
 HYDRO ONE NETWORKS INC.

PROJECT  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

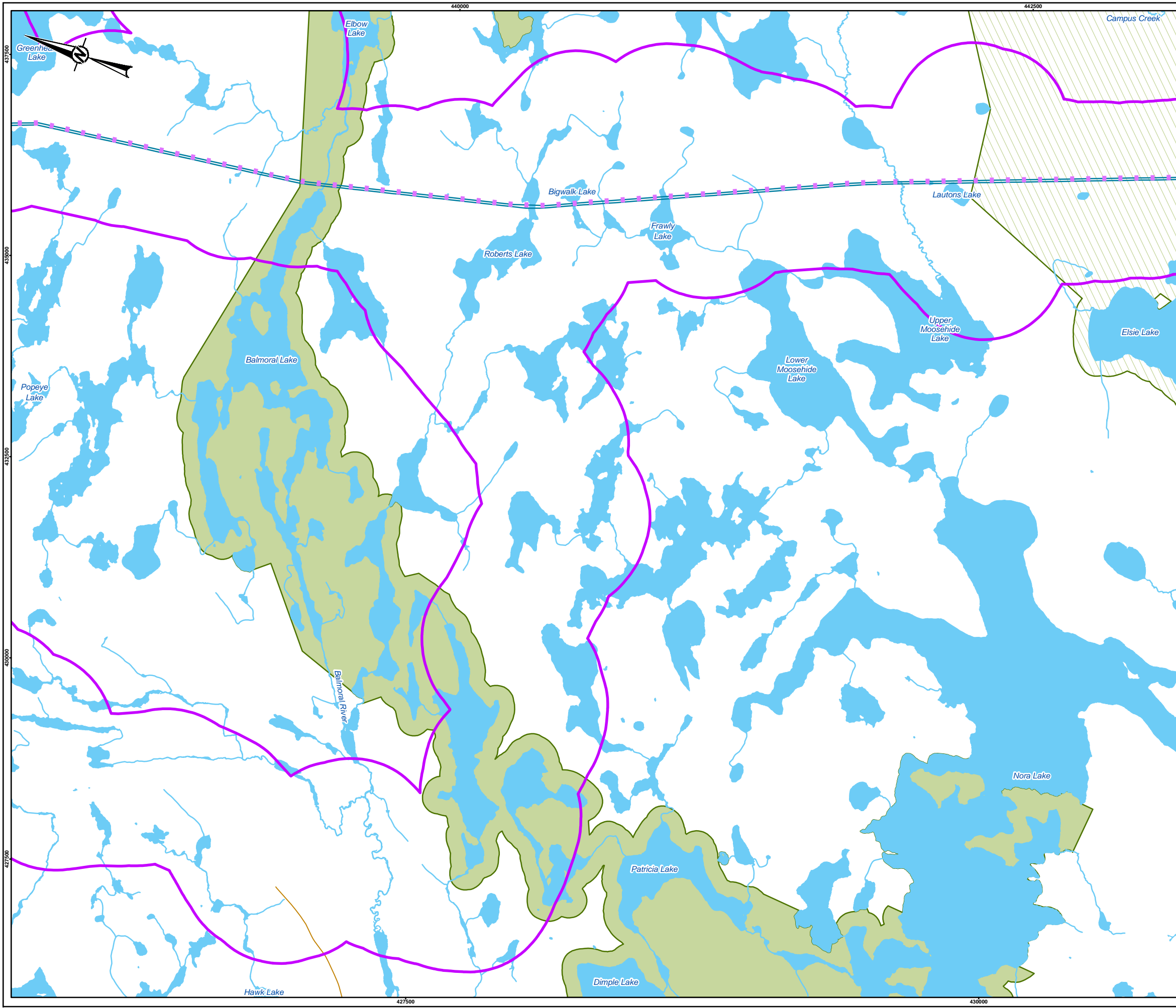
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CONSULTANT	YYYY-MM-DD	2023-05-09
	DESIGNED	LM
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	REVIEWED	HK
	APPROVED	CS

PROJECT NO. 22519593	CONTROL 0001	REV. A	FIGURE 2 - 19
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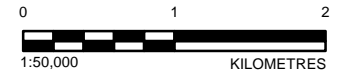
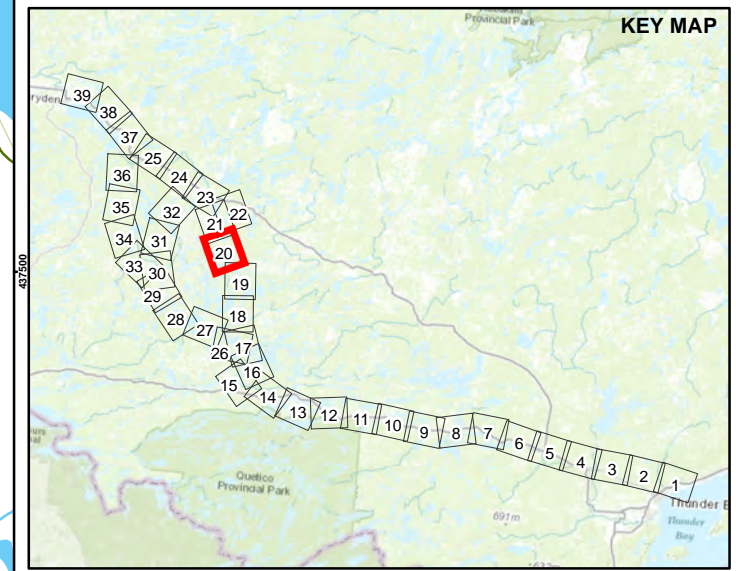




**LEGEND**

**ATIKOKAN TO DRYDEN**

- ALTERNATIVE ROUTE 3A
- LOCAL ROAD
- HYDRO LINE
- WATERCOURSE
- CONSERVATION RESERVE
- LOCAL STUDY AREA
- PROV PARK REGULATED
- WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

CLIENT  
 HYDRO ONE NETWORKS INC.

PROJECT  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

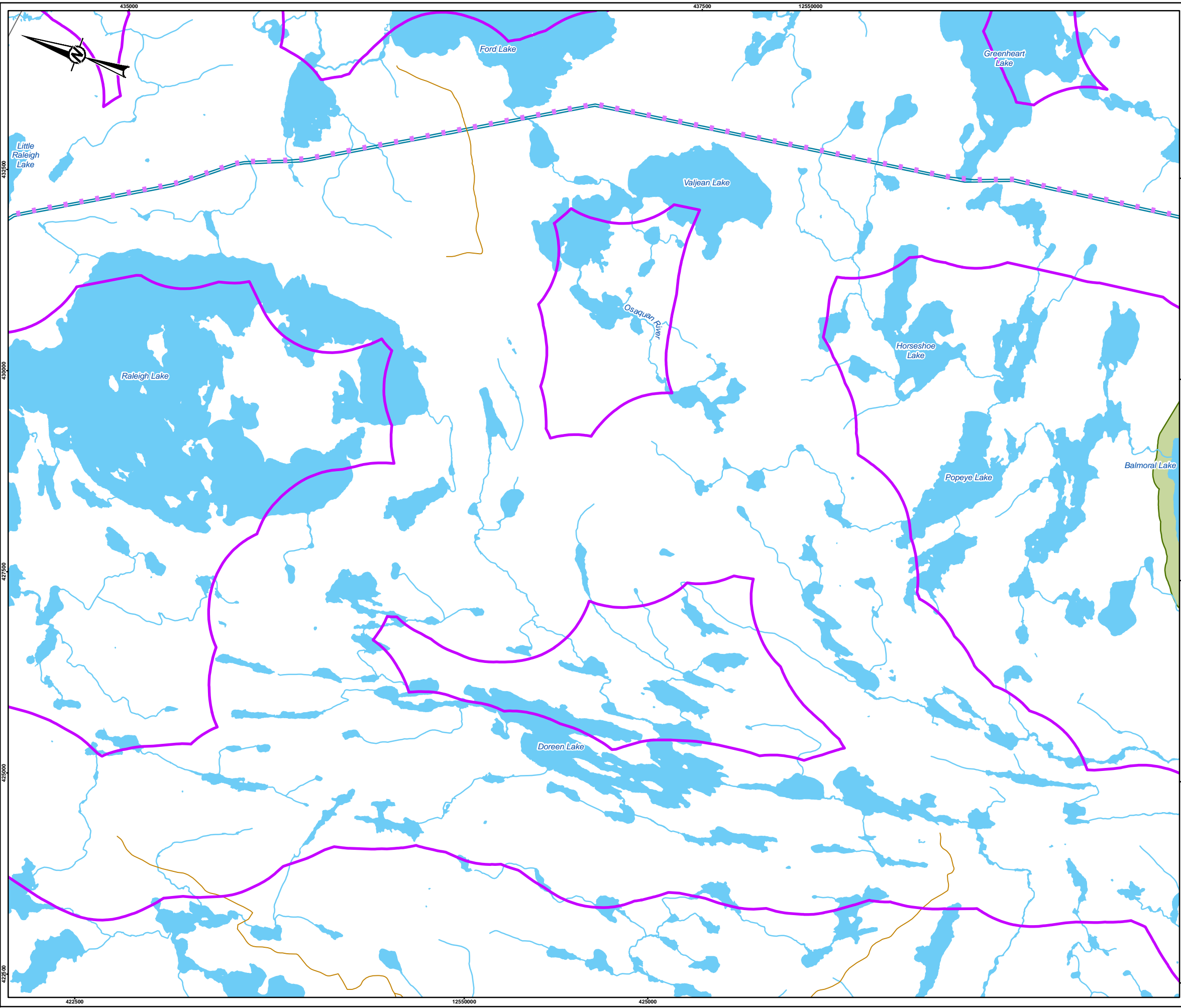
TITLE  
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CONSULTANT	YYYY-MM-DD	2023-05-09
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	REVIEWED	HK
	APPROVED	CS

PROJECT NO. 22519593 CONTROL 0001 REV. A FIGURE 2 - 20

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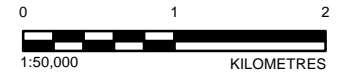
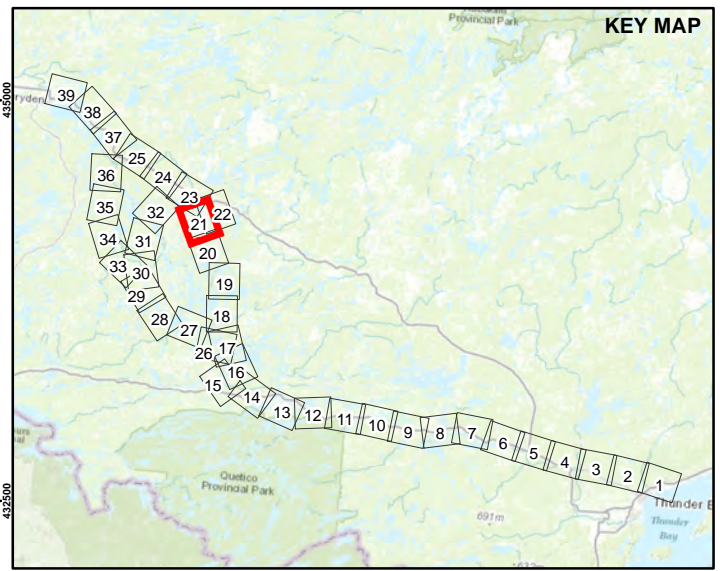
IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B



**LEGEND**

**ATIKOKAN TO DRYDEN**

- ALTERNATIVE ROUTE 3A
- LOCAL ROAD
- SECONDARY HIGHWAY
- HYDRO LINE
- WATERCOURSE
- LOCAL STUDY AREA
- PROV PARK REGULATED
- WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

CLIENT  
 HYDRO ONE NETWORKS INC.

PROJECT  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

TITLE  
**SITE PLAN**

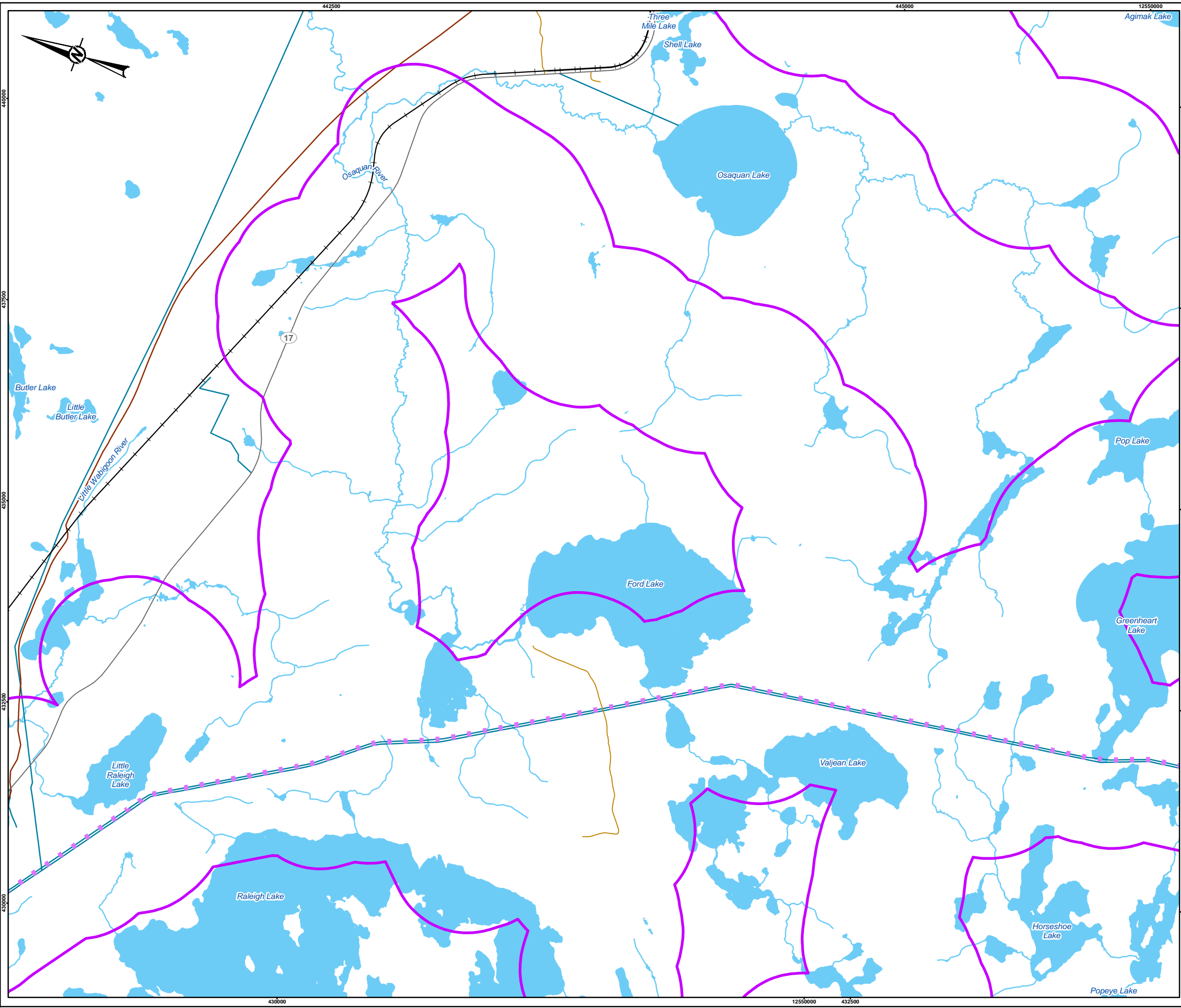
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	DESIGNED	LM
	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

PROJECT NO.	CONTROL	REV.	FIGURE
22519593	0001	A	2 - 21

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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B

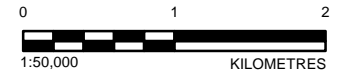
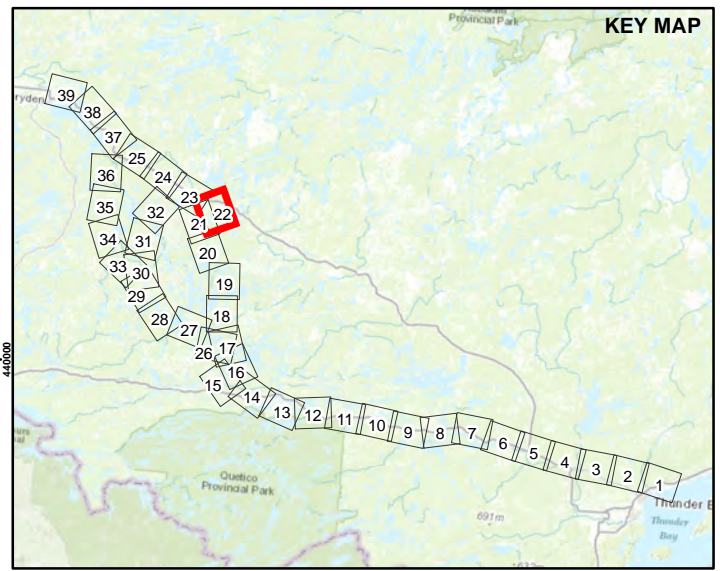




**LEGEND**

**ATIKOKAN TO DRYDEN**

- ALTERNATIVE ROUTE 3A
- LOCAL ROAD
- SECONDARY HIGHWAY
- RAILWAY
- HYDRO LINE
- NATURAL GAS PIPELINE
- WATERCOURSE
- LOCAL STUDY AREA
- WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

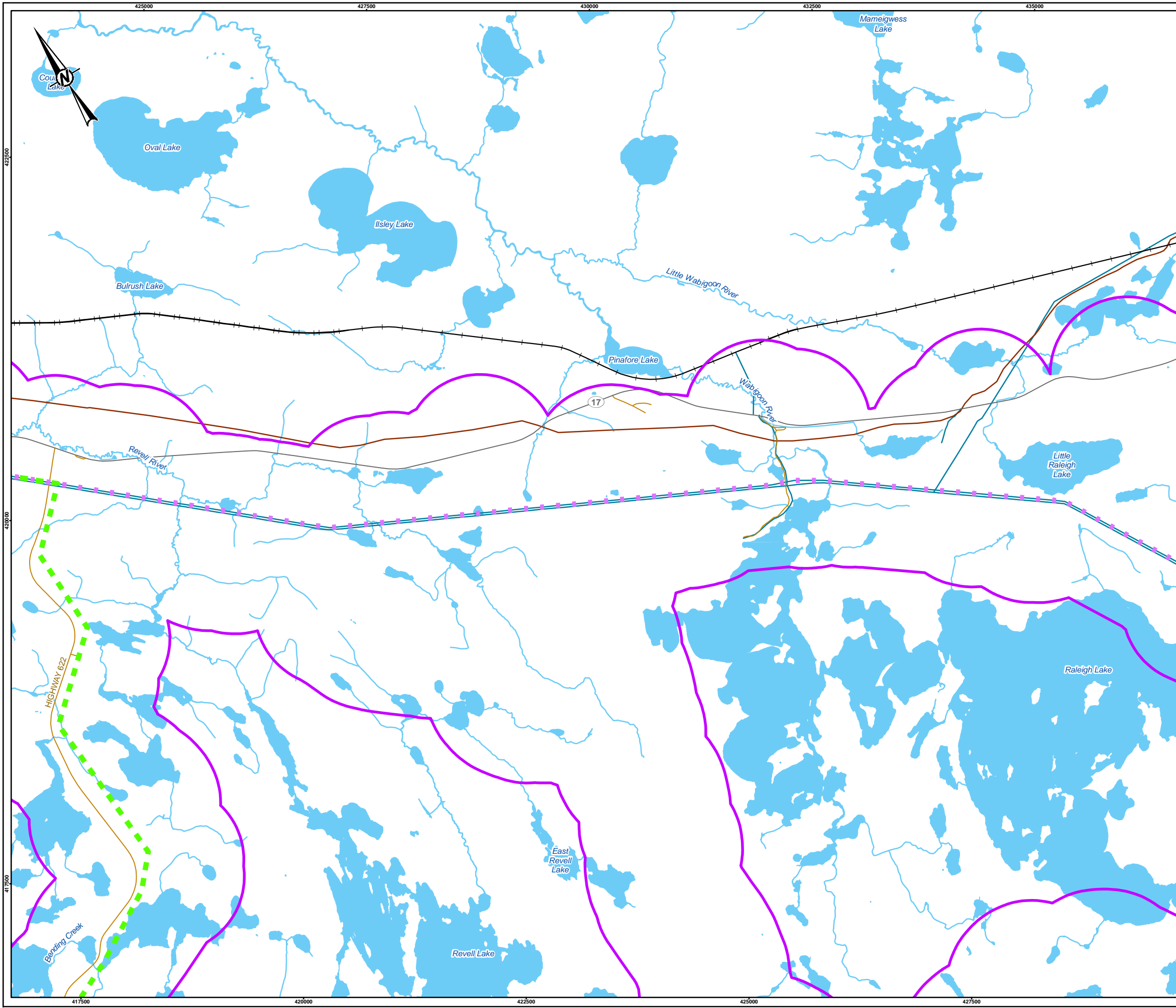
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	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

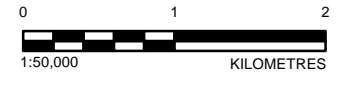
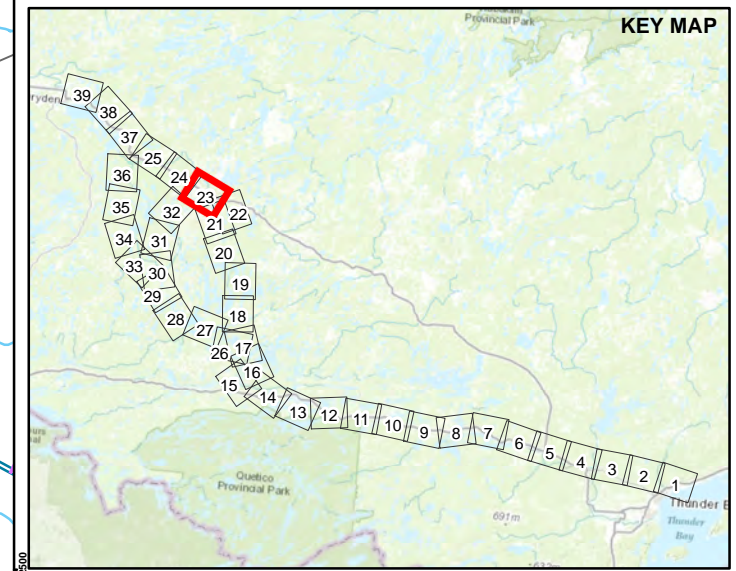
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22519593	0001	A	2 - 22

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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B



- LEGEND**
- ATIKOKAN TO DRYDEN**
- ALTERNATIVE ROUTE 3A
  - - - ALTERNATIVE ROUTE 3C
  - LOCAL ROAD
  - SECONDARY HIGHWAY
  - RAILWAY
  - HYDRO LINE
  - NATURAL GAS PIPELINE
  - WATERCOURSE
  - LOCAL STUDY AREA
  - WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

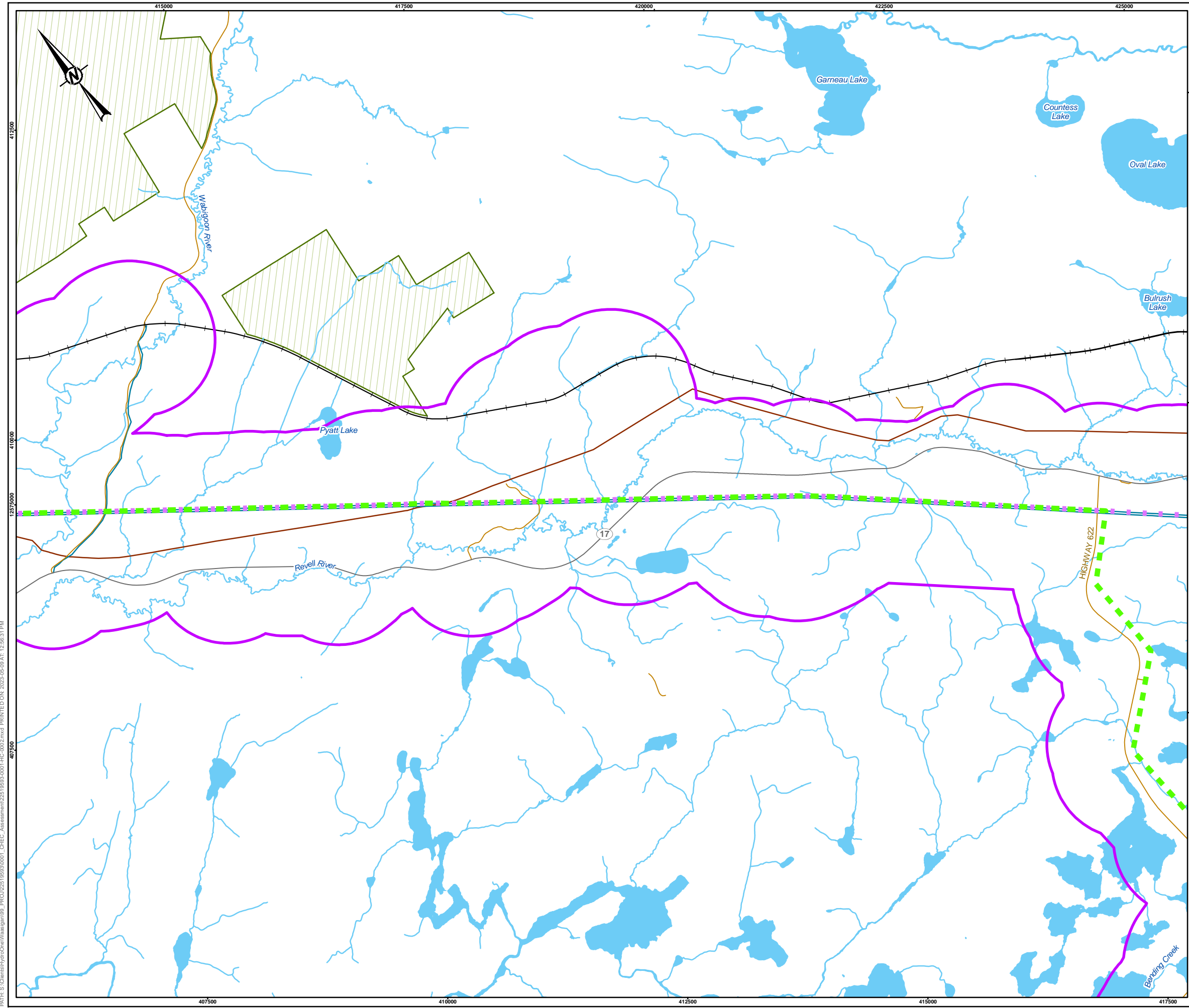
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	REVIEWED	HK
	APPROVED	CS

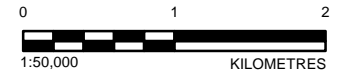
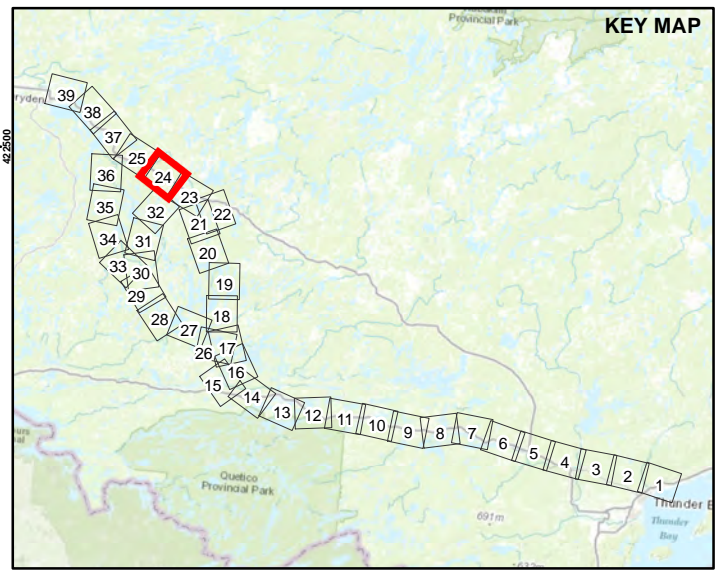
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22519593	0001	A	2 - 23

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 IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B





- LEGEND**
- ATIKOKAN TO DRYDEN**
- ALTERNATIVE ROUTE 3A
  - ALTERNATIVE ROUTE 3C
  - LOCAL ROAD
  - SECONDARY HIGHWAY
  - RAILWAY
  - HYDRO LINE
  - NATURAL GAS PIPELINE
  - WATERCOURSE
  - CONSERVATION RESERVE
  - LOCAL STUDY AREA
  - WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

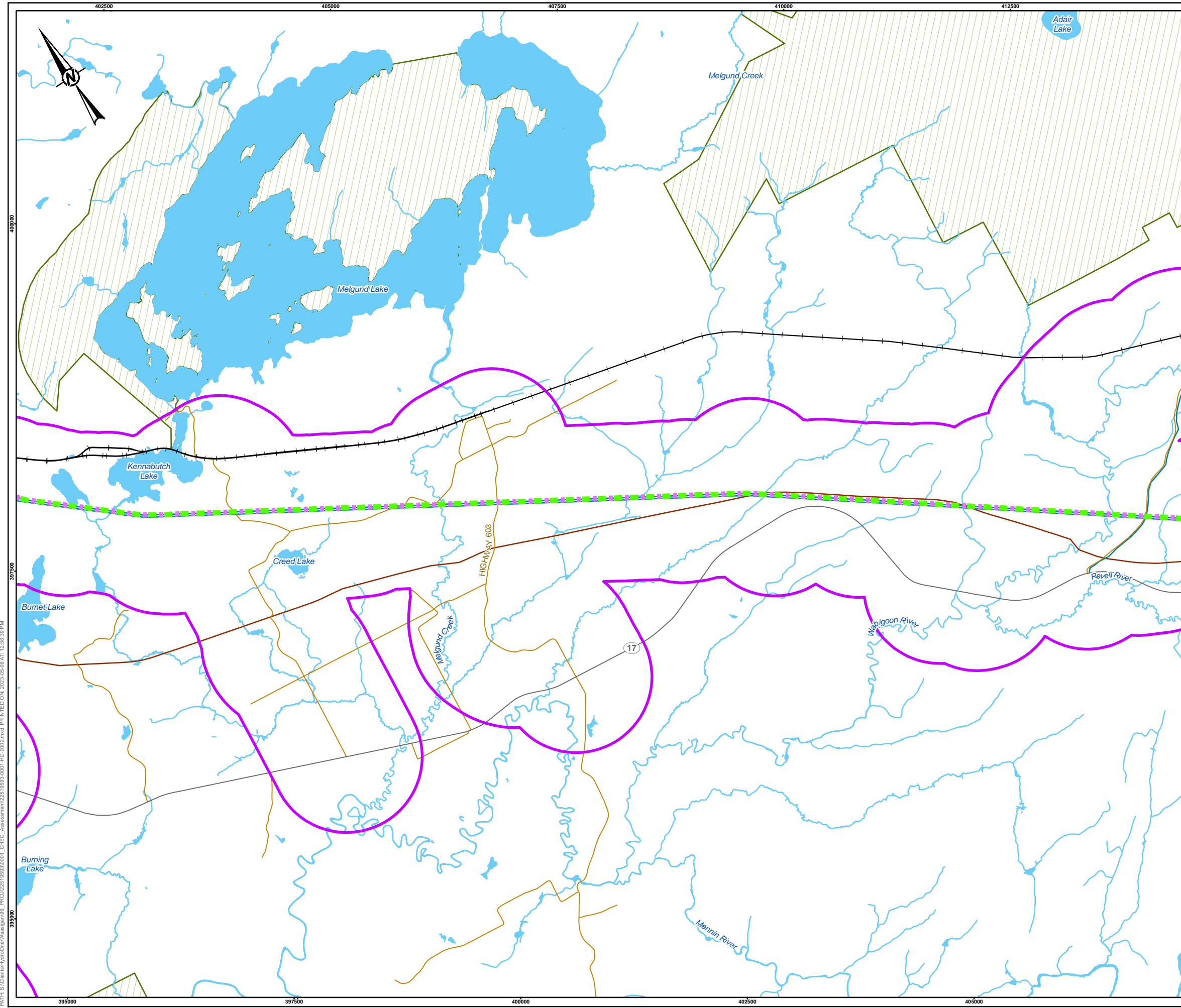
**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT ASSESSMENT (CHEC)

**TITLE**  
 SITE PLAN

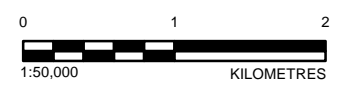
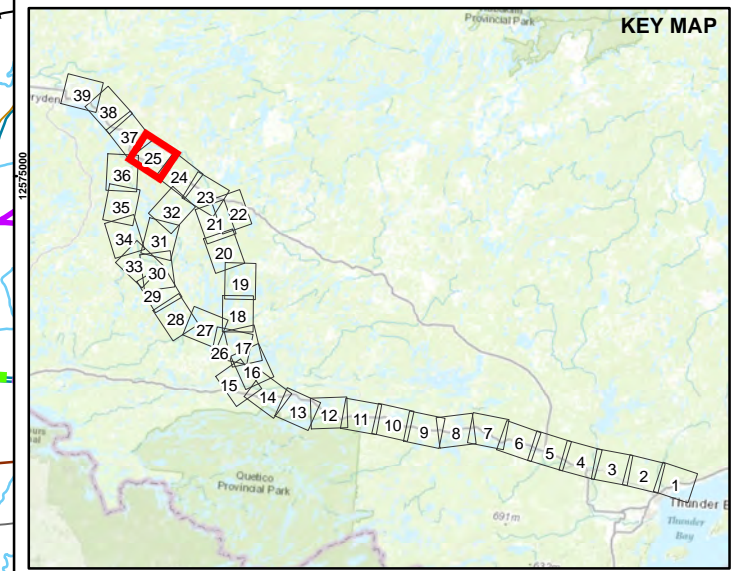
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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B



- LEGEND**
- ATIKOKAN TO DRYDEN**
- ALTERNATIVE ROUTE 3A
  - ALTERNATIVE ROUTE 3C
  - LOCAL ROAD
  - SECONDARY HIGHWAY
  - + RAILWAY
  - HYDRO LINE
  - NATURAL GAS PIPELINE
  - WATERCOURSE
  - CONSERVATION RESERVE
  - LOCAL STUDY AREA
  - WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

CLIENT  
 HYDRO ONE NETWORKS INC.

PROJECT  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

TITLE  
**SITE PLAN**

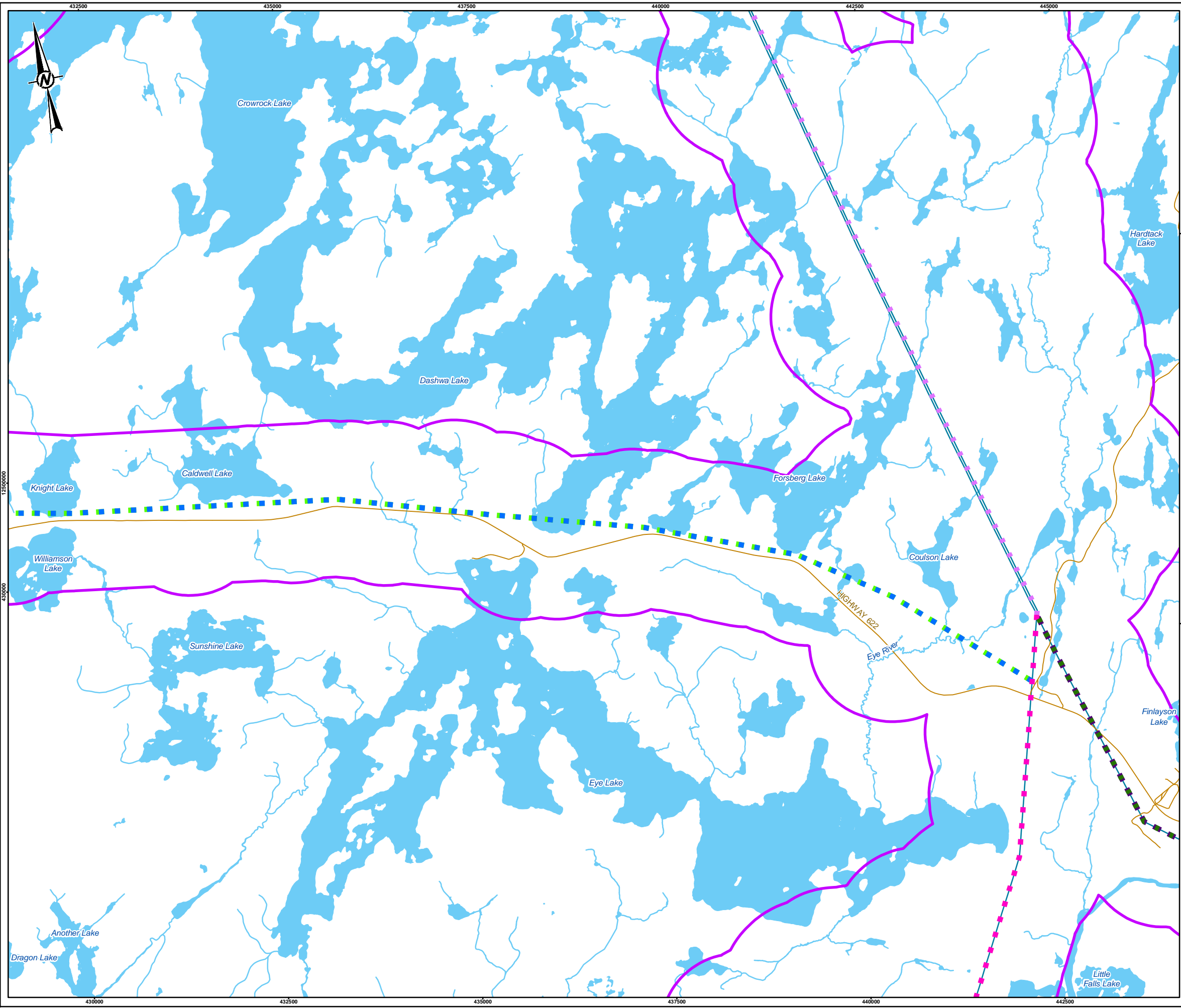
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	REVIEWED	HK
	APPROVED	CS

PROJECT NO.	CONTROL	REV.	FIGURE
22519593	0001	A	2 - 25

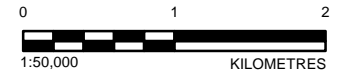
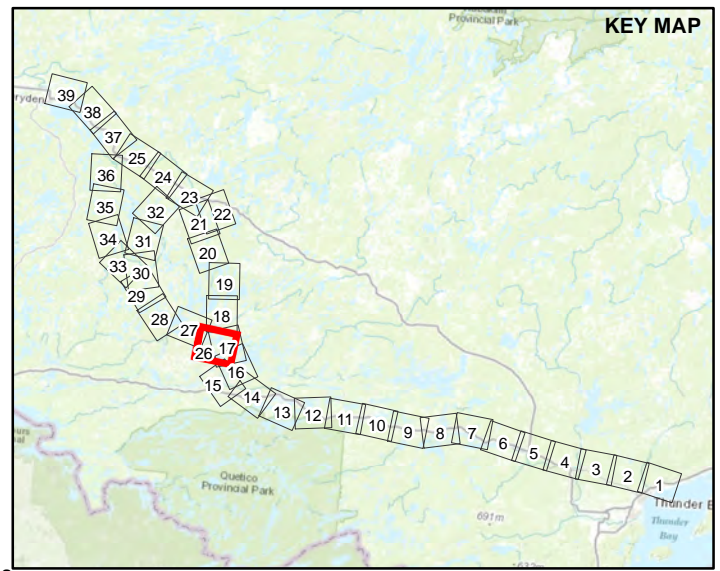
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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B





- LEGEND**
- ATIKOKAN**
- ALTERNATIVE ROUTE 2A
  - ALTERNATIVE ROUTE 2B
  - ALTERNATIVE ROUTE 2C
- ATIKOKAN TO DRYDEN**
- ALTERNATIVE ROUTE 3A
  - ALTERNATIVE ROUTE 3B
  - ALTERNATIVE ROUTE 3C
- LOCAL ROAD
  - HYDRO LINE
  - WATERCOURSE
  - ▭ LOCAL STUDY AREA
  - WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

CLIENT  
 HYDRO ONE NETWORKS INC.

PROJECT  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

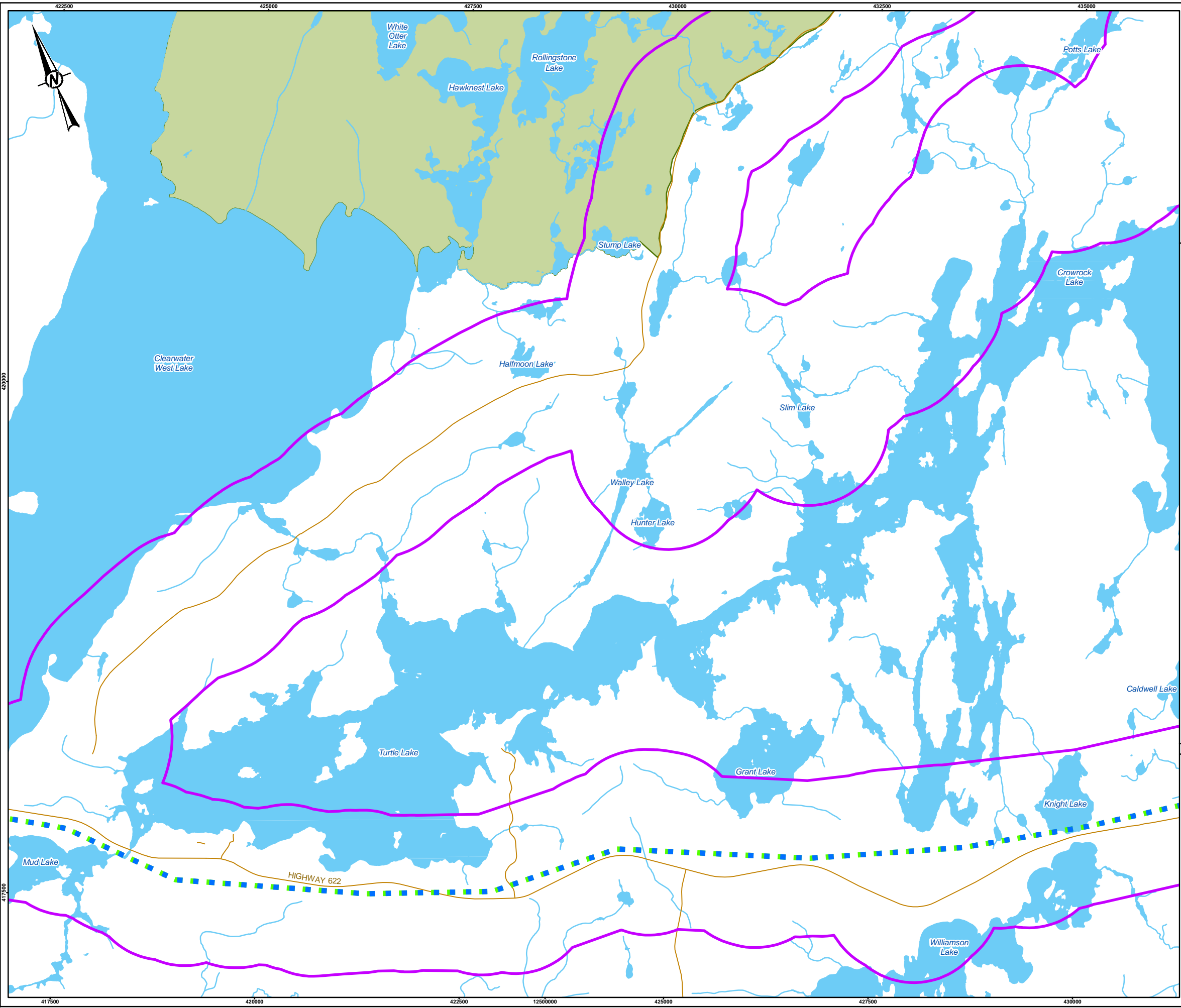
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	APPROVED	CS

PROJECT NO.	CONTROL	REV.	FIGURE
22519593	0001	A	2 - 26

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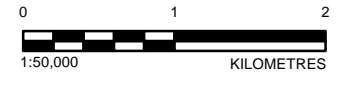
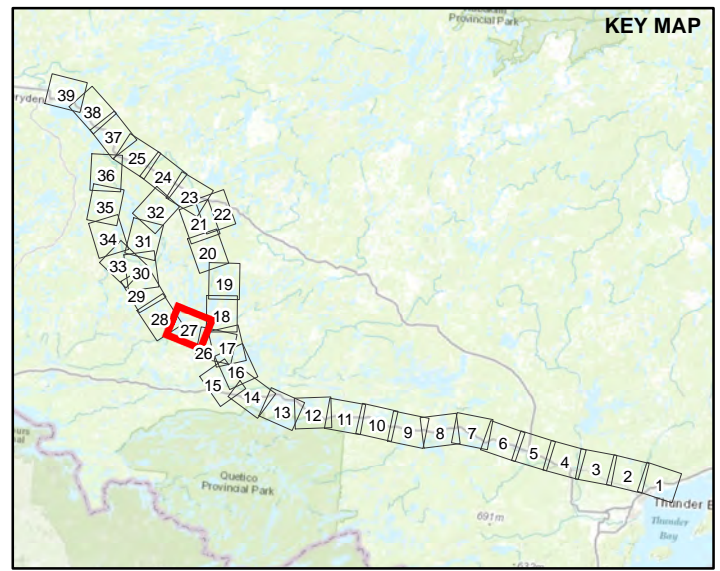
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**LEGEND**

**ATIKOKAN TO DRYDEN**

- ALTERNATIVE ROUTE 3B
- ALTERNATIVE ROUTE 3C
- LOCAL ROAD
- WATERCOURSE
- ▭ LOCAL STUDY AREA
- ▭ PROV PARK REGULATED
- ▭ WATERBODY



**REFERENCE(S)**  
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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT ASSESSMENT (CHEC)

**TITLE**  
 SITE PLAN

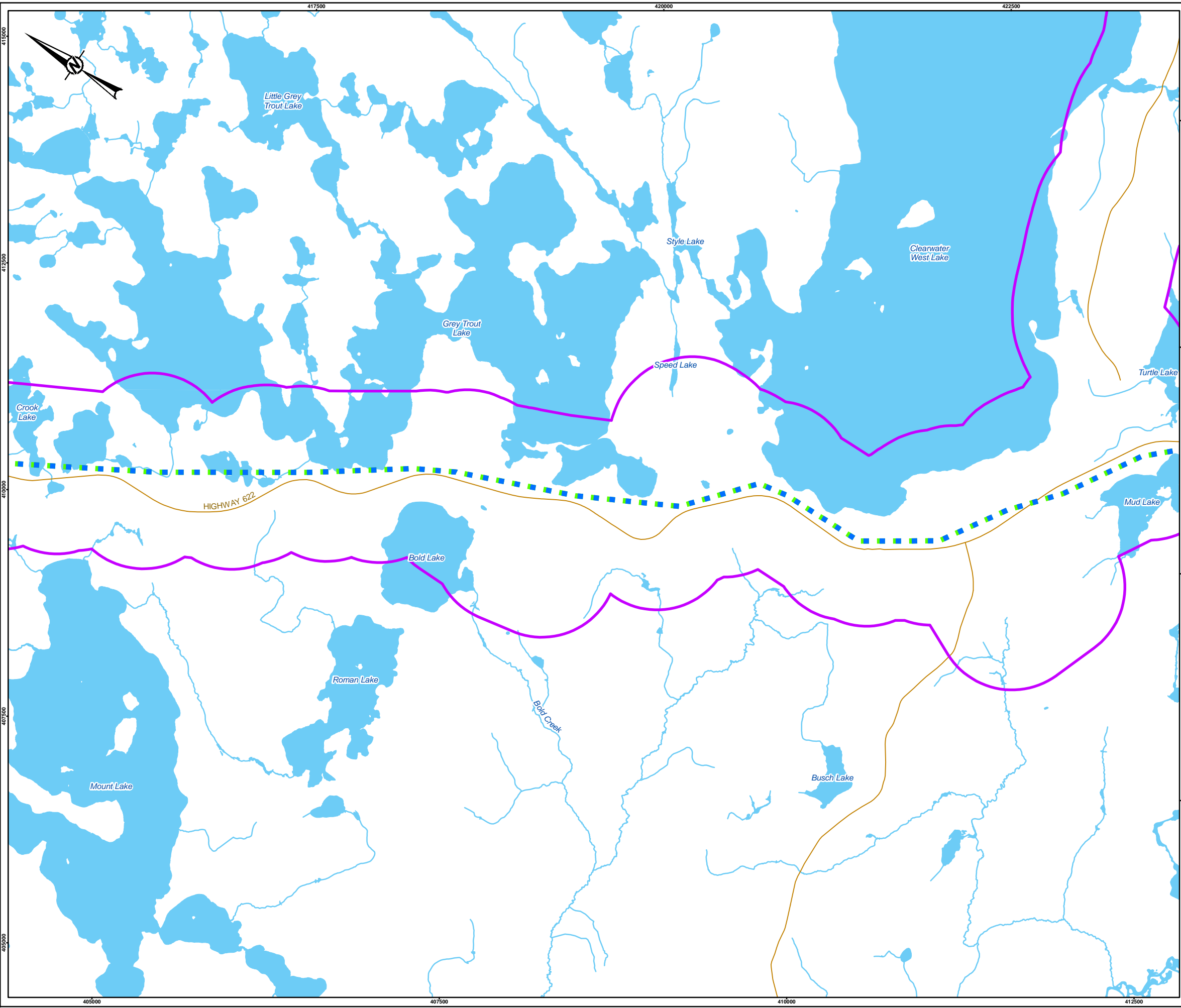
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		DESIGNED	LM
		PREPARED	MM
		REVIEWED	HK
		APPROVED	CS

**PROJECT NO.** 22519593    **CONTROL** 0001    **REV.** A    **FIGURE** 2 - 27

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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B

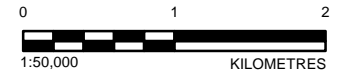
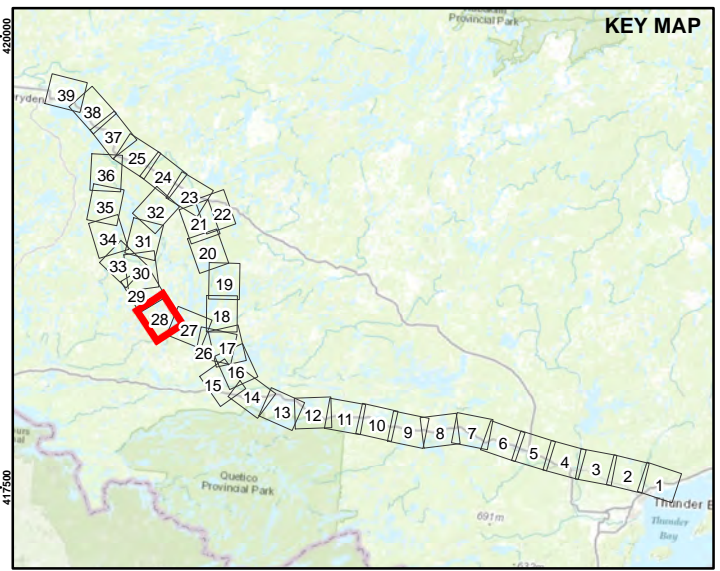




**LEGEND**

**ATIKOKAN TO DRYDEN**

- ALTERNATIVE ROUTE 3B
- ALTERNATIVE ROUTE 3C
- LOCAL ROAD
- WATERCOURSE
- LOCAL STUDY AREA
- WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT ASSESSMENT (CHEC)

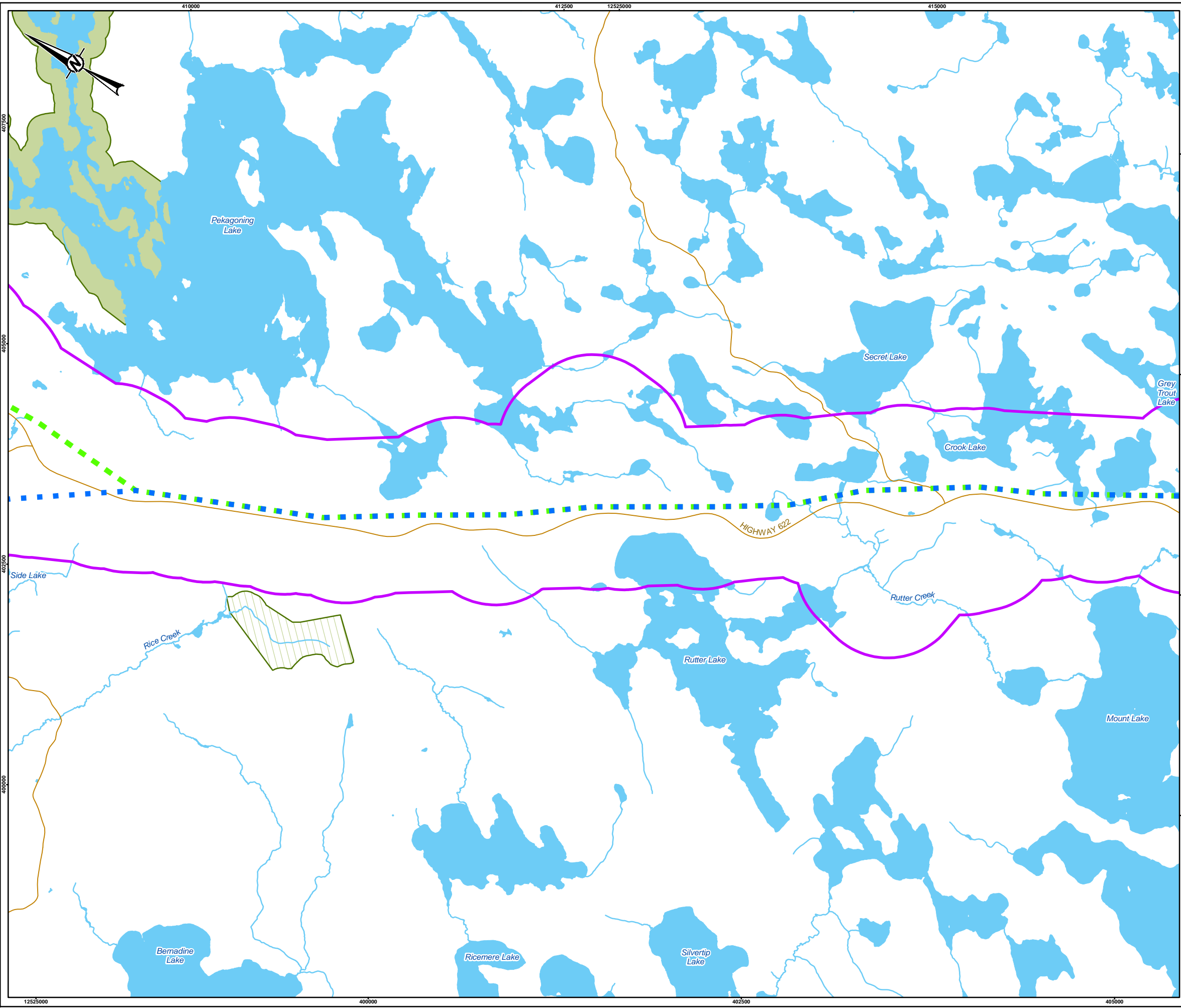
**TITLE**  
 SITE PLAN

CONSULTANT	YYYY-MM-DD	2023-05-09
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	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

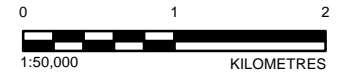
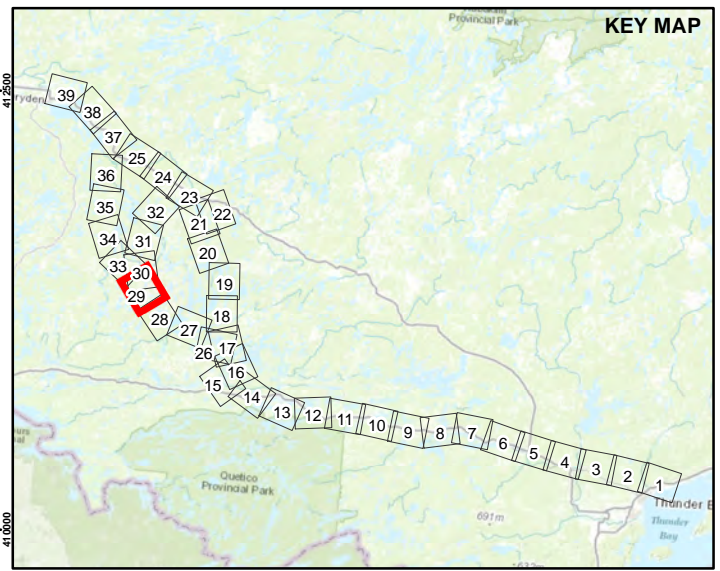
PROJECT NO.	CONTROL	REV.	FIGURE
22519593	0001	A	2 - 28

PATH: S:\Client\HydroOne\Waasigan\989\_PROJ\22519593\0001\_CHEC\_Assessment\22519593\_0001\_HC\_0002.mxd PRINTED ON: 2023-05-09 AT: 13:57:00 PM

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B



- LEGEND**
- ATIKOKAN TO DRYDEN**
- ALTERNATIVE ROUTE 3B
  - ALTERNATIVE ROUTE 3C
  - LOCAL ROAD
  - WATERCOURSE
  - ▨ CONSERVATION RESERVE
  - ▭ LOCAL STUDY AREA
  - ▨ PROV PARK REGULATED
  - WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

CLIENT  
 HYDRO ONE NETWORKS INC.

PROJECT  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

TITLE  
**SITE PLAN**

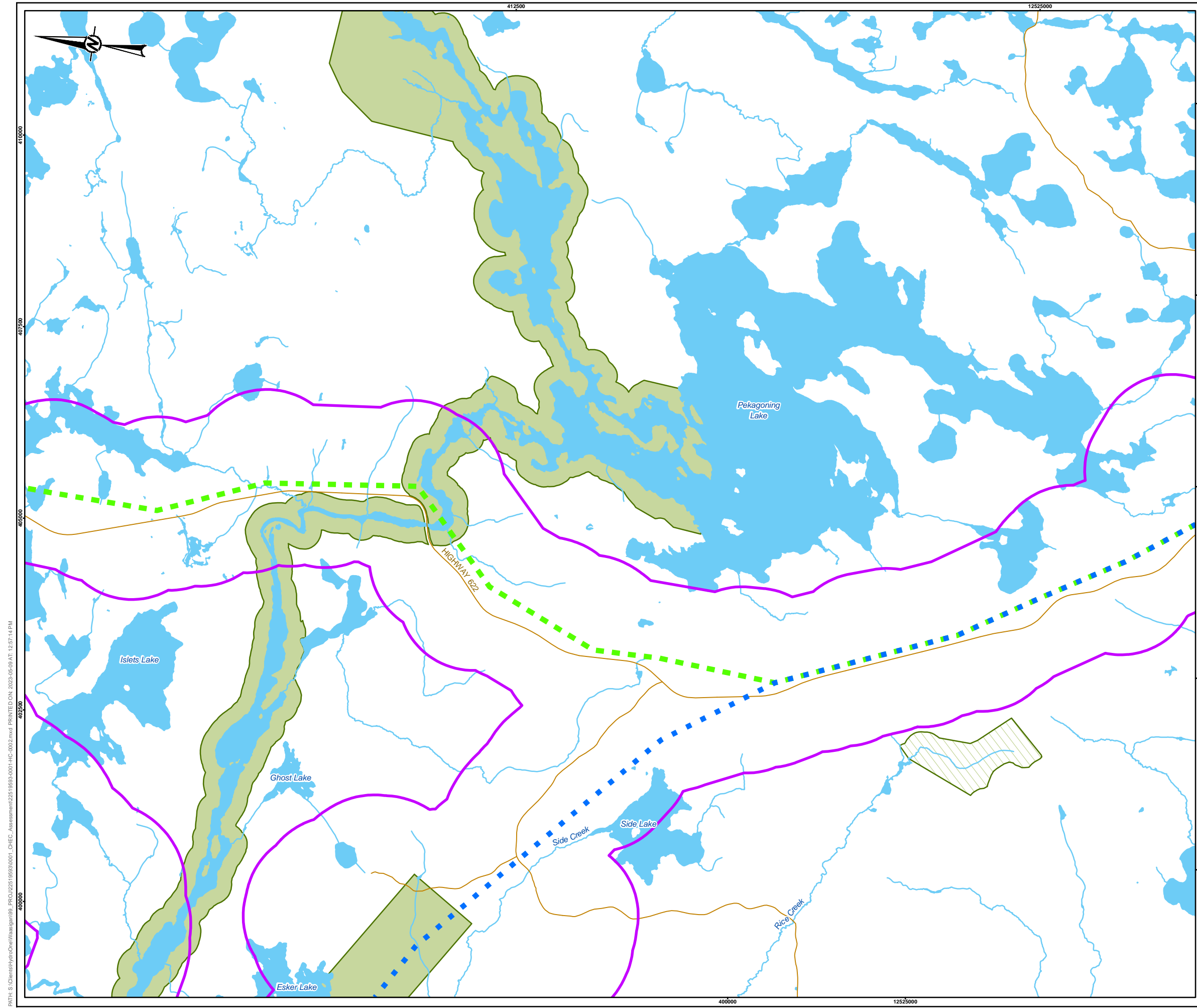
CONSULTANT	YYYY-MM-DD	2023-05-09
	DESIGNED	LM
	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

PROJECT NO.	CONTROL	REV.	FIGURE
22519593	0001	A	2 - 29

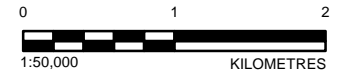
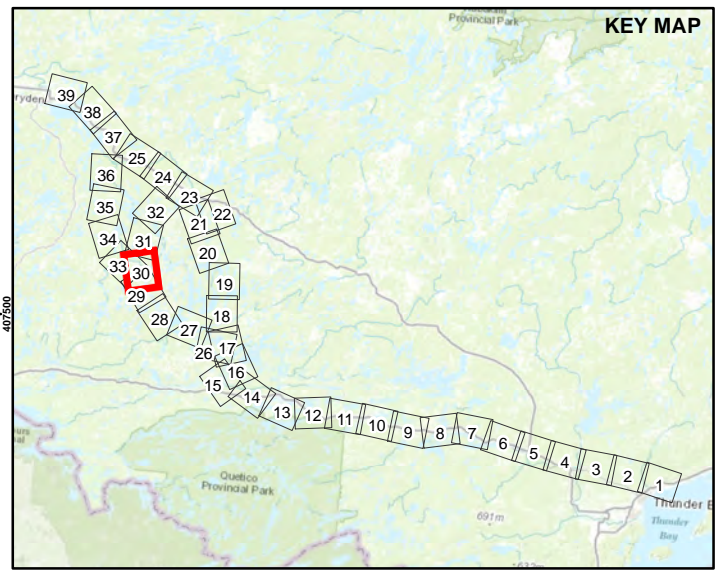
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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B





- LEGEND**
- ALTERNATIVE ROUTE 3B
  - ALTERNATIVE ROUTE 3C
  - LOCAL ROAD
  - WATERCOURSE
  - ▨ CONSERVATION RESERVE
  - ▭ LOCAL STUDY AREA
  - PROV PARK REGULATED
  - WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

CLIENT  
 HYDRO ONE NETWORKS INC.

PROJECT  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

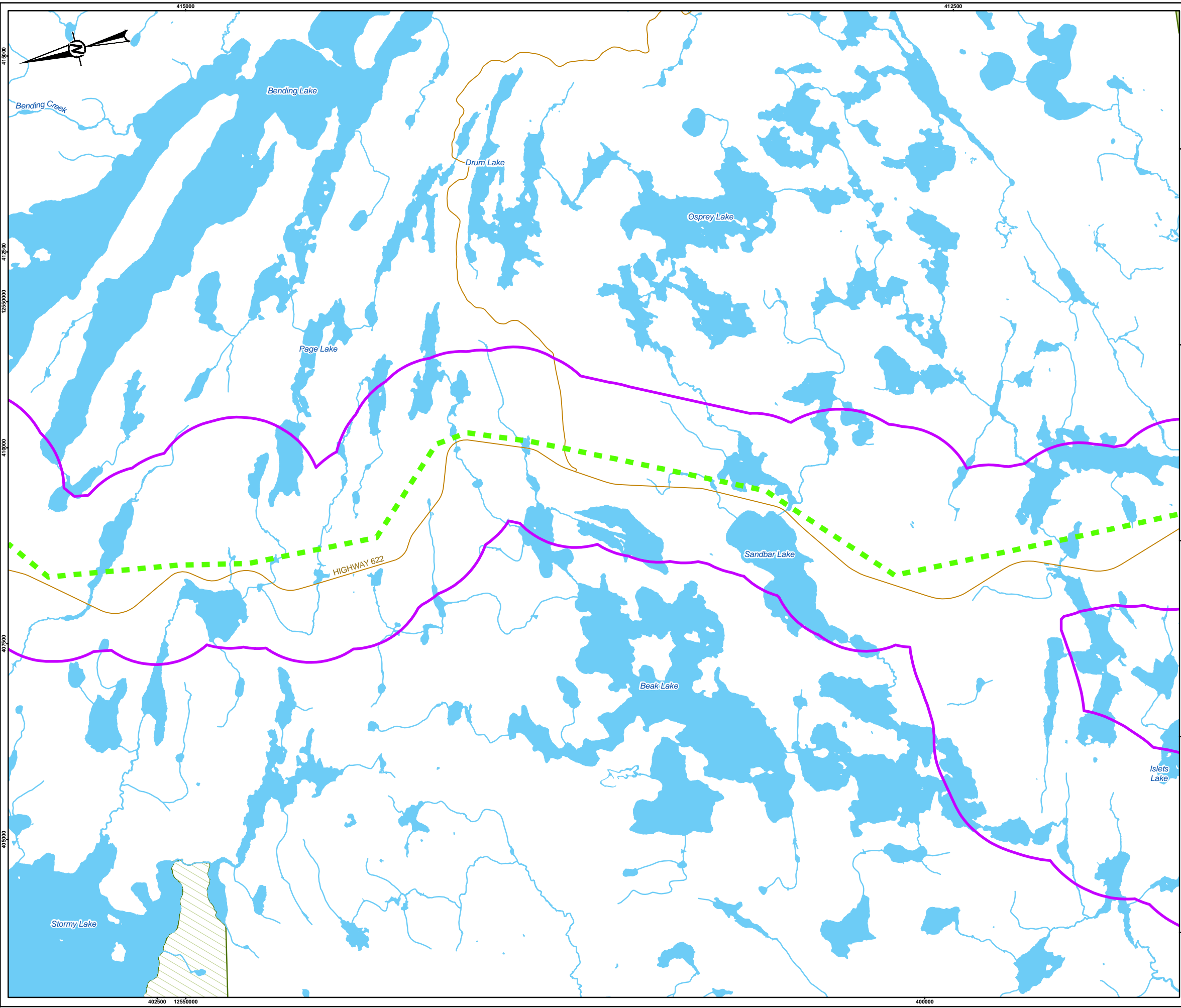
TITLE  
**SITE PLAN**

CONSULTANT	YYYY-MM-DD	2023-05-09
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	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

PROJECT NO.	CONTROL	REV.	FIGURE
22519593	0001	A	2 - 30

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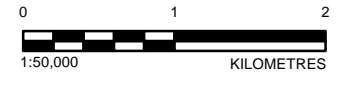
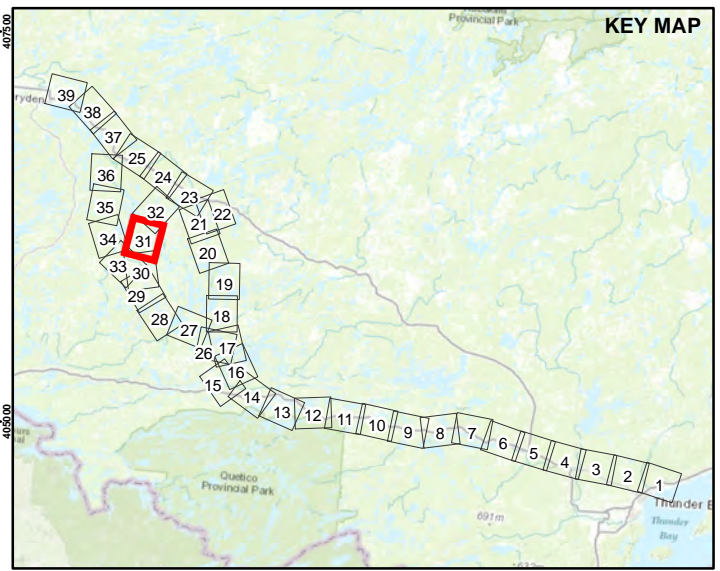
IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B



**LEGEND**

**ATIKOKAN TO DRYDEN**

- ALTERNATIVE ROUTE 3C
- LOCAL ROAD
- WATERCOURSE
- CONSERVATION RESERVE
- LOCAL STUDY AREA
- PROV PARK REGULATED
- WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

**TITLE**  
 SITE PLAN

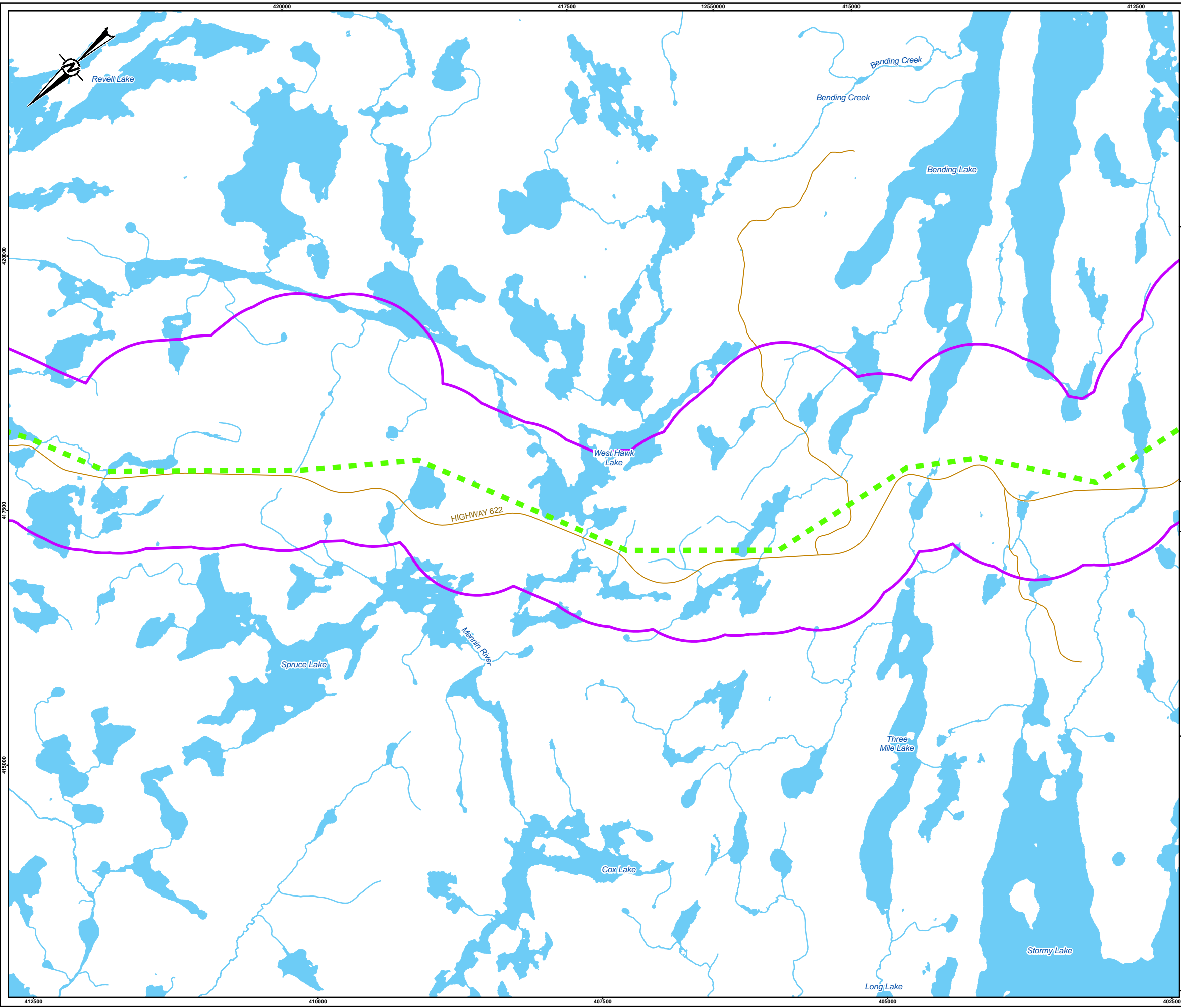
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	DESIGNED	LM
	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

<b>PROJECT NO.</b>	<b>CONTROL</b>	<b>REV.</b>	<b>FIGURE</b>
22519593	0001	A	2 - 31

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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B

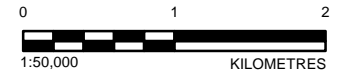
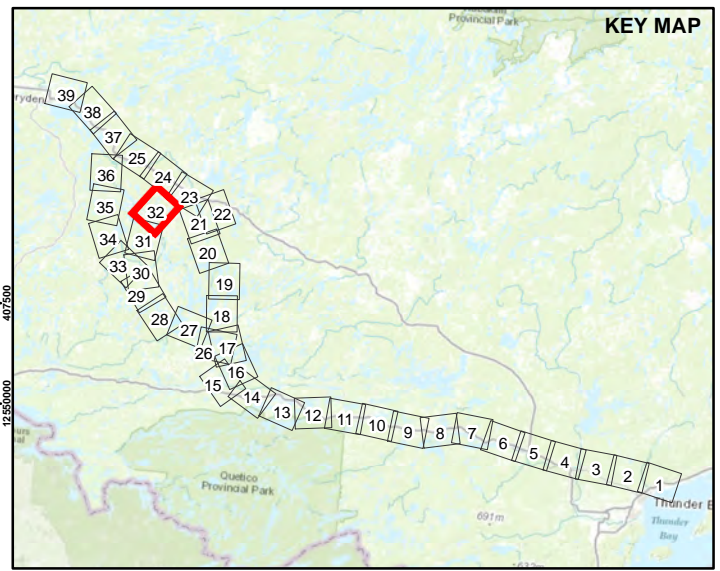




**LEGEND**

**ATIKOKAN TO DRYDEN**

- ALTERNATIVE ROUTE 3C
- LOCAL ROAD
- WATERCOURSE
- LOCAL STUDY AREA
- WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

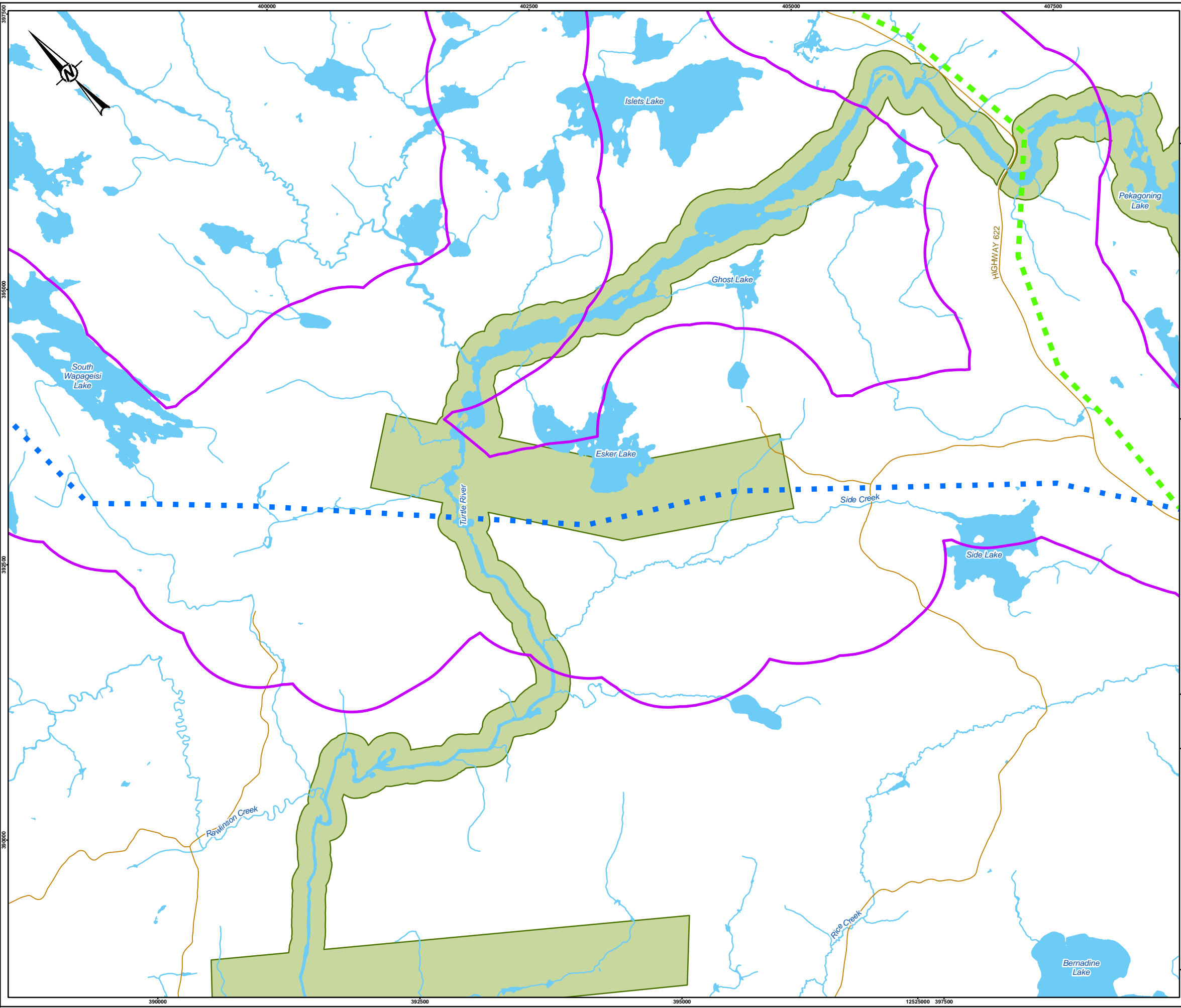
**TITLE**  
 SITE PLAN

<b>CONSULTANT</b>		YYYY-MM-DD	2023-05-09
		DESIGNED	LM
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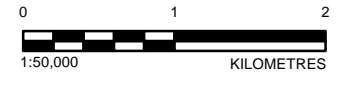
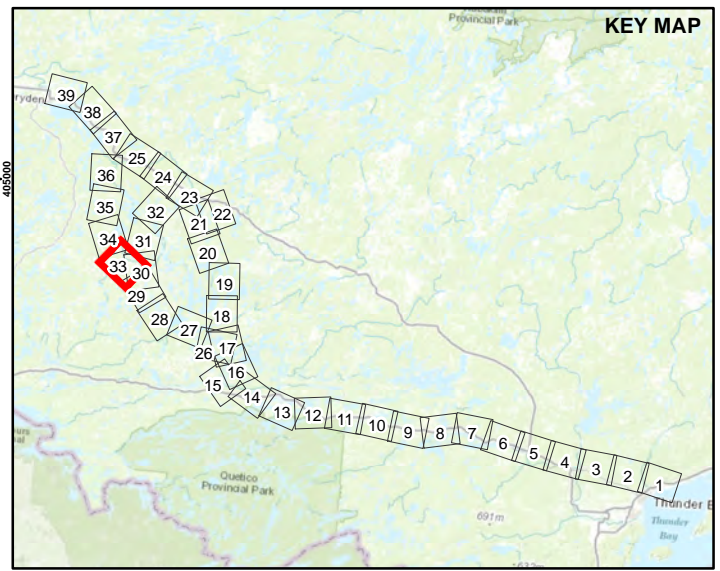
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22519593	0001	A	2 - 32

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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B



- LEGEND**
- ATIKOKAN TO DRYDEN**
- ALTERNATIVE ROUTE 3B
  - ALTERNATIVE ROUTE 3C
  - LOCAL ROAD
  - WATERCOURSE
  - ▭ LOCAL STUDY AREA
  - ▭ PROV PARK REGULATED
  - ▭ WATERBODY




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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT ASSESSMENT (CHEC)

**TITLE**  
 SITE PLAN

<b>CONSULTANT</b>	YYYY-MM-DD	2023-05-09
	DESIGNED	LM
	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

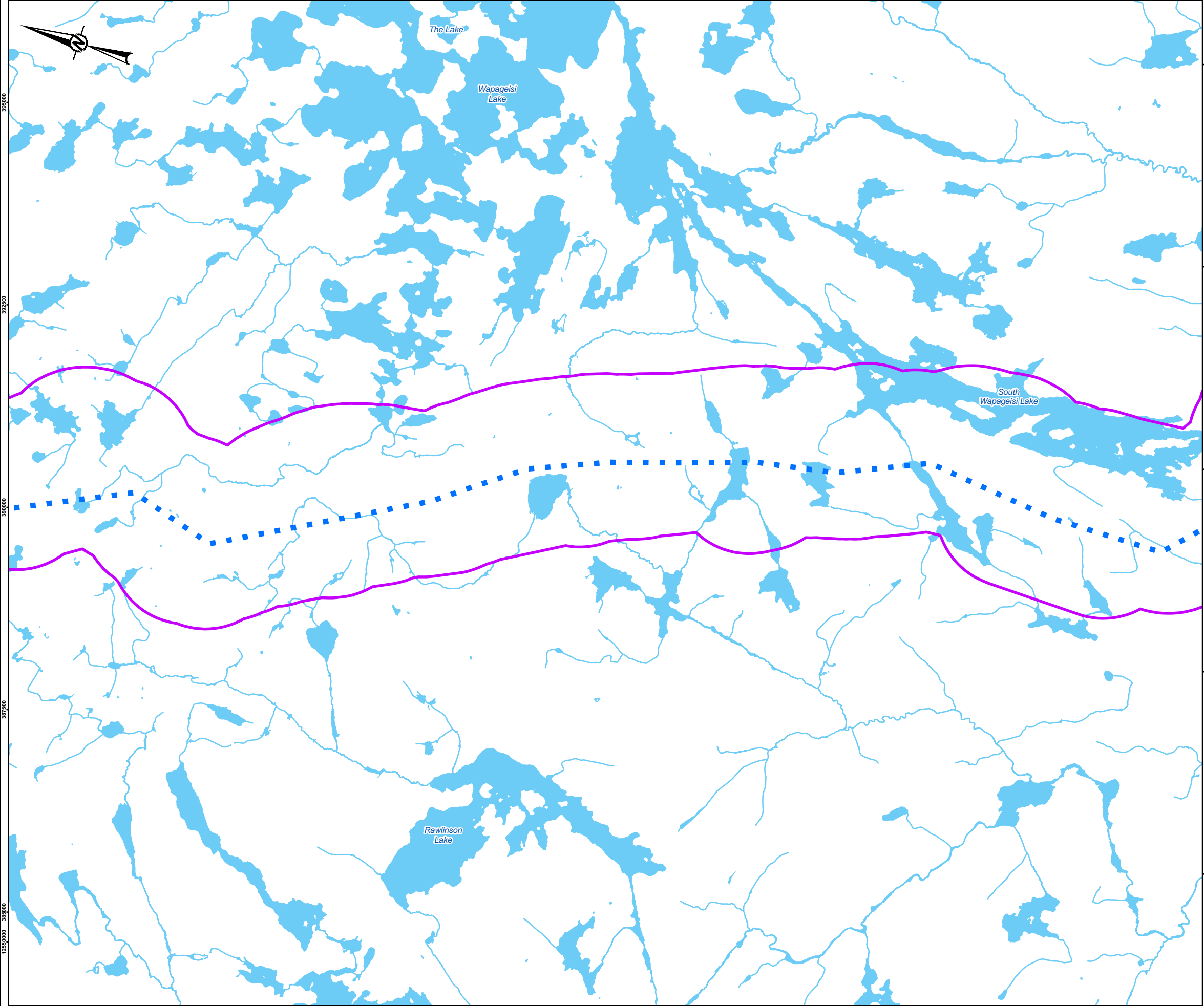
<b>PROJECT NO.</b>	<b>CONTROL</b>	<b>REV.</b>	<b>FIGURE</b>
22519593	0001	A	2 - 33

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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B



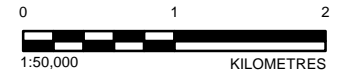
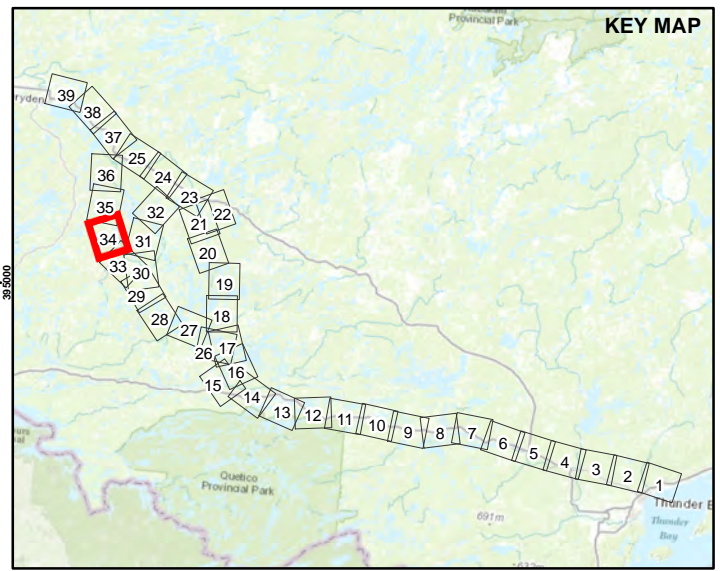
1255000 397500 400000



**LEGEND**

**ATIKOKAN TO DRYDEN**

- ALTERNATIVE ROUTE 3B
- WATERCOURSE
- LOCAL STUDY AREA
- WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT ASSESSMENT (CHEC)

**TITLE**  
**SITE PLAN**

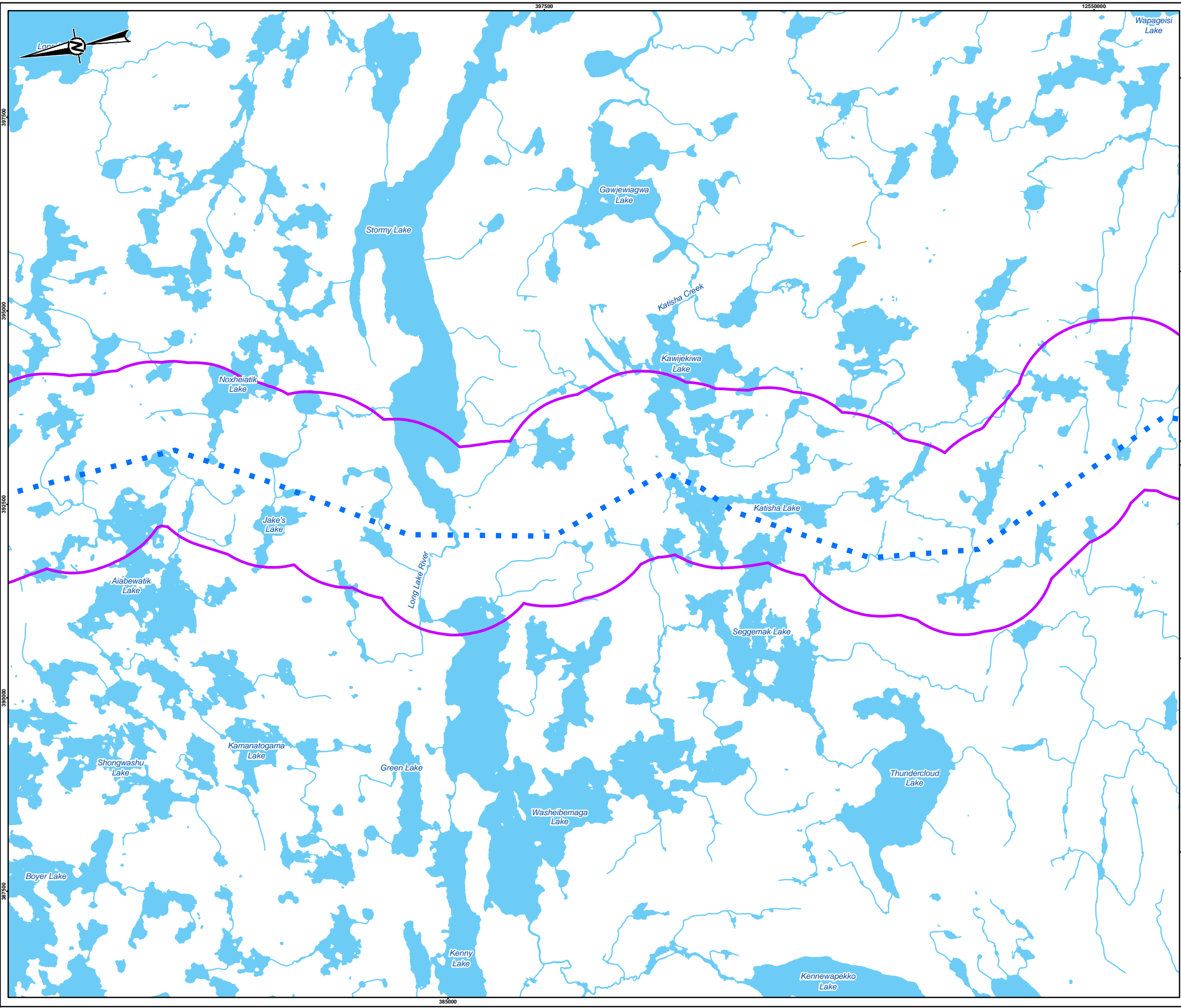
CONSULTANT	DATE	REVISION
	YYYY-MM-DD	2023-05-09
	DESIGNED	LM
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	REVIEWED	HK
	APPROVED	CS

PROJECT NO.	CONTROL	REV.	FIGURE
22519593	0001	A	2 - 34

PATH: S:\Chemical\Hydro\Waasigan\08\_PRC\22519593\0001\_CHEC\_Assessment\22519593\0001-HC-0002.mxd PRINTED ON: 2023-05-09 AT: 13:57:42 PM

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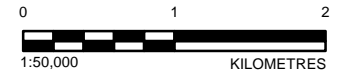
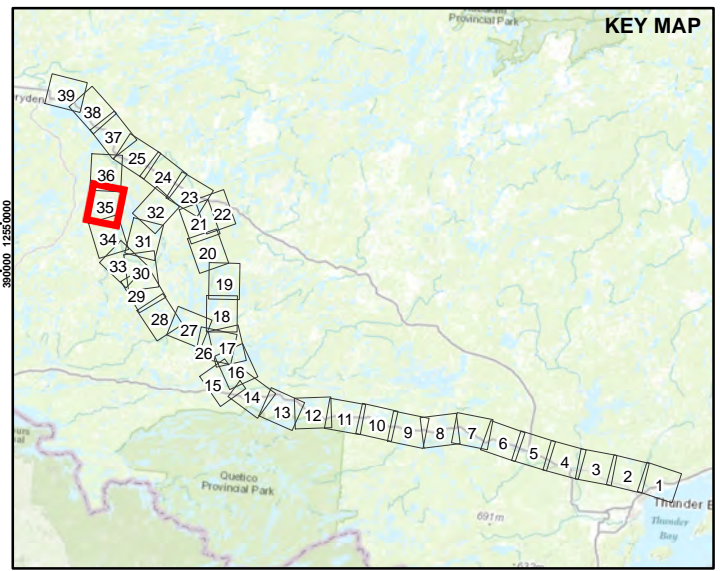




**LEGEND**

**ATIKOKAN TO DRYDEN**

- ALTERNATIVE ROUTE 3B
- LOCAL ROAD
- WATERCOURSE
- LOCAL STUDY AREA
- WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

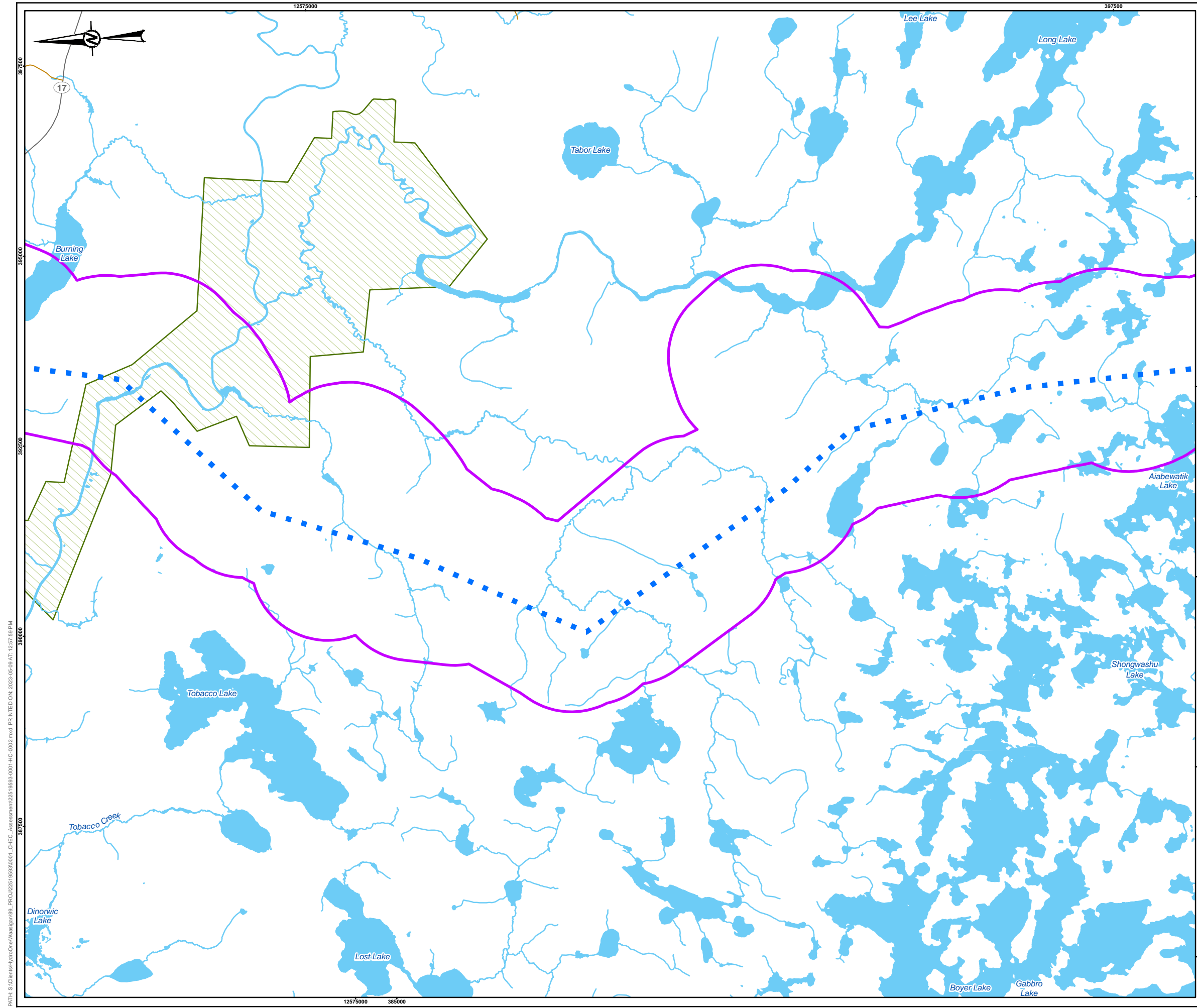
**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT ASSESSMENT (CHEC)

**TITLE**  
 SITE PLAN

CONSULTANT	YYYY-MM-DD	2023-05-09
	DESIGNED	LM
	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

PROJECT NO.	CONTROL	REV.	FIGURE
22519593	0001	A	2 - 35

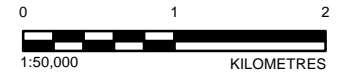
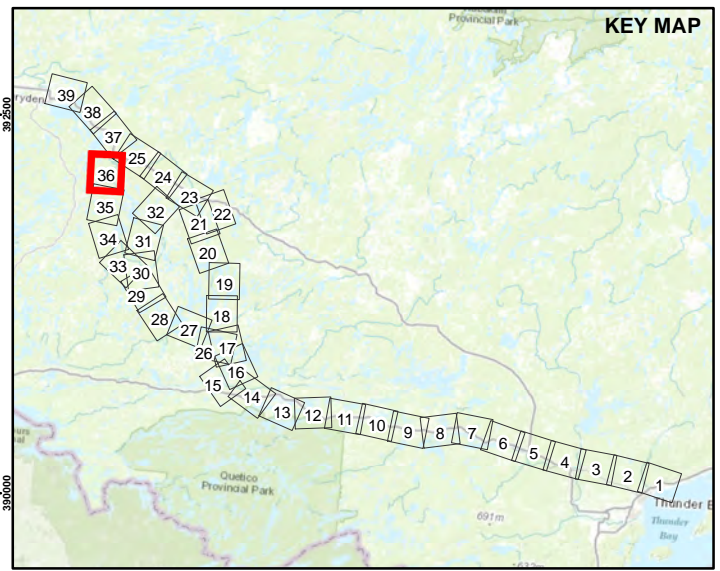
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**LEGEND**

**ATIKOKAN TO DRYDEN**

- ALTERNATIVE ROUTE 3B
- LOCAL ROAD
- SECONDARY HIGHWAY
- WATERCOURSE
- CONSERVATION RESERVE
- LOCAL STUDY AREA
- WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

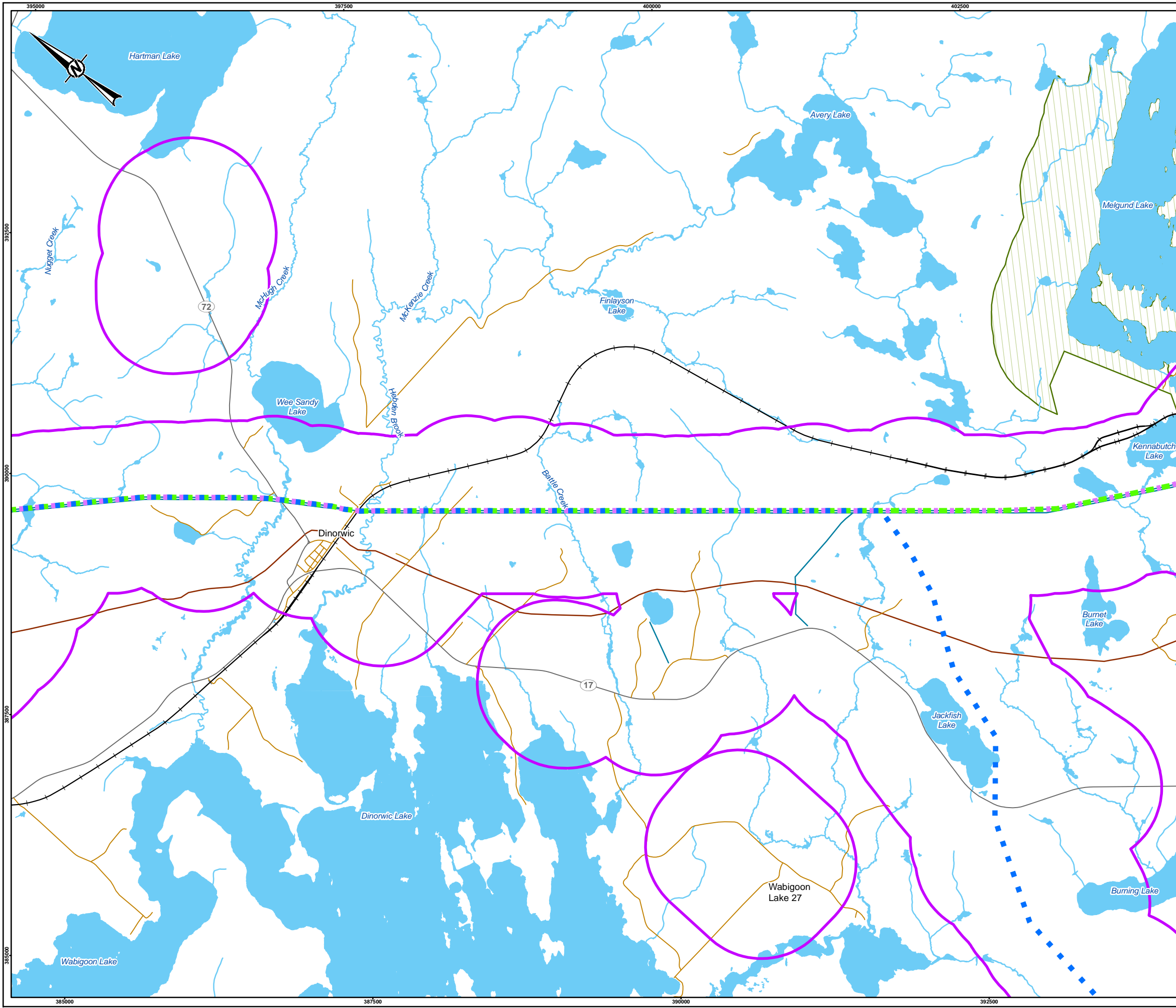
**TITLE**  
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<b>CONSULTANT</b>	YYYY-MM-DD	2023-05-09
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	APPROVED	CS

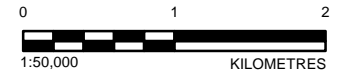
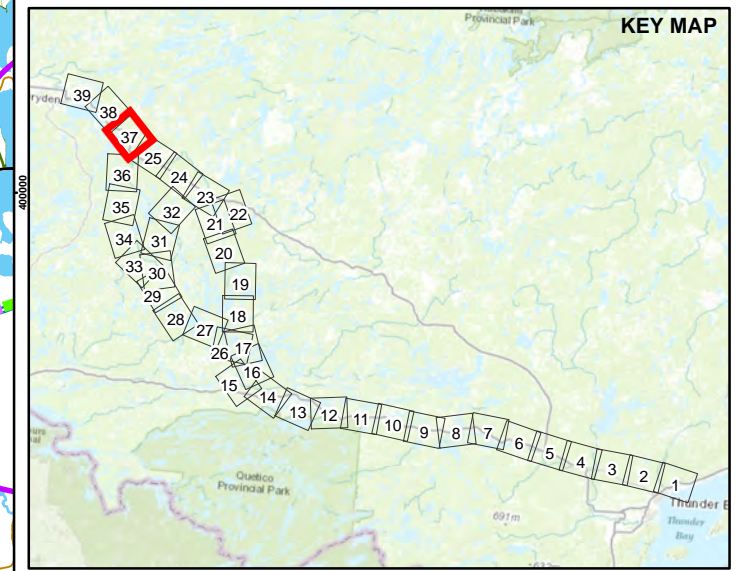
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22519593	0001	A	2 - 36

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 IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B





- LEGEND**
- ATIKOKAN TO DRYDEN**
- ALTERNATIVE ROUTE 3A
  - ALTERNATIVE ROUTE 3B
  - ALTERNATIVE ROUTE 3C
  - LOCAL ROAD
  - SECONDARY HIGHWAY
  - RAILWAY
  - HYDRO LINE
  - NATURAL GAS PIPELINE
  - WATERCOURSE
  - CONSERVATION RESERVE
  - LOCAL STUDY AREA
  - WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT ASSESSMENT (CHEC)

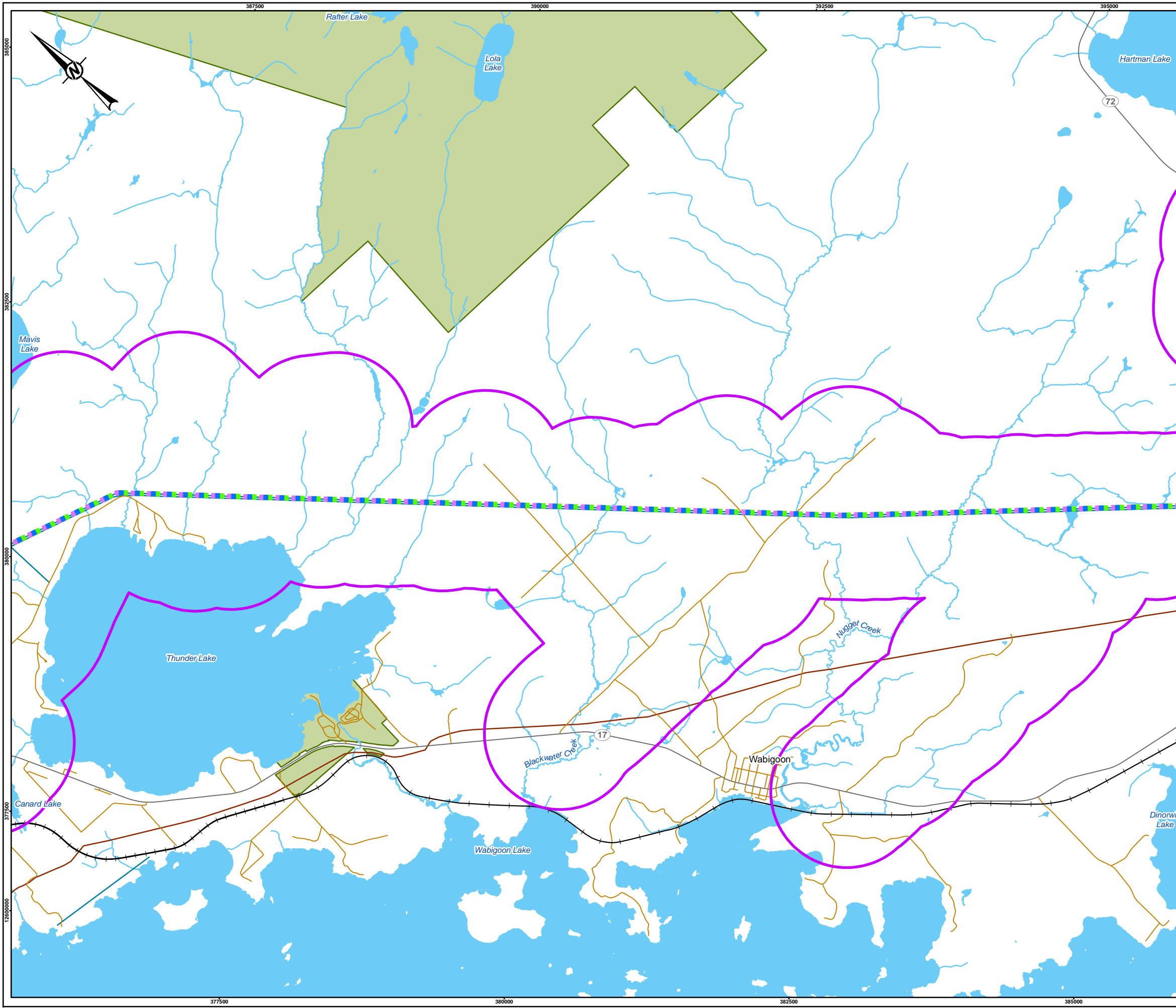
**TITLE**  
 SITE PLAN

<b>CONSULTANT</b>	YYYY-MM-DD	2023-05-09
	DESIGNED	LM
	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

**PROJECT NO.** 22519593    **CONTROL** 0001    **REV.** A    **FIGURE** 2 - 37

PATH: S:\Client\HydroOne\Waasigan\08\_PROJECTS\19593\0001\_CHEC\_Assessment\22519593\0001-HC-0002.mxd PRINTED ON: 2023-05-09 AT: 12:56:00 PM  
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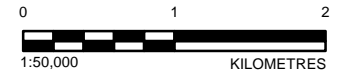
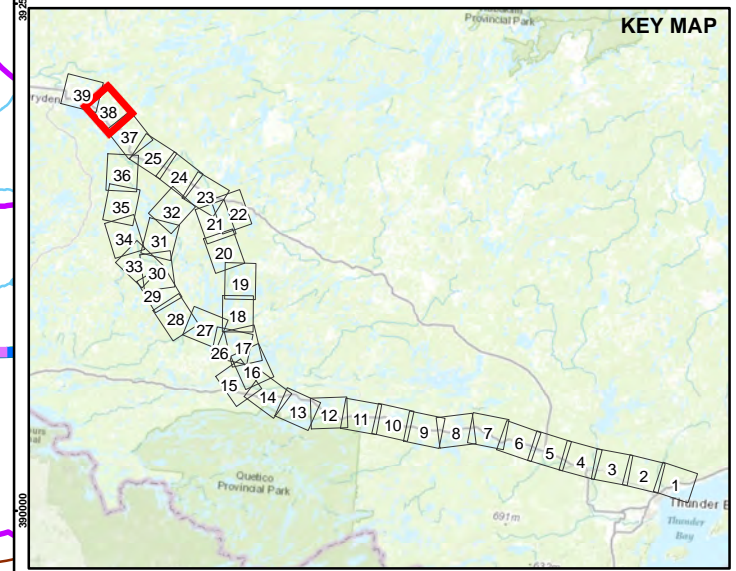




**LEGEND**

**ATIKOKAN TO DRYDEN**

- ALTERNATIVE ROUTE 3A
- ALTERNATIVE ROUTE 3B
- ALTERNATIVE ROUTE 3C
- LOCAL ROAD
- SECONDARY HIGHWAY
- RAILWAY
- HYDRO LINE
- NATURAL GAS PIPELINE
- WATERCOURSE
- LOCAL STUDY AREA
- PROV PARK REGULATED
- WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

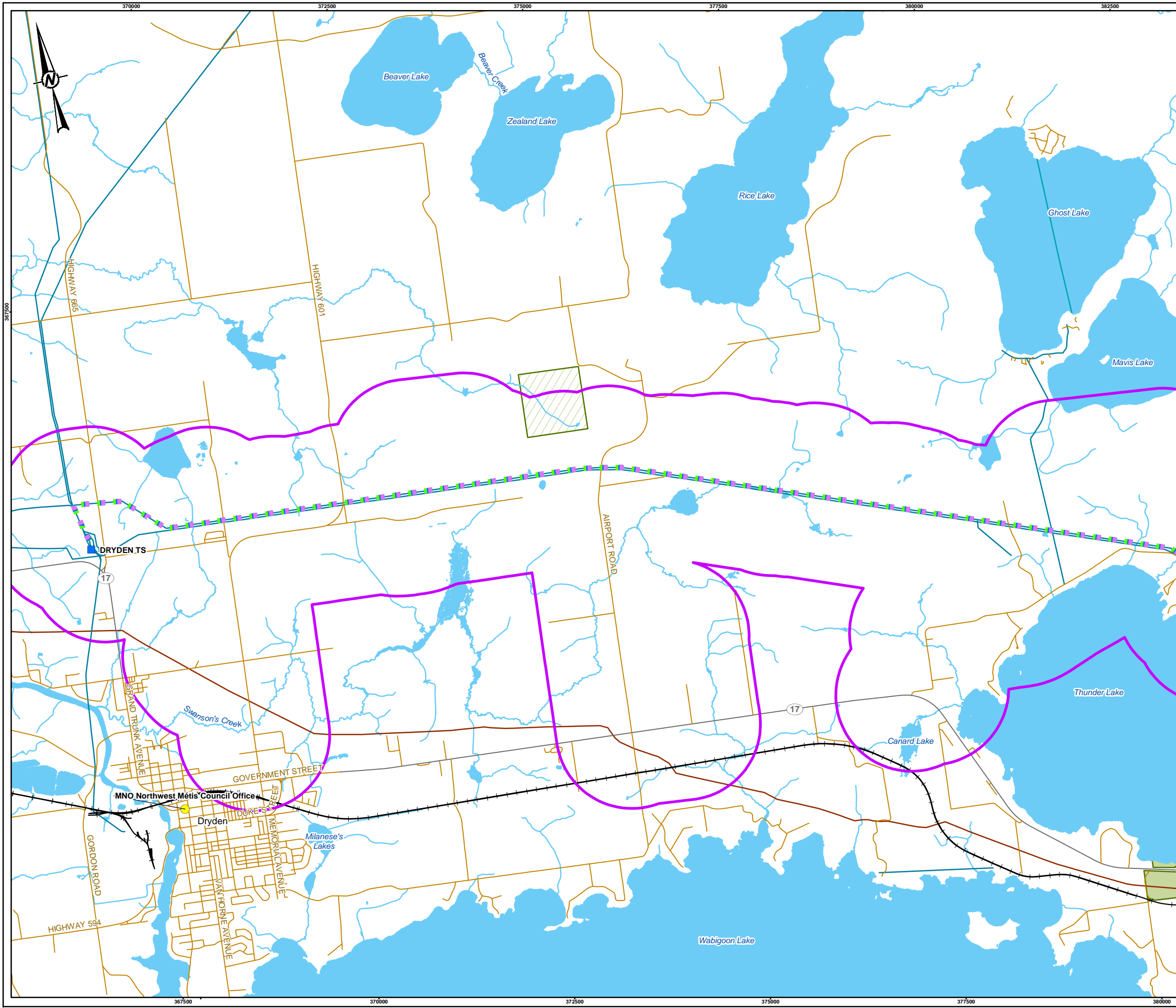
**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT ASSESSMENT (CHEC)

**TITLE**  
 SITE PLAN

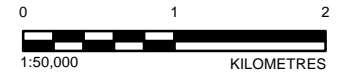
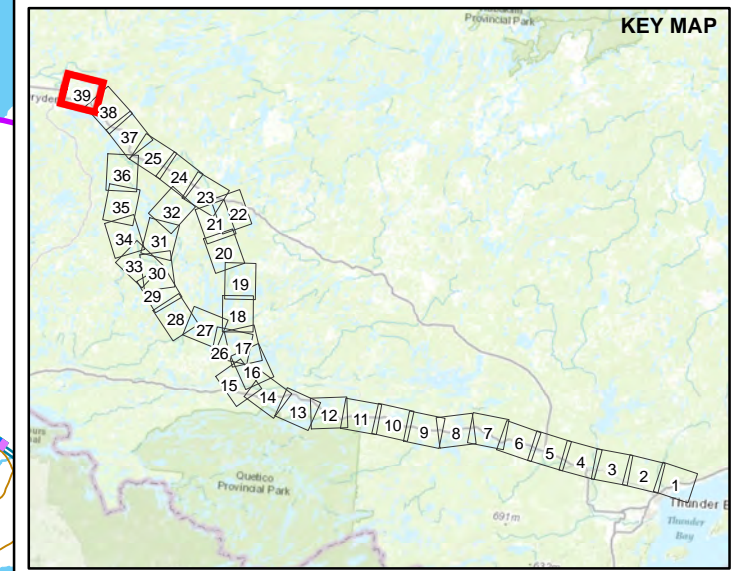
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	DESIGNED	LM
	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

<b>PROJECT NO.</b>	<b>CONTROL</b>	<b>REV.</b>	<b>FIGURE</b>
22519593	0001	A	2 - 38

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- LEGEND**
- ATIKOKAN TO DRYDEN**
- ALTERNATIVE ROUTE 3A
  - ALTERNATIVE ROUTE 3B
  - ALTERNATIVE ROUTE 3C
  - 230 kV TRANSFORMER STATION (TS)
  - MNO COUNCIL OFFICE
  - LOCAL ROAD
  - SECONDARY HIGHWAY
  - RAILWAY
  - HYDRO LINE
  - NATURAL GAS PIPELINE
  - SUBMERGED HYDRO LINE
  - WATERCOURSE
  - CONSERVATION RESERVE
  - LOCAL STUDY AREA
  - PROV PARK REGULATED
  - WATERBODY



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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT ASSESSMENT (CHEC)

**TITLE**  
 SITE PLAN

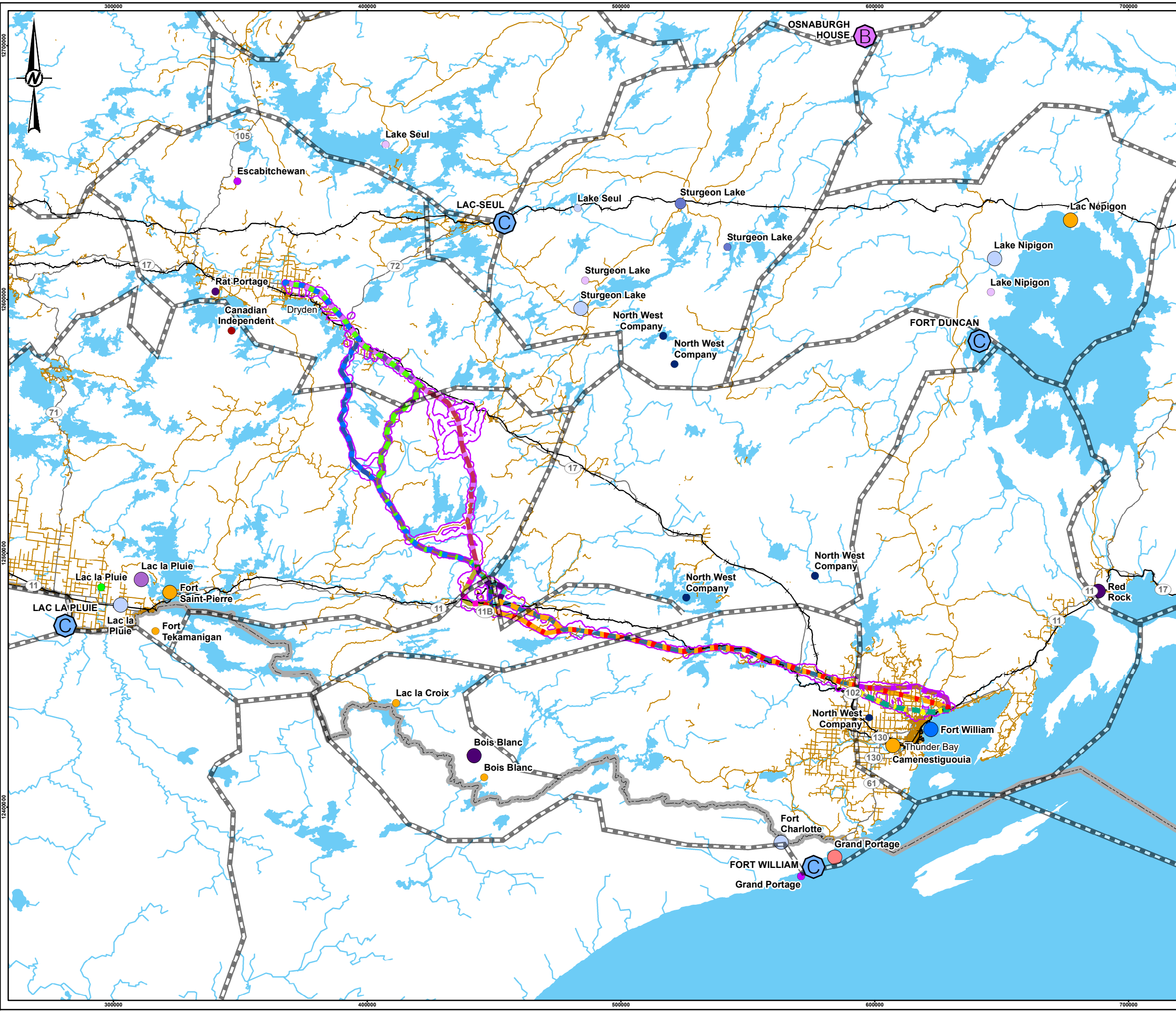
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	DESIGNED	LM
	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

**PROJECT NO.** 22519593     **CONTROL** 0001     **REV.** A     **FIGURE** 2 - 39

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**LEGEND**

**THUNDER BAY**

- ALTERNATIVE ROUTE 1
- ALTERNATIVE ROUTE 1A
- ALTERNATIVE ROUTE 1B - 1
- ALTERNATIVE ROUTE 1B - 2

**THUNDER BAY TO ATIKOKAN**

- ALTERNATIVE ROUTE 1
- ALTERNATIVE ROUTE 1C

**ATIKOKAN**

- ALTERNATIVE ROUTE 2A
- ALTERNATIVE ROUTE 2B
- ALTERNATIVE ROUTE 2C

**ATIKOKAN TO DRYDEN**

- ALTERNATIVE ROUTE 3A
- ALTERNATIVE ROUTE 3B
- ALTERNATIVE ROUTE 3C

**HISTORICAL TRANSPORT ROUTE**

**TRADING POSTS**

CANADIAN INDEPENDENT INITIAL OCCUPATION	NORTHWEST COMPANY INITIAL OCCUPATION	XY COMPANY INITIAL OCCUPATION
PRE-1774	1774 - 1789	1790 - 1805
UNKNOWN	1790 - 1805	DURATION OF POST
	1805 - 1821	MORE THAN 15 YEARS
	UNKNOWN	5 TO 15 YEARS
		LESS THAN 5 YEARS

**HUDSON'S BAY COMPANY INITIAL OCCUPATION**

- 1774 - 1789
- 1790 - 1805
- 1805 - 1821
- POST 1821

**ST. LAWRENCE TRADERS INITIAL OCCUPATION**

- PRE-1774

**DEPOT / BREAK OF BULK LOCATION**

- ST. LAWRENCE TRADERS, MAJOR CANOE-BUILDING CENTRE
- HUDSON'S BAY COMPANY, MAJOR BOAT-BUILDING CENTRE

**INTERNATIONAL BORDER**

**LOCAL ROAD**

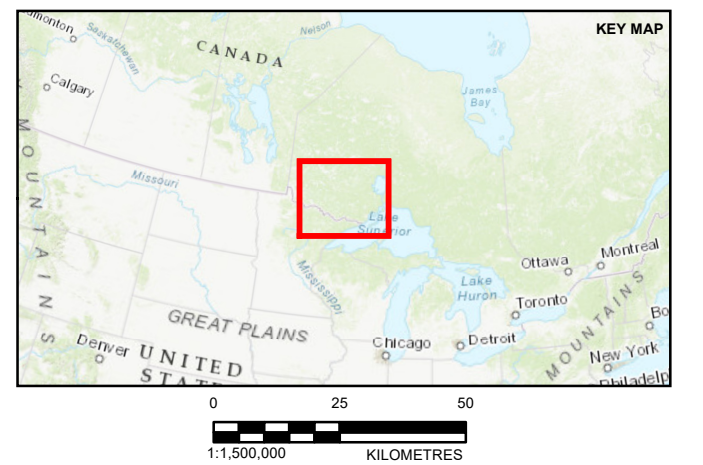
**SECONDARY HIGHWAY**

**RAILWAY**

**WATERCOURSE**

**WATERBODY**

**LOCAL STUDY AREA**



**REFERENCE(S)**  
 BASE DATA COURTESY OF LAND INFORMATION ONTARIO MNR.  
 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT ASSESSMENT (CHEC)

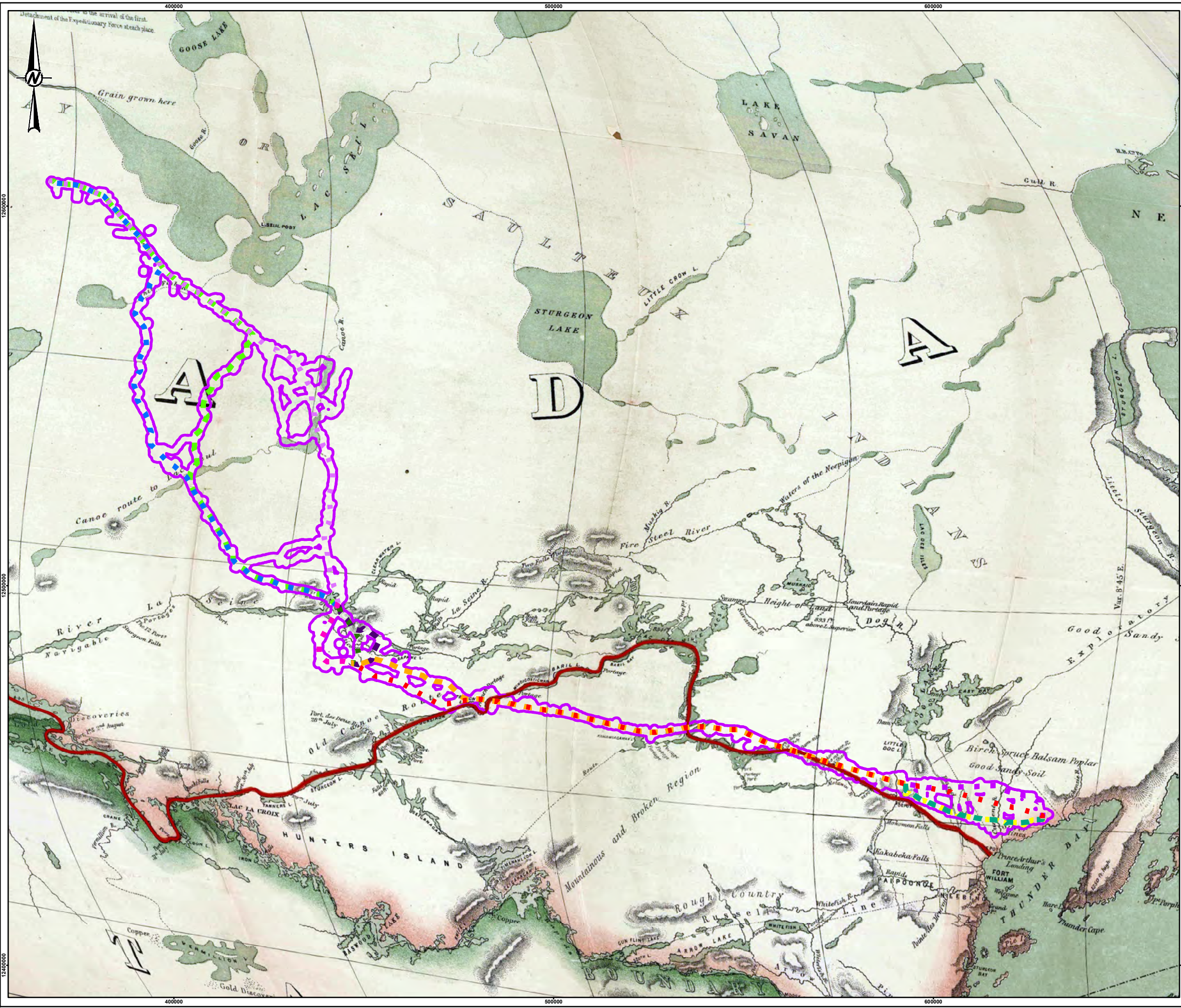
**TITLE**  
 HISTORICAL TRANSPORTATION ROUTES, FUR TRADE POSTS, AND MAJOR DEPOTS

CONSULTANT	DATE
WSP	2023-05-09
DESIGNED	LM
PREPARED	ST / MM
REVIEWED	HK
APPROVED	CS

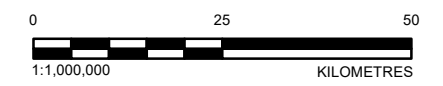
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- LEGEND**
- THUNDER BAY**
    - ALTERNATIVE ROUTE 1
    - ALTERNATIVE ROUTE 1A
    - ALTERNATIVE ROUTE 1B - 1
    - ALTERNATIVE ROUTE 1B - 2
  - THUNDER BAY TO ATIKOKAN**
    - ALTERNATIVE ROUTE 1
    - ALTERNATIVE ROUTE 1C
  - ATIKOKAN**
    - ALTERNATIVE ROUTE 2A
    - ALTERNATIVE ROUTE 2B
    - ALTERNATIVE ROUTE 2C
  - ATIKOKAN TO DRYDEN**
    - ALTERNATIVE ROUTE 3A
    - ALTERNATIVE ROUTE 3B
    - ALTERNATIVE ROUTE 3C
  - DAWSON TRAIL
  - ▭ LOCAL STUDY AREA



**REFERENCE(S)**  
 BASE MAP: RUSSELL, A.L. (1870) "MAP SHEWING LINE OF ROUTE BETWEEN LAKE SUPERIOR AND RED RIVER SETTLEMENT" COMPILED FROM S.J. DAWSON'S EXPLORATORY SURVEYS AND MAPS IN DEPARTMENT OF CROWN LANDS OFFICE. TOPOGRAPHICAL DEPARTMENT OF THE WAR OFFICE.  
 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT ASSESSMENT (CHEC)

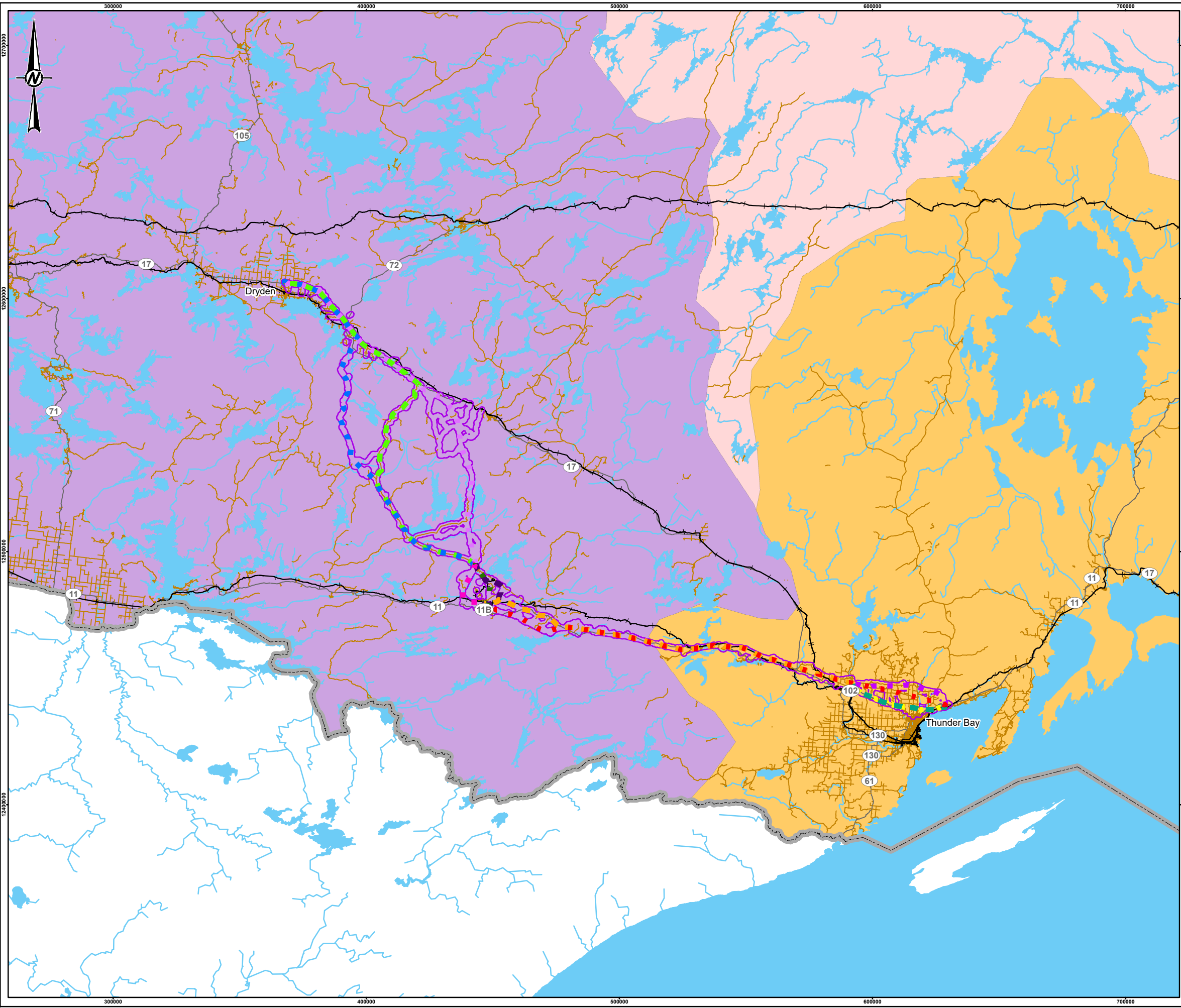
**TITLE**  
 A PORTION OF RUSSELL'S 1870 MAP OF THE DAWSON TRAIL

CONSULTANT	DATE	REVISION
	YYYY-MM-DD	2023-05-09
	DESIGNED	LM
	PREPARED	DB
	REVIEWED	HK
	APPROVED	CS

PROJECT NO.	CONTROL	REV.	FIGURE
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**LEGEND**

**THUNDER BAY**

- ALTERNATIVE ROUTE 1
- ALTERNATIVE ROUTE 1A
- ALTERNATIVE ROUTE 1B - 1
- ALTERNATIVE ROUTE 1B - 2

**THUNDER BAY TO ATIKOKAN**

- ALTERNATIVE ROUTE 1C

**ATIKOKAN**

- ALTERNATIVE ROUTE 2A
- ALTERNATIVE ROUTE 2B
- ALTERNATIVE ROUTE 2C

**ATIKOKAN TO DRYDEN**

- ALTERNATIVE ROUTE 3A
- ALTERNATIVE ROUTE 3B
- ALTERNATIVE ROUTE 3C

INTERNATIONAL BORDER  
LOCAL ROAD  
SECONDARY HIGHWAY  
RAILWAY  
WATERCOURSE  
LOCAL STUDY AREA  
WATERBODY

**HISTORICAL INDIAN TREATIES**

- ROBINSON-SUPERIOR TREATY
- TREATY NO. 3 / HALFBREED ADHESION TO TREATY NO. 3
- TREATY 9 (1905)



**REFERENCE(S)**  
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 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

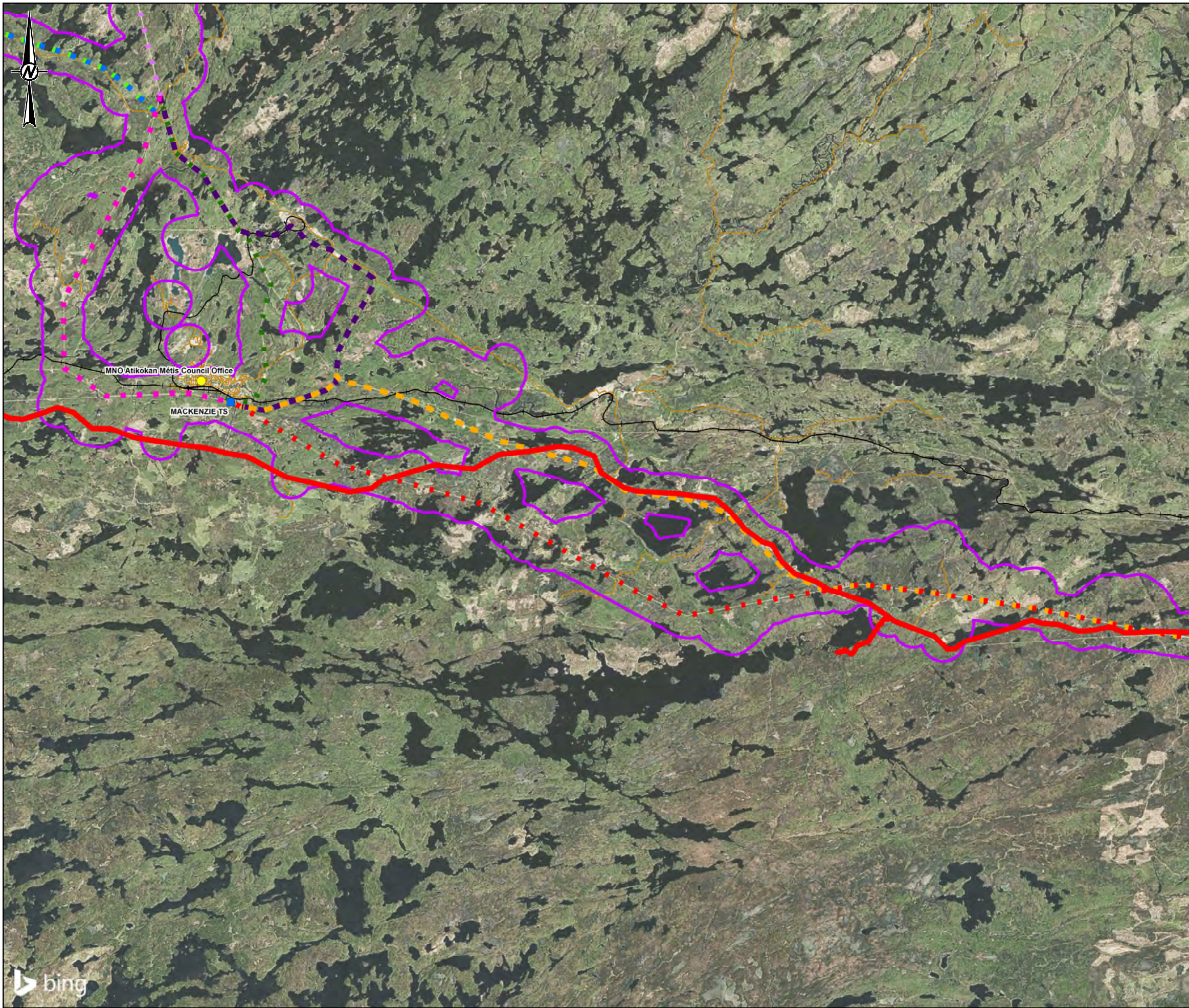
**TITLE**  
 INDIGENOUS TREATY LANDS

<b>CONSULTANT</b>	WSP	YYYY-MM-DD	2023-05-09
DESIGNED		LM	
PREPARED		ST / MM	
REVIEWED		HK	
APPROVED		CS	

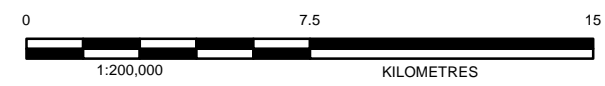
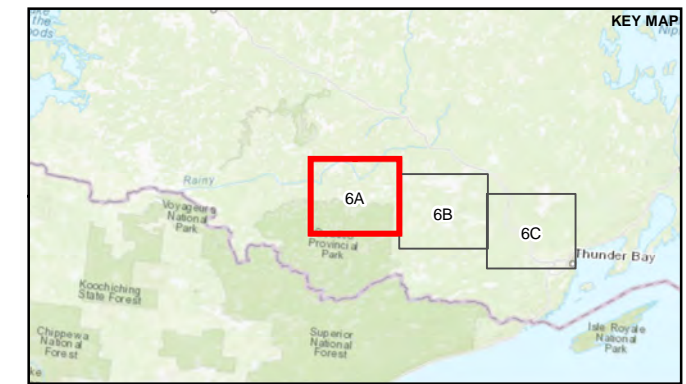
PROJECT NO. 22519593 CONTROL 0001 REV. C FIGURE 5

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 IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B





- LEGEND**
- THUNDER BAY**
  - ALTERNATIVE ROUTE 1
  - THUNDER BAY TO ATIKOKAN**
  - ALTERNATIVE ROUTE 1C
  - ATIKOKAN**
  - ALTERNATIVE ROUTE 2A
  - ALTERNATIVE ROUTE 2B
  - ALTERNATIVE ROUTE 2C
  - ATIKOKAN TO DRYDEN**
  - ALTERNATIVE ROUTE 3A
  - ALTERNATIVE ROUTE 3B
  - ALTERNATIVE ROUTE 3C
  - 230 kV TRANSFORMER STATION (TS)
  - MNO COUNCIL OFFICE
  - LOCAL ROAD
  - SECONDARY HIGHWAY
  - RAILWAY
  - ▭ LOCAL STUDY AREA
  - CHL-1 (IDENTIFIED DURING FIELD REVIEW)



**REFERENCE(S)**  
 BASE DATA COURTESY OF LAND INFORMATION ONTARIO MNRF.  
 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

**TITLE**  
 LOCATION OF CHLS WITHIN STUDY AREA

<b>CONSULTANT</b>	YYYY-MM-DD	2023-05-09
	DESIGNED	LM
	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

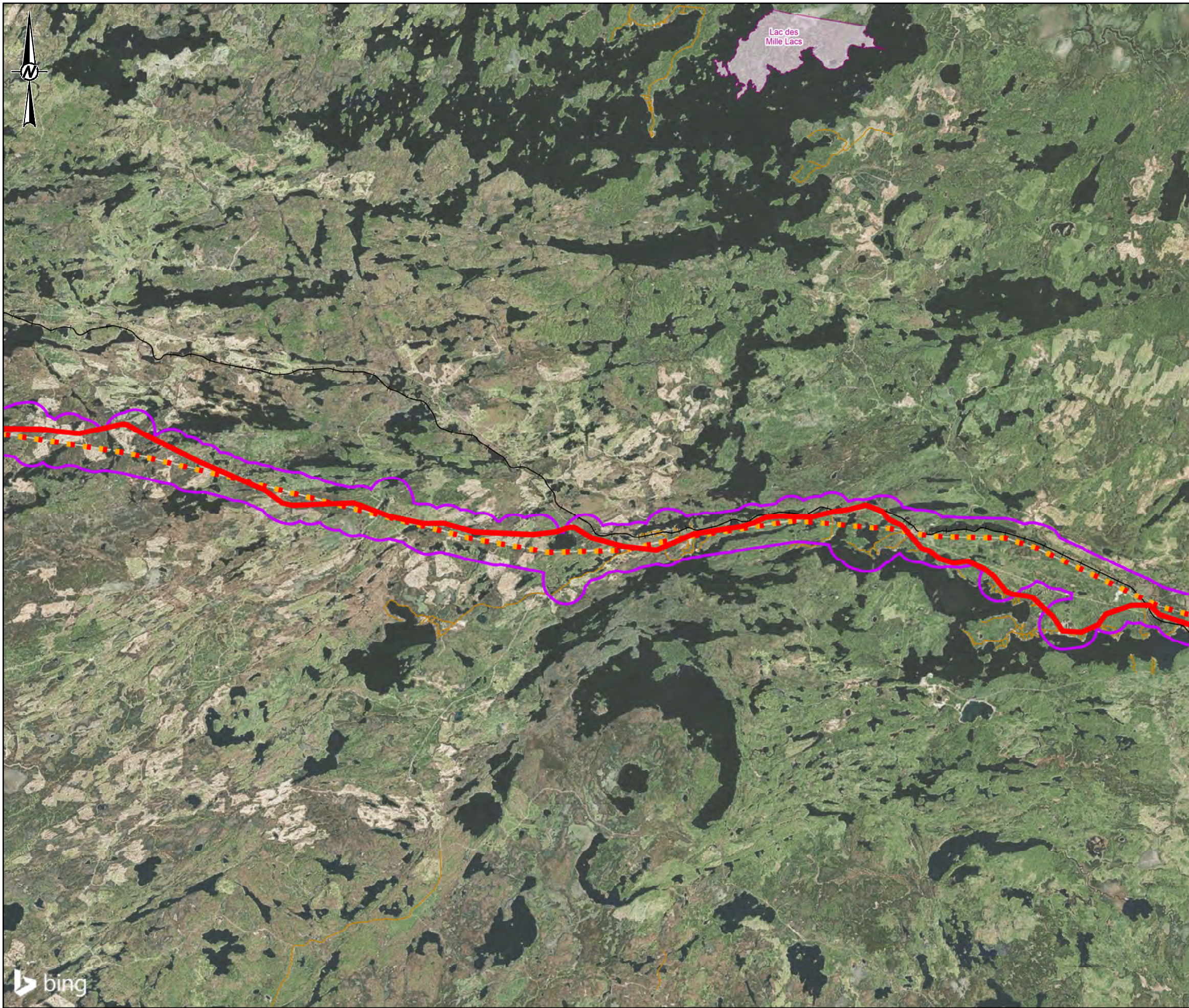
PROJECT NO. 22519593 CONTROL 0001 REV. C FIGURE 6A

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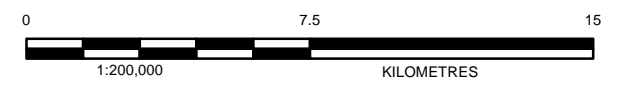
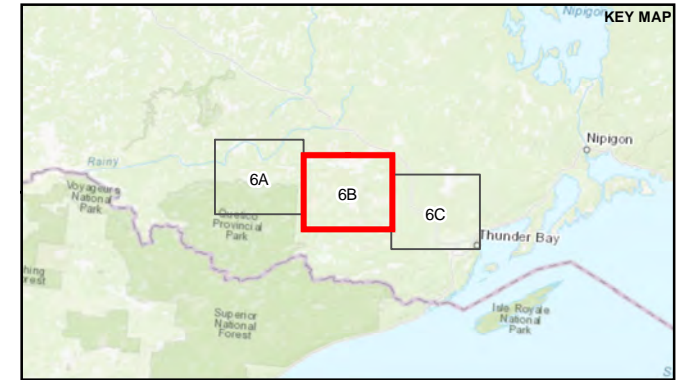
IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: ANSI B







- LEGEND**
- THUNDER BAY**
- ALTERNATIVE ROUTE 1
- THUNDER BAY TO ATIKOKAN**
- ALTERNATIVE ROUTE 1C
  - LOCAL ROAD
  - SECONDARY HIGHWAY
  - RAILWAY
  - FIRST NATIONS RESERVE
  - LOCAL STUDY AREA
  - CHL-1 (IDENTIFIED DURING FIELD REVIEW)



**REFERENCE(S)**  
 BASE DATA COURTESY OF LAND INFORMATION ONTARIO MNRF.  
 PROJECTION: HYDRO ONE LAMBERT CONFORMAL CONIC DATUM: NAD 83

**CLIENT**  
 HYDRO ONE NETWORKS INC.

**PROJECT**  
 WAASIGAN TRANSMISSION LINE CULTURAL HERITAGE  
 EXISTING CONDITIONS AND PRELIMINARY HERITAGE IMPACT  
 ASSESSMENT (CHEC)

**TITLE**  
 LOCATION OF CHLS WITHIN STUDY AREA

<b>CONSULTANT</b>	YYYY-MM-DD	2023-05-09
	DESIGNED	LM
	PREPARED	MM
	REVIEWED	HK
	APPROVED	CS

<b>PROJECT NO.</b>	<b>CONTROL</b>	<b>REV.</b>	<b>FIGURE</b>
22519593	0001	C	6B

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## Signature Page

We trust that this report meets your current needs. If you have any questions, or if we may be of further assistance, please contact the undersigned.

### **WSP Canada Inc.**

Claire Forward, BA (Hons.), MA, MSc  
*Cultural Heritage Specialist*  
*Heritage Specialist*

Michael Teal, PhD, CAHP  
*Director, Archaeology and Heritage*  
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SNS/JK/wlw

**APPENDIX A**

**Known and Potential Built Heritage  
Resources and Cultural Heritage  
Landscapes identified in the  
Route 1 Study Area**



## CHL-1 (DAWSON TRAIL)



*Highway 102, formerly the Dawson Trail*



*Highway 102, formerly the Dawson Trail (CH 137)*

**Location:** Crosses Alternative Route 1, 1C, 1B-1, 1B2

**Heritage Status:** Dawson Trail is recognized by the *Historic Sites and Monuments Act* (R.S.C., 1985, c. H-4) as a National Historic Event (Parks Canada, n.d.).

**Description:** *Cultural heritage landscape* – Dawson Trail was a land- and water-based route connecting Porth Arthur (Thunder Bay) on Lake Superior to the Red River settlement in what is now Manitoba. The route was initially surveyed in 1858 by Simon James Dawson, but construction on it did not begin until 1868 and it was not completed until 1871.


**CHVI:** Dawson Trail has contextual and associative value. Construction of the Dawson Trail allowed for the settlement in northern Ontario for farming, forestry, mining, and other forms of resource extraction by Euro Canadians. It also served as an important connection between Ontario and Manitoba and allowed for passage over the Laurentian Shield.

**Heritage Attributes:**

- As a former transportation route called the Dawson Trail
- Associated with the settlement of northern Ontario for farming, forestry, mining, and other forms of resource extraction.

**APPENDIX B**

Properties with Buildings or  
Structures 40 or more years old  
Evaluated at a Preliminary Level  
not to have CHVI

Address	Image	Brief Description	CHVI Status
621 McGogy Road, Dryden		Single detached, storey-and-a-half, brick and vinyl siding clad house. Most of house appears to be brick extension on left half of north façade.	The property was evaluated based on an understanding of evaluation criteria from the MCM and Hydro One. The property does not contain CHVI as it exhibits common architectural styles and materials, demonstrates an average level of construction expertise, and has no historical associations.
71 Kivilahti Road, Thunder Bay		Single detached, two-storey house, clad in wood siding with associated outbuildings.	The property was evaluated based on an understanding of evaluation criteria from the MCM and Hydro One. The property does not contain CHVI as it exhibits common architectural styles and materials, demonstrates an average level of construction expertise, and has no historical associations.
342 Silver Falls Road, Thunder Bay		Single detached, one-storey garage clad in wood. Garage has a gable end roof and wood doors.	The property was evaluated based on an understanding of evaluation criteria from the MCM and Hydro One. The property does not contain CHVI as it exhibits common architectural styles and materials, demonstrates an average level of construction expertise, and has no historical associations.



**APPENDIX C**

Application of the Criteria for  
Evaluating Potential for Built  
Heritage Resources and Cultural  
Heritage Landscapes

The **purpose of the checklist** is to determine:

- if a property(ies) or project area:
  - is a recognized heritage property
  - may be of cultural heritage value
- it includes all areas that may be impacted by project activities, including – but not limited to:
  - the main project area
  - temporary storage
  - staging and working areas
  - temporary roads and detours

**Processes covered** under this checklist, such as:

- *Planning Act*
- *Environmental Assessment Act*
- *Aggregates Resources Act*
- *Ontario Heritage Act* – Standards and Guidelines for Conservation of Provincial Heritage Properties

### **Cultural Heritage Evaluation Report (CHER)**

If you are not sure how to answer one or more of the questions on the checklist, you may want to hire a qualified person(s) (see page 5 for definitions) to undertake a cultural heritage evaluation report (CHER).

The CHER will help you:

- identify, evaluate and protect cultural heritage resources on your property or project area
- reduce potential delays and risks to a project

### **Other checklists**

Please use a separate checklist for your project, if:

- you are seeking a Renewable Energy Approval under Ontario Regulation 359/09 – [separate checklist](#)
- your Parent Class EA document has an approved screening criteria (as referenced in Question 1)

Please refer to the Instructions pages for more detailed information and when completing this form.

Project or Property Name

Waasigan Transmission Line: Cultural Heritage Existing Conditions and Preliminary Heritage Impact Assessment

Project or Property Location (upper and lower or single tier municipality)

Municipality of Shuniah, Town of Atikokanin and the City of Dryden

Proponent Name

Hydro One

Proponent Contact Information

Sarah Cohanim, 1-877-345-6799 / Community.Relations@HydroOne.com

### Screening Questions

	Yes	No
1. Is there a pre-approved screening checklist, methodology or process in place?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes, please follow the pre-approved screening checklist, methodology or process.

If No, continue to Question 2.

### Part A: Screening for known (or recognized) Cultural Heritage Value

	Yes	No
2. Has the property (or project area) been evaluated before and found <b>not</b> to be of cultural heritage value?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes, do **not** complete the rest of the checklist.

The proponent, property owner and/or approval authority will:

- summarize the previous evaluation and
- add this checklist to the project file, with the appropriate documents that demonstrate a cultural heritage evaluation was undertaken

The summary and appropriate documentation may be:

- submitted as part of a report requirement
- maintained by the property owner, proponent or approval authority

If No, continue to Question 3.

	Yes	No
3. Is the property (or project area):		
a. identified, designated or otherwise protected under the <i>Ontario Heritage Act</i> as being of cultural heritage value?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. a National Historic Site (or part of)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. designated under the <i>Heritage Railway Stations Protection Act</i> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. designated under the <i>Heritage Lighthouse Protection Act</i> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office (FHBRO)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If Yes to any of the above questions, you need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report, if a Statement of Cultural Heritage Value has not previously been prepared or the statement needs to be updated

If a Statement of Cultural Heritage Value has been prepared previously and if alterations or development are proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

If No, continue to Question 4.



## Part B: Screening for Potential Cultural Heritage Value

	Yes	No
4. Does the property (or project area) contain a parcel of land that:		
a. is the subject of a municipal, provincial or federal commemorative or interpretive plaque?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has or is adjacent to a known burial site and/or cemetery?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. is in a Canadian Heritage River watershed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. contains buildings or structures that are 40 or more years old?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Part C: Other Considerations

	Yes	No
5. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area):		
a. is considered a landmark in the local community or contains any structures or sites that are important in defining the character of the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. has a special association with a community, person or historical event?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. contains or is part of a cultural heritage landscape?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**If Yes** to one or more of the above questions (Part B and C), there is potential for cultural heritage resources on the property or within the project area.

You need to hire a qualified person(s) to undertake:

- a Cultural Heritage Evaluation Report (CHER)

If the property is determined to be of cultural heritage value and alterations or development is proposed, you need to hire a qualified person(s) to undertake:

- a Heritage Impact Assessment (HIA) – the report will assess and avoid, eliminate or mitigate impacts

**If No** to all of the above questions, there is low potential for built heritage or cultural heritage landscape on the property.

The proponent, property owner and/or approval authority will:

- summarize the conclusion
- add this checklist with the appropriate documentation to the project file

The summary and appropriate documentation may be:

- submitted as part of a report requirement e.g. under the *Environmental Assessment Act*, *Planning Act* processes
- maintained by the property owner, proponent or approval authority

## Instructions

Please have the following available, when requesting information related to the screening questions below:

- a clear map showing the location and boundary of the property or project area
  - large scale and small scale showing nearby township names for context purposes
- the municipal addresses of all properties within the project area
- the lot(s), concession(s), and parcel number(s) of all properties within a project area

For more information, see the Ministry of Tourism, Culture and Sport's [Ontario Heritage Toolkit](#) or [Standards and Guidelines for Conservation of Provincial Heritage Properties](#).

In this context, the following definitions apply:

- **qualified person(s)** means individuals – professional engineers, architects, archaeologists, etc. – having relevant, recent experience in the conservation of cultural heritage resources.
- **proponent** means a person, agency, group or organization that carries out or proposes to carry out an undertaking or is the owner or person having charge, management or control of an undertaking.

### 1. Is there a pre-approved screening checklist, methodology or process in place?

An existing checklist, methodology or process may already be in place for identifying potential cultural heritage resources, including:

- one endorsed by a municipality
- an environmental assessment process e.g. screening checklist for municipal bridges
- one that is approved by the Ministry of Tourism, Culture and Sport (MTCS) under the Ontario government's [Standards & Guidelines for Conservation of Provincial Heritage Properties](#) [s.B.2.]

## Part A: Screening for known (or recognized) Cultural Heritage Value

### 2. Has the property (or project area) been evaluated before and found not to be of cultural heritage value?

Respond 'yes' to this question, if all of the following are true:

A property can be considered not to be of cultural heritage value if:

- a Cultural Heritage Evaluation Report (CHER) - or equivalent - has been prepared for the property with the advice of a qualified person and it has been determined not to be of cultural heritage value and/or
- the municipal heritage committee has evaluated the property for its cultural heritage value or interest and determined that the property is not of cultural heritage value or interest

A property may need to be re-evaluated, if:

- there is evidence that its heritage attributes may have changed
- new information is available
- the existing Statement of Cultural Heritage Value does not provide the information necessary to manage the property
- the evaluation took place after 2005 and did not use the criteria in Regulations 9/06 and 10/06

**Note:** Ontario government ministries and public bodies [prescribed under Regulation 157/10] may continue to use their existing evaluation processes, until the evaluation process required under section B.2 of the Standards & Guidelines for Conservation of Provincial Heritage Properties has been developed and approved by MTCS.

To determine if your property or project area has been evaluated, contact:

- the approval authority
- the proponent
- the Ministry of Tourism, Culture and Sport

### 3a. Is the property (or project area) identified, designated or otherwise protected under the *Ontario Heritage Act* as being of cultural heritage value e.g.:

- i. designated under the *Ontario Heritage Act*
  - individual designation (Part IV)
  - part of a heritage conservation district (Part V)

## Individual Designation – Part IV

A property that is designated:

- by a municipal by-law as being of cultural heritage value or interest [s.29 of the *Ontario Heritage Act*]
- by order of the Minister of Tourism, Culture and Sport as being of cultural heritage value or interest of provincial significance [s.34.5]. **Note:** To date, no properties have been designated by the Minister.

## Heritage Conservation District – Part V

A property or project area that is located within an area designated by a municipal by-law as a heritage conservation district [s. 41 of the *Ontario Heritage Act*].

For more information on Parts IV and V, contact:

- municipal clerk
- [Ontario Heritage Trust](#)
- local land registry office (for a title search)

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ii. subject of an agreement, covenant or easement entered into under Parts II or IV of the *Ontario Heritage Act*

An agreement, covenant or easement is usually between the owner of a property and a conservation body or level of government. It is usually registered on title.

The primary purpose of the agreement is to:

- preserve, conserve, and maintain a cultural heritage resource
- prevent its destruction, demolition or loss

For more information, contact:

- [Ontario Heritage Trust](#) - for an agreement, covenant or easement [clause 10 (1) (c) of the *Ontario Heritage Act*]
- municipal clerk – for a property that is the subject of an easement or a covenant [s.37 of the *Ontario Heritage Act*]
- local land registry office (for a title search)

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iii. listed on a register of heritage properties maintained by the municipality

Municipal registers are the official lists - or record - of cultural heritage properties identified as being important to the community.

Registers include:

- all properties that are designated under the *Ontario Heritage Act* (Part IV or V)
- properties that have not been formally designated, but have been identified as having cultural heritage value or interest to the community

For more information, contact:

- municipal clerk
- municipal heritage planning staff
- municipal heritage committee

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iv. subject to a notice of:

- intention to designate (under Part IV of the *Ontario Heritage Act*)
- a Heritage Conservation District study area bylaw (under Part V of the *Ontario Heritage Act*)

A property that is subject to a **notice of intention to designate** as a property of cultural heritage value or interest and the notice is in accordance with:

- section 29 of the *Ontario Heritage Act*
- section 34.6 of the *Ontario Heritage Act*. **Note:** To date, the only applicable property is Meldrum Bay Inn, Manitoulin Island. [s.34.6]

An area designated by a municipal by-law made under section 40.1 of the *Ontario Heritage Act* as a **heritage conservation district study area**.

For more information, contact:

- municipal clerk – for a property that is the subject of notice of intention [s. 29 and s. 40.1]
- [Ontario Heritage Trust](#)



v. included in the Ministry of Tourism, Culture and Sport's list of provincial heritage properties

Provincial heritage properties are properties the Government of Ontario owns or controls that have cultural heritage value or interest.

The Ministry of Tourism, Culture and Sport (MTCS) maintains a list of all provincial heritage properties based on information provided by ministries and prescribed public bodies. As they are identified, MTCS adds properties to the list of provincial heritage properties.

For more information, contact the MTCS Registrar at [registrar@ontario.ca](mailto:registrar@ontario.ca).

### **3b. Is the property (or project area) a National Historic Site (or part of)?**

National Historic Sites are properties or districts of national historic significance that are designated by the Federal Minister of the Environment, under the *Canada National Parks Act*, based on the advice of the Historic Sites and Monuments Board of Canada.

For more information, see the [National Historic Sites website](#).

### **3c. Is the property (or project area) designated under the *Heritage Railway Stations Protection Act*?**

The *Heritage Railway Stations Protection Act* protects heritage railway stations that are owned by a railway company under federal jurisdiction. Designated railway stations that pass from federal ownership may continue to have cultural heritage value.

For more information, see the [Directory of Designated Heritage Railway Stations](#).

### **3d. Is the property (or project area) designated under the *Heritage Lighthouse Protection Act*?**

The *Heritage Lighthouse Protection Act* helps preserve historically significant Canadian lighthouses. The Act sets up a public nomination process and includes heritage building conservation standards for lighthouses which are officially designated.

For more information, see the [Heritage Lighthouses of Canada](#) website.

### **3e. Is the property (or project area) identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office?**

The role of the Federal Heritage Buildings Review Office (FHBRO) is to help the federal government protect the heritage buildings it owns. The policy applies to all federal government departments that administer real property, but not to federal Crown Corporations.

For more information, contact the [Federal Heritage Buildings Review Office](#).

See a [directory of all federal heritage designations](#).

### **3f. Is the property (or project area) located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site?**

A UNESCO World Heritage Site is a place listed by UNESCO as having outstanding universal value to humanity under the Convention Concerning the Protection of the World Cultural and Natural Heritage. In order to retain the status of a World Heritage Site, each site must maintain its character defining features.

Currently, the Rideau Canal is the only World Heritage Site in Ontario.

For more information, see Parks Canada – [World Heritage Site website](#).

## **Part B: Screening for potential Cultural Heritage Value**

### **4a. Does the property (or project area) contain a parcel of land that has a municipal, provincial or federal commemorative or interpretive plaque?**

Heritage resources are often recognized with formal plaques or markers.

Plaques are prepared by:

- municipalities
- provincial ministries or agencies
- federal ministries or agencies
- local non-government or non-profit organizations

For more information, contact:

- [municipal heritage committees](#) or local heritage organizations – for information on the location of plaques in their community
- Ontario Historical Society's [Heritage directory](#) – for a list of historical societies and heritage organizations
- Ontario Heritage Trust – for a [list of plaques](#) commemorating Ontario's history
- Historic Sites and Monuments Board of Canada – for a [list of plaques](#) commemorating Canada's history

#### **4b. Does the property (or project area) contain a parcel of land that has or is adjacent to a known burial site and/or cemetery?**

For more information on known cemeteries and/or burial sites, see:

- Cemeteries Regulations, Ontario Ministry of Consumer Services – for a [database of registered cemeteries](#)
- Ontario Genealogical Society (OGS) – to [locate records of Ontario cemeteries](#), both currently and no longer in existence; cairns, family plots and burial registers
- Canadian County Atlas Digital Project – to [locate early cemeteries](#)

In this context, adjacent means contiguous or as otherwise defined in a municipal official plan.

#### **4c. Does the property (or project area) contain a parcel of land that is in a Canadian Heritage River watershed?**

The Canadian Heritage River System is a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage.

Canadian Heritage Rivers must have, and maintain, outstanding natural, cultural and/or recreational values, and a high level of public support.

For more information, contact the [Canadian Heritage River System](#).

If you have questions regarding the boundaries of a watershed, please contact:

- your conservation authority
- municipal staff

#### **4d. Does the property (or project area) contain a parcel of land that contains buildings or structures that are 40 or more years old?**

A 40 year 'rule of thumb' is typically used to indicate the potential of a site to be of cultural heritage value. The approximate age of buildings and/or structures may be estimated based on:

- history of the development of the area
- fire insurance maps
- architectural style
- building methods

Property owners may have information on the age of any buildings or structures on their property. The municipality, local land registry office or library may also have background information on the property.

**Note:** 40+ year old buildings or structure do not necessarily hold cultural heritage value or interest; their age simply indicates a higher potential.

A building or structure can include:

- residential structure
- farm building or outbuilding
- industrial, commercial, or institutional building
- remnant or ruin
- engineering work such as a bridge, canal, dams, etc.

For more information on researching the age of buildings or properties, see the Ontario Heritage Tool Kit Guide [Heritage Property Evaluation](#).

## Part C: Other Considerations

### 5a. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) is considered a landmark in the local community or contains any structures or sites that are important to defining the character of the area?

Local or Aboriginal knowledge may reveal that the project location is situated on a parcel of land that has potential landmarks or defining structures and sites, for instance:

- buildings or landscape features accessible to the public or readily noticeable and widely known
- complexes of buildings
- monuments
- ruins

### 5b. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) has a special association with a community, person or historical event?

Local or Aboriginal knowledge may reveal that the project location is situated on a parcel of land that has a special association with a community, person or event of historic interest, for instance:

- Aboriginal sacred site
- traditional-use area
- battlefield
- birthplace of an individual of importance to the community

### 5c. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area) contains or is part of a cultural heritage landscape?

Landscapes (which may include a combination of archaeological resources, built heritage resources and landscape elements) may be of cultural heritage value or interest to a community.

For example, an Aboriginal trail, historic road or rail corridor may have been established as a key transportation or trade route and may have been important to the early settlement of an area. Parks, designed gardens or unique landforms such as waterfalls, rock faces, caverns, or mounds are areas that may have connections to a particular event, group or belief.

For more information on Questions 5.a., 5.b. and 5.c., contact:

- Elders in Aboriginal Communities or community researchers who may have information on potential cultural heritage resources. Please note that Aboriginal traditional knowledge may be considered sensitive.
- [municipal heritage committees](#) or local heritage organizations
- Ontario Historical Society's "[Heritage Directory](#)" - for a list of historical societies and heritage organizations in the province

An internet search may find helpful resources, including:

- historical maps
- historical walking tours
- municipal heritage management plans
- cultural heritage landscape studies
- municipal cultural plans

Information specific to trails may be obtained through [Ontario Trails](#).