



**Proposed NPS 20 Don River  
Relocation Project  
Environmental Report**

FINAL REPORT

December 17, 2021

File: 160951293

Prepared for:

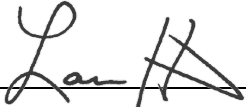
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## Sign-off Sheet

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**PROPOSED NPS 20 DON RIVER RELOCATION PROJECT  
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# PROPOSED NPS 20 DON RIVER RELOCATION PROJECT ENVIRONMENTAL REPORT

## Executive Summary

In May 2018 Enbridge Gas Inc. (Enbridge) proposed to replace and abandon a segment of high-pressure steel Nominal Pipe Size (NPS) 20 (20-inch) natural gas pipeline supplying the City of Toronto, Ontario. The pipeline is located partially on the Keating Railway Bridge, an above ground river crossing that spans the Don River, and partially underground immediately east and west of the bridge. The project involved the replacement of the above ground river crossing. Enbridge undertook investigative work to determine the integrity of the pipeline in 2018 in parallel with preparation of the Environmental Report (ER). The investigative work determined that the pipeline was in good condition, as a result the replacement was cancelled on August 3, 2018.

Late in August 2018, Waterfront Toronto notified Enbridge that the existing natural gas main conflicted with the proposed Waterfront Toronto's Port Lands Flood Protection and Enabling Infrastructure Project (PLFPEI) to manage flooding. As a result, Enbridge must relocate and abandon the segment of the NPS 20 natural gas main located on the Keating Railway Bridge. Enbridge therefore filed an application with the OEB in 2020 to relocate and abandon the portion of NPS 20 pipeline located on the Keating Railway Bridge. Enbridge completed an ER, which considered the same route alternatives as presented in the 2018 ER. Enbridge subsequently withdrew the 2020 application to assess alternatives that were made possible by an adjustment to Waterfront Toronto's construction schedule for the PLFPEI, which led to the identification of an additional route option. This ER will evaluate the previously identified alternate routes and the newly identified route option; the Study Area has not changed.

The Preliminary Preferred Route involves two phases: a temporary above ground by-pass phase, and final relocation phase. The temporary above ground by-pass installation is proposed to be located on the south side of the newly built and widened Lake Shore Bridge, and the final relocation is proposed to be in a dedicated utility corridor on the north side of the Keating Railway Bridge. The temporary above ground by-pass will include construction of approximately 209 m of pipeline and the final relocation will include construction of approximately 166 m of pipeline. Tie-ins to the existing Enbridge NPS20 pipeline will occur on the east and west side of each bridge.

Each alternative route carried forward to the evaluation process shares a Common Route Segment, which has been removed from the evaluation process. The Common Route Segment starts at the intersection of Palace Street and Rolling Mills Road and then travels north along Rolling Mills Road, east along Eastern Avenue Diversion east, north along St. Lawrence Street, east along Trolley Crescent and north along Lower River Street to the intersection of Lower River Street and King Street East. The intersection of Lower River Street and King Street East is the starting point of the tie-in alternatives.



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The following is a description of each alternative route:

- Alternative Route 1 commences from the existing Enbridge pipeline on Parliament Street, immediately north of the Gardiner Expressway. From this take-off point the route travels east along Mill Street, north along Trinity Street (where Alternate Feeder Station Location A is located), east on Front Street East, and north on Rolling Mills Road to Palace Street. The Route then follows the Common Route Segment described above to the starting point of the alternate tie-in points.
- Alternative Route 2 commences from an existing Enbridge pipeline on Cherry Street, immediately south of the Gardiner Expressway. The route then crosses the Gardiner Expressway to the Lower Don River Trail, which it follows east for approximately 200 m. The route then crosses the Metrolinx Don Yard and railway tracks to Mill Street, then to Trinity Street. The route then travels north along Trinity Street east on Front Street East, and north on Rolling Mills Road to Palace Street. The Route then follows the Common Route Segment described above to the starting point of the alternate tie-in points.
- Alternative Route 3 commences from an existing Enbridge pipeline on Cherry Street, immediately south of the Gardiner Expressway. The route then crosses the Gardiner Expressway to Alternate Feeder Station Location B. From the Feeder Station, the route follows the Lower Don River Trail east for approximately 100 m where it then crosses the Metrolinx Don Yard and railway tracks to Mill Street. At this point, there are two options: Alternative Route 3A which follows Mill Street west and Rolling Mills Road north to the Common Route Segment, or Alternative Route 3B which travels along Tannery Road north and Palace Street west to the Common Route Segment.

The following is a description of each of the alternative tie-in points, which begin from the end of the Common Route Segment at the intersection of Lower River Street and King Street East:

- Alternate Tie-in Point 1 follows River Street north to Labatt Avenue, which it then follows east to Bayview Avenue where it terminates at an existing Enbridge pipeline.
- Alternate Tie-in Point 2 follows River Street north to Old Brewery Lane, which it then follows east to Bayview Avenue where it terminates at an existing Enbridge pipeline.
- Alternate Tie-in Point 3 follows Lower River Street north to Queen Street East, which it then follows east to Bayview Avenue where it terminates at an existing Enbridge pipeline.

Enbridge has retained Stantec Consulting Ltd. (“Stantec”) to undertake an environmental study of the construction and operation of the proposed natural gas pipeline which meets the intent of the Ontario Energy Board’s (OEB) Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and facilities in Ontario, 7th Edition (2016). The Environmental Report (ER), which summarizes the environmental study, will accompany a future Enbridge ‘Leave to Construct’ application to the OEB for the Project.

Enbridge will apply for additional permits and approvals from federal and provincial agencies that have jurisdiction within the Study Area. This ER will serve to support these permit and approval applications.



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The route evaluation process was undertaken as per the OEB Environmental Guidelines (2016), which identifies the environmental and socio-economic features to take into consideration and the principles to be considered during the route evaluation.

Following the comparative evaluation and based on feedback received during an extensive consultation program for the Project the Preliminary Preferred Route was selected. The consultation program engaged Indigenous communities, federal and provincial agencies, conservation authorities, municipal personnel and elected officials, Indigenous communities, special interest groups and residents and businesses.

The consultation program included development and maintenance of a stakeholder contact list and the development of notices, newspaper advertisements, agency meetings, an Information Session, a virtual open house, and provision of feedback to those members of the public who had questions, issues, or concerns or positive feedback about the Project. Enbridge is committed to ongoing consultation with interested and potentially affected parties through detailed design and construction and will respond to stakeholder concerns throughout the life of the Project.

The potential effects and impacts of the Project on physical, biophysical and socio-economic features have been assessed. In the opinion of Stantec, the recommended program of supplemental studies, mitigation, protective and contingency measures are considered appropriate to protect the features encountered. Monitoring will assess that mitigation and protective measures have been effective in both the short and long term.

The potential cumulative effects of the Project were assessed by considering development that may begin during construction or that are scheduled to begin in the known future. The Study Area boundary was used to assess potential effects of the Project and other developments on environmental and socio-economic features. As such, the cumulative effects assessment determined that, provided that ongoing consultation and appropriate mitigation and protective measures are implemented, potential cumulative effects will be of low probability and magnitude, short duration, and reversible, positive and are therefore not anticipated to be significant.

With the implementation of the recommendations in the ER, ongoing communication and consultation, and adherence to permit, regulatory and legislative requirements, potential adverse residual environmental and socio-economic impacts of this Project are not anticipated to be significant.



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## Abbreviations

AA	Archaeological Assessment
AMSL	Above Mean Sea Level
BGS	Below Ground Surface
CEA	Cumulative Effects Assessment
CTC	Credit Valley-Toronto and Region-Central Lake Ontario
DFO	Fisheries and Oceans Canada
EASR	Environmental Activity and Sector Registry
EBA	Event Based Area
ECCC	Environment and Climate Change Canada
EPP	Environmental Protection Plan
ER	Environmental Report
ESA	<i>Endangered Species Act, 2007</i>
ESC	Erosion and Sediment Control
FPL	Flood Protection Landform
GIS	Geographical Information System
IO	Infrastructure Ontario
IPZ	Intake Protection Zone
LIO	Land Information Ontario
LTC	Leave-to-Construct
MBCA	<i>Migratory Birds Convention Act, 1994</i>
MCFN	Mississaugas of the New Credit First Nation
MECP	Ministry of the Environment, Conservation and Parks
MENDM / MNDM	Ministry of Energy, Northern Development and Mines / Ministry of Northern Development and Mines
MHSTCI	Ministry of Heritage, Sport, Tourism and Culture Industries
MNO	Métis Nation of Ontario





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MNRF	Ministry of Natural Resources and Forestry
MOE	Ministry of Energy
MPP	Member of Provincial Parliament
MTO	Ministry of Transportation
NHIC	Natural Heritage Information Centre
NPS	Nominal Pipe Size
NRCan	Natural Resources Canada
OEB	Ontario Energy Board
OHA	<i>Ontario Heritage Act</i>
OPCC	Ontario Pipeline Coordinating Committee
O. Reg.	Ontario Regulation
PLFPEI	Port Lands Flood Protection and Enabling Infrastructure
PTTW	Permit to Take Water
RoW	Right-of-Way
SAR	Species at Risk
SOCC	Species of Conservation Concern
TRCA	Toronto and Region Conservation Authority
TSSA	Technical Standards and Safety Authority
TWS	Temporary Working Space
TSS	Total Suspended Solids
WHPA	Well Head Protection Area
WQI	Water Quality Index
WWR	Water Well Records



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## 1.0 INTRODUCTION

### 1.1 PROJECT DESCRIPTION

In May 2018 Enbridge Gas Inc. (Enbridge) proposed to replace and abandon a segment of high-pressure steel Nominal Pipe Size (NPS) 20 (20-inch) natural gas pipeline supplying the City of Toronto, Ontario. The pipeline is located partially on the Keating Railway Bridge, an above ground river crossing that spans the Don River, and partially underground immediately east and west of the bridge. The project involved the replacement of the above ground river crossing. Enbridge undertook investigative work to determine the integrity of the pipeline in 2018 in parallel with preparation of the Environmental Report (ER). The investigative work determined that the pipeline was in good condition, as a result the replacement was cancelled on August 3, 2018.

Late in August 2018, Waterfront Toronto notified Enbridge that the existing natural gas main conflicted with the proposed Waterfront Toronto Port Lands Flood Protection and Enabling Infrastructure Project (PLFPEI) to manage flooding. As a result, Enbridge must relocate and abandon the segment of the NPS 20 natural gas main located on the Keating Railway Bridge. Enbridge therefore filed an application with the OEB in 2020 to relocate and abandon the portion of NPS 20 pipeline located on the Keating Railway Bridge. Enbridge completed an ER, which considered the same route alternatives as presented in the 2018 ER. Enbridge subsequently withdrew the 2020 application to assess alternatives that were made possible by an adjustment to Waterfront Toronto's construction schedule for the PLFPEI, which led to the identification of an additional route option. This ER will evaluate the previously identified alternate routes and the newly identified route option; the Study Area has not changed.

The Study Area for the proposed Project is depicted in Figure A-1, Appendix A. Temporary working space (TWS) is required along portions of the proposed route to accommodate construction. Enbridge retained Stantec Consulting Ltd. (Stantec) to undertake an environmental study of the construction and operation of the proposed natural gas pipeline. The environmental study included a route evaluation and selection process that was designed to identify the proposed route alternative with the least potential environmental and socio-economic impact.

### 1.2 ENVIRONMENTAL STUDY

#### 1.2.1 Objectives

A multidisciplinary team of environmental planners and scientists from Stantec conducted the environmental study. Enbridge provided environmental support and engineering expertise throughout the study, as required.



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The environmental study was undertaken in accordance with the Ontario Energy Board's (OEB's) *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition (OEB Environmental Guidelines)* (OEB 2016). The study was also undertaken to meet the requirements of relevant federal and provincial environmental guidelines and regulations.

The principal objective of the environmental study is to confirm a preferred route from an environmental and socio-economic perspective. Another objective of the environmental study is to outline various environmental mitigation and protection measures for the construction and operation of the Project, while meeting the intent of the *OEB Environmental Guidelines* (2016).

To meet these objectives, the environmental study was prepared to:

- Undertake a route evaluation process
- Confirm a preferred route that reduces potential environmental impacts
- Complete a detailed review of environmental and socio-economic features along the preferred route and assess the potential environmental impacts of the Project on these features
- Establish mitigation and protective measures that may be used to reduce or eliminate potential environmental and socio-economic impacts of the Project
- Develop a consultation program to receive input from interested and potentially affected parties
- Identify any necessary supplemental studies, monitoring and contingency plans

## 1.2.2 Process

The environmental study was divided into the following three main phases:

- Phase I: Inventory and mapping of existing conditions; identification of route alternatives
- Phase II: Identification of a preliminary preferred route
- Phase III: Confirmation of the route and preparation of this ER

The maps produced during the route evaluation and selection process are included as Appendix A, the map of existing conditions is included as Appendix C.

### Phase I: Identification of Route Alternatives

The environmental study began with delineating the Study Area (Section 2.2) and notifying federal and provincial agencies and authorities, municipal personnel, special interest groups, third party utility providers, directly affected landowners, residents and businesses within 500 m of the alternative routes, Indigenous communities and the Métis Nation of Ontario (MNO). Environmental features and conditions in the Study Area were mapped and characterized using relevant published literature, maps, and digital data. Geographically based environmental features were incorporated onto a series of digital base maps. Discussions with relevant agencies and the City of Toronto provided information essential for compiling the existing conditions inventory and mapping.



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Alternative routes were generated based on the routing objectives, the location of existing Enbridge infrastructure and potential tie-in points, and environmental and socio-economic constraints and opportunities identified in Section 2.3. To assist in the generation of route alternatives, Stantec personnel conducted site visits, interpreted aerial photography, and mapped existing environmental and socio-economic constraints and opportunities.

## Phase II: Identification of a Preliminary Preferred Route

The Preliminary Preferred Route was identified through a quantitative and qualitative comparative evaluation of the route alternatives, as described in Section 2.5. The consultation program (Section 3.0) provided opportunities to comment on the Project, the route evaluation and selection process, and the Preliminary Preferred Route. Feedback was sought through written correspondence from stakeholders, meetings with interested parties, newspaper notices, letters, an in-person Information Session held on May 29, 2018, and a Virtual Open House held between November 1 to 14, 2021.

## Phase III: Confirmation of the Route; Environmental Report

Based on feedback received during the consultation program, the Preliminary Preferred Route was confirmed to be the Preferred Route. Phase III concluded with the preparation of this ER as well as Environmental Alignment Sheets to identify site-specific mitigation and protective measures that will be implemented during construction along the Preferred Route (see Appendix D).

### 1.2.3 The Environmental Report

The environmental study has relied on technically sound and consistently applied procedures that are replicable and transparent. The ER, which documents the environmental study, will form the foundation for future environmental management activities related to the Project.

The ER is organized into the following sections:

1. **Introduction:** provides a description of the Project and the environmental study;
2. **Route Evaluation and Selection:** provides an overview of the pipeline route evaluation and selection process and selection of the preferred route;
3. **Consultation Program:** describes the consultation program;
4. **Impact Identification, Assessment and Mitigation:** describes the existing conditions, predicts potential effects and impacts, recommends supplemental studies, mitigation and protective measures, and considers net impacts;
5. **Cumulative Effects:** provides an analysis of potential cumulative effects associated with the proposed Project;
6. **Monitoring and Contingency Plans:** describes monitoring and contingency plans to address potential environmental impacts of the proposed Project; and
7. **Conclusion:** provides a discussion and consideration of the potential environmental impacts associated with the proposed Project.



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The ER also includes references, and appendices for documentation.

## 1.2.4 The OEB Regulatory Process

Once complete, the ER will be circulated to the Ontario Pipeline Coordinating Committee (OPCC) for their review and comment. The OPCC is an inter-ministerial committee that includes provincial government ministries, boards, and authorities with potential interest in the construction and operation of hydrocarbon transmission and storage facilities.

The ER will accompany a future Enbridge 'Leave-to-Construct' (LTC) application to the OEB for the proposed Project. While the ER illustrates the general location of the Preferred Route, Enbridge will undertake detailed design to determine the exact location of the running line, tie-ins and TWS. Detailed design will also be influenced by supplemental studies and site-specific requests from landowners, businesses, and agencies. Information on engineering and other matters will be included in the application to the OEB, along with additional required information.

Upon receiving the application, the OEB may order a written or oral hearing. Communication about the hearing will include notices in local newspapers and letters to directly affected landowners, both of which will outline how the general public and landowners can get involved with the hearing process. If after the public hearing the OEB finds the Project is in the public interest it will approve construction of the Project. The OEB normally attaches conditions to a Project it approves. Enbridge must comply with these conditions of approval at all stages of the Project.

## 1.2.5 Additional Regulatory Processes

Enbridge will also be required to obtain additional environmental approvals from federal and provincial agencies, including the City of Toronto and other interested parties, and these are outlined in Table 1-1 below. This ER will serve to support these permit and approval applications.

**Table 1-1: Summary of Environmental Potential Permits/Regulatory Requirements**

Permit Name	Administering Agency	Description
<b>FEDERAL PERMITS/APPROVALS</b>		
Clearing of Vegetation under the <i>Migratory Bird Convention Act, 1994</i> (MBCA) - No permit is necessary; however, measures should be implemented to monitor that no breeding birds or their nests are harmed or destroyed during the bird nesting season	Environment and Climate Change Canada (ECCC)	All vegetation clearing and removal should be completed outside the primary breeding (nesting) period for birds. The primary nesting period is defined as the period when the percent of total nesting species is greater than 10% based on the ECCC's Nesting Calendar, and due diligence mitigation measures are generally recommended (ECCC 2018); however, if vegetation removal occurs within this window (April 1 to August 31), a qualified biologist must conduct nest surveys in to be cleared in accordance with the MBCA. If nests are found, clearing of the area will cease until the young have naturally fledged.



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**Table 1-1: Summary of Environmental Potential Permits/Regulatory Requirements**

<b>Permit Name</b>	<b>Administering Agency</b>	<b>Description</b>
<b>PROVINCIAL PERMITS/APPROVALS</b>		
Development Permit under <i>Ontario Regulation (O. Reg.) 166/06</i> (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses)	Toronto and Region Conservation Authority (TRCA)	Required for works within TRCA Regulated Areas (shorelines, river, stream, or lake valleys, watercourses, hazardous lands, or wetlands).
Register water taking activities on the Environmental Activity and Sector Registry (EASR) or Permit to Take Water (PTTW) as per the <i>Ontario Water Resources Act, 1990</i>	Ministry of the Environment, Conservation and Parks (MECP)	If dewatering of more than 50,000 L per day but less than 400,000 L per day is required, the activity can be registered on the EASR. Should construction dewatering exceed 400,000 L/day, a PTTW will be required from the MECP.
Species at Risk (SAR) Approvals under the <i>Endangered Species Act, 2007</i> (ESA)	MECP	Consultation may be required with the MECP to identify the approval process under the ESA (e.g., permit, registration, letter of advice), if applicable.  Approval would be required for any protected species and/or their habitat under the ESA.
Archaeological clearance under the <i>Ontario Heritage Act</i> (OHA)	Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)	An archaeological assessment (AA)(i.e., a Stage 1 and 2 AA along the right-of-way (RoW)) to identify areas of archaeological potential is required prior to any ground disturbance and/or site alteration. The completed AA reports are forwarded to the MHSTCI for review.
Review of Built Heritage Resources and Cultural Heritage Landscapes under the OHA	MHSTCI	A Heritage Overview should be completed to determine the presence of built heritage resources and cultural heritage landscapes. If identified, a Heritage Impact Assessment is required to determine the effects of the Project on cultural heritage resources and provide methods to mitigate the impacts, if any.



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**Table 1-1: Summary of Environmental Potential Permits/Regulatory Requirements**

<b>Permit Name</b>	<b>Administering Agency</b>	<b>Description</b>
<b>MUNICIPAL PERMITS/APPROVALS</b>		
Permit to Injure or Destroy Trees	City of Toronto	<p>If removal of trees is required for construction on municipally managed lands.</p> <p>For the City of Toronto, permits are required to injure or destroy a tree on private property, a city street, within a ravine, or in a city park with an Application to Injure or Destroy Trees. The following by-laws may apply:</p> <ul style="list-style-type: none"> <li>• Street Tree By-law (City of Toronto Municipal Code Chapter 813, Article II)</li> <li>• Private Tree By-law (City of Toronto Municipal Code Chapter 813, Article III)</li> <li>• Ravine &amp; Natural Feature Protection By-law (City of Toronto Municipal Code Chapter 658), and</li> <li>• Parks By-law (City of Toronto Municipal Code Chapter 608, Article VII) (City of Toronto 2016).</li> </ul>
Streets Use By-law	City of Toronto	Required for working or encroaching on public streets.
<b>OTHER INTERESTED PARTIES PERMITS/APPROVALS</b>		
Crossing Agreements	Utility and Infrastructure Owners (e.g. Hydro One Networks Inc. (Hydro One), City of Toronto, CN Rail)	Required for crossing utilities (e.g. Hydro One's electric transmission corridor, City of Toronto roadways).



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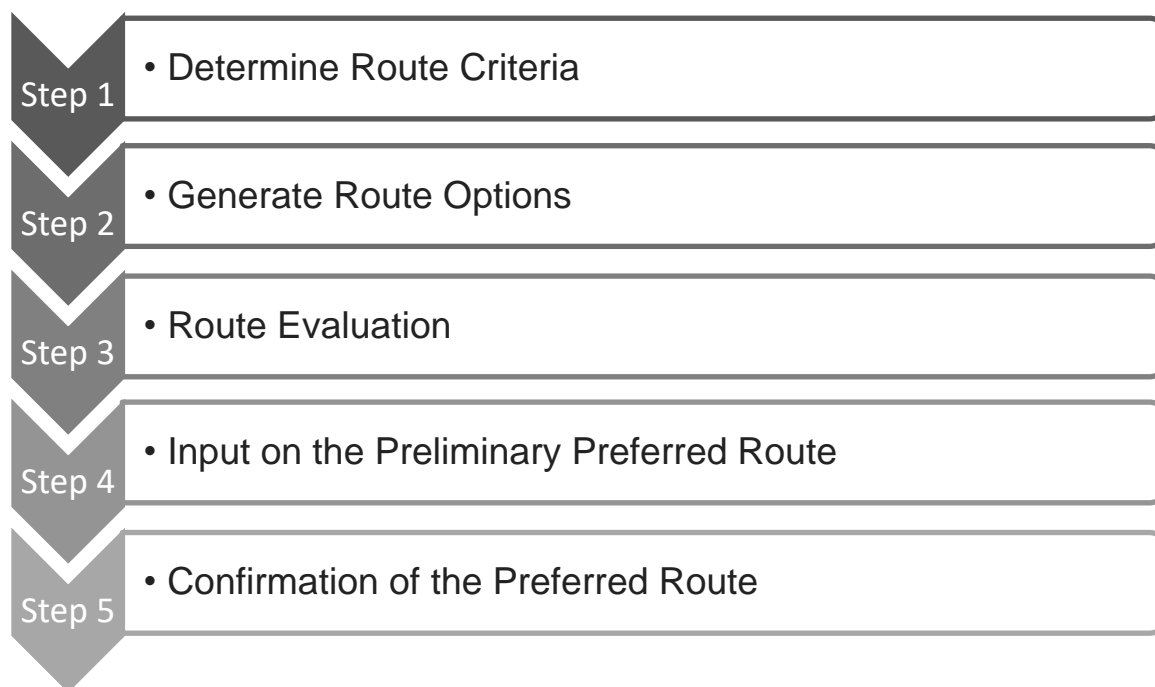
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## 2.0 ROUTE EVALUATION AND SELECTION

### 2.1 THE PROCESS

The route evaluation process was undertaken as per the *OEB Environmental Guidelines* (2016), which identify the environmental and socio-economic features to take into consideration and the principles to be considered during the route evaluation. The Preferred Route for the proposed Project was confirmed through a five-step process, as illustrated in Figure 2-1.

**Figure 2-1: Route Evaluation Methodology**



### 2.2 STUDY AREA

The Study Area (Figure A-1, Appendix A) encompasses an area of approximately 425 ha in the City of Toronto. The Study Area is considered to be the area within which direct interactions with the socio-economic and natural environment could occur and allow for a reasonable number of alternative routes to be considered. Alternative routes were located in the existing municipal road allowances, where possible. It is in this area that desktop information on socio-economic and environmental features has been collected for assessing the potential impacts of the Project. Additional alternative routes were explored further to the north and south of the established Study Area.





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## 2.3 STEP 1: DETERMINE ROUTE CRITERIA

### 2.3.1 Routing Objectives

The routing methodology is influenced by Enbridge's preference to utilize existing municipal road allowance to locate the proposed pipelines (Figure A-2, Appendix A). Stantec's role was to determine, through qualitative and quantitative assessment, the environmentally preferred route for the Project.

The process of developing alternative routes commenced with the identification of routing objectives. These include:

1. Routes should follow a reasonably direct path between end-points from connections to existing infrastructure, thus reducing length as well as potential for socio-economic and environmental and effect.
2. Routes should avoid sensitive socio-economic and environmental features to the extent possible; where they cannot be avoided routes should be located to reduce effects.
3. If road allowance cannot be followed, existing linear infrastructure should be utilized to the greatest extent possible to reduce effects to previously undisturbed land and/or constrain future land development.
4. Where new easements are required, existing lot/property lines should be followed to the extent possible in the Study Area.

### 2.3.2 Environmental and Socio-Economic Opportunities and Constraints

The route selection process was completed with consideration of the *OEB Environmental Guidelines* (2016). Chapter 4 of the *OEB Environmental Guidelines* (2016), 'Route or Site Selection', outlines the socio-economic and environmental features that should be considered during route evaluation.

A geographical information system (GIS)-based environmental inventory was compiled to identify existing features in the Study Area. Once the inventory was complete, Stantec classified the features as either pipeline routing constraints or opportunities.

Socio-economic and environmental constraints are existing features that meet the following criteria:

- The feature would require site-specific mitigation measures to reduce potential effects.
- The feature has been selected or designated for protection.
- The feature has been recognized through local, regional, provincial, or federal policy, plan, or statute, or is otherwise valued as an environmental or socio-economic resource.



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Socio-economic opportunities are existing features, such as property lines or existing linear infrastructure, which provide a suitable location for the alignment of the pipeline.

Existing features were identified using published literature, maps, and digital data, discussions with agencies and the City of Toronto, and confirmed through field visits. The location and extent of socio-economic and environmental features are outlined in Section 4.0 of this ER and illustrated in Figure C-1, Appendix C.

## 2.4 STEP 2: GENERATE ROUTE ALTERNATIVES

Generation of route alternatives was based on the routing objectives, the location of existing Enbridge infrastructure and potential tie-in points, and the environmental and socio-economic constraints and opportunities identified in Step 1. Alternative route generation was conducted by staff from Stantec and Enbridge, using aerial photography interpretation, and mapping of existing environmental and socio-economic constraints and opportunities. The location of each alternative route is shown in Appendix A, Figure No. A-2.

The Preliminary Preferred Route involves two phases: a temporary above ground by-pass phase, and final relocation phase. The temporary above ground by-pass installation is proposed to be located on the south side of the newly built and widened Lake Shore Bridge, and the final relocation is proposed to be in a dedicated utility corridor on the north side of the Keating Railway Bridge. The temporary above ground by-pass will include construction of approximately 209 m of pipeline and the final relocation will include construction of approximately 166 m of pipeline. Tie-ins to the existing Enbridge NPS20 pipeline will occur on the east and west side of each bridge.

Enbridge's existing infrastructure also allows for the potential route to start from three different locations resulting in three alternative routes that were considered for the Project. These alternative routes are shown as Alternative Route 1, Alternative Route 2, Alternative Route 3A, and Alternative Route 3B on Figure A-2, Appendix A. Additionally, three alternative tie-in points to the existing pipeline were evaluated and are presented as Alternate Tie-in Point 1, Alternate Tie-in Point 2 and Alternate Tie-in Point 3 on Figure A-2, Appendix A. Based on the alternative routes, two alternate feeder station locations were also presented.

Each alternative route carried forward to the evaluation process shares a Common Route Segment (Figure A-2, Appendix A), which has been removed from the evaluation process. The Common Route Segment starts at the intersection of Palace Street and Rolling Mills Road and then travels north along Rolling Mills Road, east along Eastern Avenue Diversion east, north along St. Lawrence Street, east along Trolley Crescent and north along Lower River Street to the intersection of Lower River Street and King Street East. The intersection of Lower River Street and King Street East is the starting point of the tie-in alternatives.



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The following is a description of each alternative route:

- Alternative Route 1 commences from the existing Enbridge pipeline on Parliament Street, immediately north of the Gardiner Expressway. From this take-off point the route travels east along Mill Street, north along Trinity Street (where Alternate Feeder Station Location A is located), east on Front Street East, and north on Rolling Mills Road to Palace Street. The Route then follows the Common Route Segment described above to the starting point of the alternate tie-in points.
- Alternative Route 2 commences from an existing Enbridge pipeline on Cherry Street, immediately south of the Gardiner Expressway. The route then crosses the Gardiner Expressway to the Lower Don River Trail, which it follows east for approximately 200 m. The route then crosses the Metrolinx Don Yard and railway tracks to Mill Street, then to Trinity Street. The route then travels north along Trinity Street, east on Front Street East, and north on Rolling Mills Road to Palace Street. The Route then follows the Common Route Segment described above to the starting point of the alternate tie-in points.
- Alternative Route 3 commences from an existing Enbridge pipeline on Cherry Street, immediately south of the Gardiner Expressway. The route then crosses the Gardiner Expressway to Alternate Feeder Station Location B. From the Feeder Station, the route follows the Lower Don River Trail east for approximately 100 m where it then crosses the Metrolinx Don Yard and railway tracks to Mill Street. At this point, there are two options: Alternative Route 3A which follows Mill Street west and Rolling Mills Road north to the Common Route Segment, or Alternative Route 3B which travels along Tannery Road north and Palace Street west to the Common Route Segment.

The following is a description of each of the alternative tie-in points, which begin from the end of the Common Route Segment at the intersection of Lower River Street and King Street East:

- Alternate Tie-in Point 1 follows River Street north to Labatt Avenue, which it then follows east to Bayview Avenue where it terminates at an existing Enbridge pipeline.
- Alternate Tie-in Point 2 follows River Street north to Old Brewery Lane, which it then follows east to Bayview Avenue where it terminates at an existing Enbridge pipeline.
- Alternate Tie-in Point 3 follows Lower River Street north to Queen Street East, which it then follows east to Bayview Avenue where it terminates at an existing Enbridge pipeline.

## 2.5 STEP 3: ROUTE EVALUATION

### 2.5.1 Evaluation Methodology

Through early consultation in 2019, two alternative routes were suggested by Waterfront Toronto. The routes were reviewed internally by Enbridge's Engineering and Operations groups. The routes were determined to be not feasible due to operational risk. For that reason, these routes have not been assessed in this ER. Further information on these routes can be found in Appendix B5 from the workshops and meetings held with Waterfront Toronto.



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The Preliminary Preferred Route and the three alternative routes underwent a comparative evaluation to predict the potential environmental and socio-economic effects of constructing and operating each route option and to determine which route was preferred from an environmental and socio-economic perspective. Due to the urban nature of the Project some environmental criteria were removed from the comparative analysis. The following are criteria that were removed from the comparative evaluation either because they are not present in the Study Area, are common to all three alternative routes, or impacts to them are not anticipated by any of the alternative routes:

- **Agricultural:** Length of prime agricultural land and artificial agricultural drainage traversed.
- **Groundwater Resources:** Number of Water Wells (i.e., domestic and livestock wells) within 100 m of the alternative routes. City of Toronto is on a municipal water supply, there are no domestic or livestock wells within 100 m of the alternative routes.
- **Terrestrial:** Potential for SAR and their habitats and designated natural areas (e.g., wetlands, woodlots) within 30 m on both sides of the alternative routes.

Once the above criteria were removed from the evaluation, the alternative routes were evaluated by identifying features adjacent to the road allowance for each route. Categories of assessed features include:

- **Route Length:** Length (m).
- **Archaeological Potential:** Known archaeological resources and areas of archaeological potential.
- **Aquatic Features:** Number of watercourse crossings and TRCA-regulated areas crossed.
- **Socio-Economic:** Number of residents and businesses fronting both sides of the road and infrastructure traversed.

The buffers that were used were chosen based on the likelihood of the Project to impact these features.

## 2.5.2 Route Length

Comparing the total length of the routes is appropriate as a scoping tool that yields a quantitative metric relating to total disturbed area. Typically, shorter routes have less opportunity for disturbances. Table 2-1 compares the route lengths of each route alternatives.

**Table 2-1: Route Length Summary Table**

Alternative Route	Route Length (m)
<i>Routes</i>	
Preliminary Preferred Route	375 <sup>1</sup>
Alternative Route 1	1,088
Alternative Route 2	1,654
Alternative Route 3A	759



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**Table 2-1: Route Length Summary Table**

<b>Alternative Route</b>	<b>Route Length (m)</b>
Alternative Route 3B	792
<i>Tie-in Points</i>	
Alternate Tie-in Point 1	462
Alternate Tie-in Point 2	233
Alternate Tie-in Point 3	162

**NOTES:**

<sup>1</sup> This represents the total length of pipeline that will be constructed. The temporary above ground by-pass will be 209 m in length and the permanent pipeline will be 166 m in length.

The combined total of the temporary and permanent pipeline length for the Preliminary Preferred Route is 375 m. Therefore, the Preliminary Preferred Route is the shortest route option.

**2.5.3 Archaeological Potential**

To assess the potential for archaeological resources or areas of archaeological potential along the alternative routes, a Stage 1 AA was conducted in 2018 for the Study Area of the alternative routes. The assessment included consultation with the MHSTCI and the City of Toronto to determine previously registered archaeological sites within 1 km of the Study Area as well as a review of published mapping and data. A property inspection was also undertaken to identify the presence or absence of any features of archaeological potential and to determine areas previously disturbed. Table 2-2 outlines the total length of each alternative route within areas of elevated archaeological potential.

**Table 2-2: Archaeological Potential Summary Table**

<b>Alternative Route</b>	<b>Archaeological Potential (m)</b>
<i>Routes</i>	
Alternative Route 1	0
Alternative Route 2	215
Alternative Route 3A	263
Alternative Route 3B	263
<i>Tie-in Points</i>	
Alternate Tie-in Point 1	0
Alternate Tie-in Point 2	0
Alternate Tie-in Point 3	0

As outlined in the table above, Alternative Route 1 traverses the least area with archaeological potential. None of the alternate tie-in points traverse areas of archaeological potential.



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The Preliminary Preferred Route was not identified at the time of the 2018 Stage 1 AA. Therefore, a supplementary Stage 1 AA will be completed in 2022 to determine the archaeological potential in the vicinity of the preferred route. The MHSTCI will be requested to review the results presented and to accept the report into the Ontario Public Register of Archaeological Reports. As the Project is proposed mainly in road allowances and rail ROWs (i.e. areas of low archaeological potential), this is not anticipated to influence the route evaluation conclusion. Enbridge will follow the recommendations of the 2022 Stage 1 AA.

## 2.5.4 Aquatic Features

The Preliminary Preferred Route spans the Don River, however it will be completed as an aerial crossing on Lake Shore Bridge (temporary above ground by-pass) and Keating Railway Bridge (permanent pipeline) with tie-in locations on the east and west sides of the Keating Railway Bridge, and no in-water works will be required. The Don River is within TRCA-regulated jurisdiction and a permit from the TRCA may be required. None of the alternative routes or alternative tie-in points cross any watercourses or lands regulated by the TRCA.

## 2.5.5 Socio-Economic Characteristics

### 2.5.5.1 Residents and Businesses

The number of residences on both sides of the alternative routes were counted and compared (see Table 2-3). All alternative routes run adjacent to small businesses therefore a quantitative comparison of number of businesses was not undertaken. The Alternate Routes 1 and 2 run adjacent to a car dealership, while Alternative Route 2 follows Mill Street which is adjacent to the Distillery District, including restaurants, shops, and heritage buildings. The area along the alternative routes does not have any single-family residential structures but rather condominiums. The number of residents in each condominium is not known, therefore a total condominium count was used in the comparison below. The number of condominiums along each alternative route was determined through aerial imagery interpretation and the windshield survey. These condominiums were chosen as they would be the entities that would be most impacted by construction nuisances (e.g., dust, noise, and traffic).

**Table 2-3: Condominiums Summary Table**

Alternative Route	Number of Condominiums
<i>Routes</i>	
Preliminary Preferred Route	0
Alternative Route 1	5
Alternative Route 2	6
Alternative Route 3A	2
Alternative Route 3B	3
<i>Tie-in Points</i>	



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**Table 2-3: Condominiums Summary Table**

Alternative Route	Number of Condominiums
Alternate Tie-in Point 1	0
Alternate Tie-in Point 2	1
Alternate Tie-in Point 3	0

Because the Preliminary Preferred Route is proposed to be located on existing bridges (temporarily on Lake Shore Bridge and permanently on Keating Railway Bridge), no businesses or residences are (including condominiums) are located adjacent to it.

**2.5.5.2 Infrastructure**

The routes cross existing linear facilities including roads, rail, and numerous other utilities. Utilities were removed from the analysis due to the difficulty of identifying utilities in road-allowances in an urban environment; all alternative routes will have utility crossings and the permanent location of the Preliminary Preferred Route will be in a dedicated utility corridor shared with other utility owners. The table below compares potential infrastructure impacts for each route.

**Table 2-4: Infrastructure Summary Table**

Alternative Route	Roads Crossed	Railways Crossed
<i>Routes</i>		
Preliminary Preferred Route	2 <sup>1</sup>	3 <sup>2</sup>
Alternative Route 1	11	0
Alternative Route 2	11	5
Alternative Route 3A	4	5
Alternative Route 3B	6	5
<i>Tie-in Points</i>		
Alternate Tie-in Point 1	9	0
Alternate Tie-in Point 2	6	0
Alternate Tie-in Point 3	5	0
NOTES:		
<sup>1</sup> The temporary above ground by-pass will require crossing Lake Shore Boulevard twice; there will be no road crossings for the final pipeline construction.		
<sup>2</sup> The temporary above ground by-pass will require two railway crossings; there will be one railway crossings for the final pipeline construction (on the west side).		

The Preliminary Preferred Route has the lowest number of road crossings and the lowest combined road and railway crossings. Alternate Route 1 has the lowest number of railway crossings. Alternate Tie-in Point 3 crosses the least number of roads and none of the alternate tie-in points cross any railways.



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## 2.5.6 Discussion of Assessment

A review of potential impacts along the alternative routes was conducted on five criteria of features. Each alternative route was ranked for the features assessed. The rankings were then totaled, with the lowest number ranked as 1 (has the least potential impact) and highest number ranked as a 5. Table 2-5 shows the results of the evaluation for the Preliminary Preferred Route and three alternative routes.

Reducing the total physical disturbed area, and thereby the overall impact of the construction footprint, is the preferred option. The Preliminary Preferred Route is preferred from a total distance perspective.

The most effective mitigation method for preserving archaeological features is avoidance. Based on the study conducted, Alternative Route 1 has the potential to impact the least amount of archaeological resources due to the shortest length in proximity to lands with archaeological potential. Although the archaeological potential of the Preliminary Preferred Route is not known at this time, the planned Stage 1 AA is not expected to alter the outcome of the routing analysis. The Project is proposed to occur mainly within existing road allowance and rail ROWs (i.e. areas of low archaeological potential), and Enbridge will follow the recommendations of the Stage 1 AA and any subsequent archaeological investigations.

Alternate Routes 1, 2 and 3 do not cross any watercourses or any lands regulated by the TRCA. While the Preliminary Preferred Route does span the Don River, the crossing will be completed as an aerial crossing on Lake Shore Bridge (temporary above ground by-pass) and Keating Railway Bridge (permanent pipeline) and no in-water works will be required.

Socio-economic effects to local residents and businesses were assessed with respect to the potential for disturbance during construction by assessing the number of condominiums and businesses along the alternative routes. The Preliminary Preferred Route impacts the fewest condominiums and businesses.

The Preliminary Preferred Route has the lowest number of road crossings and the lowest combined road and railway crossings. Alternate Route 1 has the lowest number of railway crossings. Alternate Tie-in Point 3 crosses the least number of roads and none of the alternate tie-in points cross any railways. Based on the above assessment using a background review of environmental and socio-economic features, the Preliminary Preferred Route results in the least impact.





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**Table 2-5: Assessment Summary Table**

Evaluation Feature	Ranking of Routes					Ranking of Tie-in Points		
	Preliminary Preferred Route	Alternative Route 1	Alternative Route 2	Alternative Route 3A	Alternative Route 3B	Alternate Tie-in Point 1	Alternate Tie-in Point 2	Alternate Tie-in Point 3
Route Length	1	4	5	2	3	4	3	2
Archaeological Potential	-	1	2	3	3	1	1	1
Natural Features	2	1	1	1	1	1	1	1
Residents/ Businesses	1	4	5	2	3	2	3	2
Infrastructure	1	3	4	2	3	4	3	2
<b>TOTALS</b>	<b>6</b>	13	17	10	13	12	11	9

NOTE: Bolded number indicate the lowest score.



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## 2.6 STEP 4: INPUT ON THE PRELIMINARY PREFERRED ROUTE

### 2.6.1 2018 Consultation Program

During pre-consultation for the Project in 2017-2018, the City of Toronto raised concerns regarding routes located in the Keating District Precinct, subject to the Keating District Precinct Plan which was published in 2010 but required updating to reflect planned and proposed major projects. Alternative Routes 2, 3A and 3B were all located in the Keating District Precinct.

An Information Session was held on May 29, 2018 at the Enoch Turner Schoolhouse, in the City of Toronto, to provide details on the Project and to receive feedback on the route evaluation and route alternatives. The current Preliminary Preferred Route being evaluated in this ER had not been identified in 2018 and was therefore not included in this 2018 consultation; route Alternatives 1 to 3, including tie-ins, were presented for consultation. Comments and/or concerns submitted on the routing included the following:

- Concerns regarding parking in the Corktown neighbourhood during construction including along St. Lawrence Street, Old Eastern Avenue, and Trolley Crescent.
- Suggestion for Alternative 3A to follow an alley between two buildings instead of Rolling Mills Road.
- Concerns regarding the disruption of Front Street, Mill Street or Parliament Street.
- Noting that Trinity Street and Mill Street are very busy during the tourist summer months, as well as during the Christmas season.
- Noting preference for Alternate Feeder Station A.

Following the May 2018 Information Session, a letter was received from the City of Toronto regarding the alternative routes. The letter indicated Alternative Route 1 is supported by the City of Toronto because, in comparison to other alternative routes identified, Alternative Route 1 had fewer conflicts with ongoing projects.

The City of Toronto listed the following ongoing Projects (at that time) that would make it very difficult to integrate a new pipeline and feeder station along any of the other alternative routes:

- Gardiner Expressway & Lake Shore Boulevard East - Rehabilitation and Realignment
- Port Lands Flood Protection and Enabling Infrastructure and Cherry Street Lake Filling
- Metrolinx Union Station Rail Corridor, including changes to Don Yard and Wilson Yard
- Coxwell Bypass Tunnel (Stage 1 of Don River & Central Waterfront Project)
- Waterfront Sanitary Servicing Master Plan Update
- 3C Development Project (324 Cherry Street and 429 Lake Shore Boulevard East)
- Hydro Infrastructure Upgrades
- Lower Don Bike Trail Realignment



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- Keating District Precinct Plan Update

Based on this input from the City of Toronto, Alternative Route 1 was identified to have fewer conflicts with development and ongoing major projects in the Study Area.

In May and June, 2018, concurrent with the consultation phase of the NPS 20 Natural Gas Pipeline Replacement Project, Enbridge conducted integrity work on the NPS 20 HP ST segment of pipeline to be replaced in order to gain a better understanding of the condition of the pipeline. This integrity work involved an integrity dig which exposed the natural gas main at one location on the west side of Keating Bridge and completing a visual pipe condition inspection. In addition, in-line inspection records and pipeline integrity digs records on the east side of Keating Bridge were referenced to confirm the condition of the pipeline. These records indicated that the pipeline was in good conditions on both sides of Keating Bridge. Enbridge also completed a structural assessment for the pipeline located on Keating Bridge which indicated there were no signs of erosion and no abutment deterioration was observed. Enbridge's investigative work on the pipeline indicated that the pipeline was in good condition and the replacement project was cancelled on August 3, 2018.

### 2.6.2 2019-2020 Consultation Program

Through further consultation, and in particular discussions with Waterfront Toronto from 2018-2020, it was determined that the existing Enbridge natural gas main conflicted with the proposed PLFPEI Waterfront Toronto project, a flood control management project around the outflow of the Don River. As a result, Enbridge was required to evaluate options for temporarily relocating and abandoning the segment of 20-inch natural gas main located on the Keating Railway Bridge. At that time, Alternative Route 1 was the preferred route option.

Enbridge completed an ER in 2020 which identified Alternative Route 1 as the preferred route. Enbridge submitted the ER to the OEB in 2020 as part of a LTC application. However, Enbridge withdrew that 2020 application in January 2021 to assess new alternatives that were made possible by an adjustment by Waterfront Toronto's PLFPEI construction schedule. This led to the identification of the Preliminary Preferred Route discussed in this ER and shown on Figure A-3.

The Preliminary Preferred Route was not available prior to 2021 and was therefore not included in the consultation program.

### 2.6.3 2021 Consultation Program

Enbridge solicited feedback on the Preliminary Preferred Route and the Alternative Routes. Consultation and engagement details are provided in Section 3. Feedback noted that the potential impacts from the Preliminary Preferred Route were expected to be less than those that would result from construction of any of the alternative routes, where concerns regarding construction nuisance impacts (noise, dust, etc.) were raised. The Preliminary Preferred Route was identified as preferred.



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The TRCA made note of the Coxwell Bypass Tunnel Project and the presence of the Flood Protection Landform at Corktown Commons as well as dredging operations that will be necessary in the Don River. Metrolinx also indicated that they may have projects in the area and would provide details on those projects. No details have been provided as of the writing of this report, however Enbridge will continue consultation with Metrolinx through the detailed design phase.

Based on feedback received, no issues or concerns were raised that would change the Preliminary Preferred Route.

## **2.7 STEP 5: CONFIRMATION OF THE PREFERRED ROUTE**

As the quantitative and qualitative evaluations confirmed the Preliminary Preferred Route is the best option, and as no feedback was received that would cause a change in the Preliminary Preferred Route, the Preliminary Preferred Route was confirmed as the Preferred Route (i.e. Figure A-3, Appendix A).

The Preferred Route is currently illustrated within a general location; Enbridge will undertake detailed design to determine the exact location of the pipeline tie-ins and location in road allowance (temporary above ground by-pass) and the rail easement (permanent location). Detailed design will also be influenced by supplemental studies (i.e., geotechnical investigations, etc.) and consultation with landowners, Waterfront Toronto, the City of Toronto, and applicable agencies. Information on the detailed design to that point will be provided in the application to the OEB.



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## 3.0 CONSULTATION PROGRAM

### 3.1 OBJECTIVES

Consultation is an important component of the OEB *Environmental Guidelines* (2016). As noted by the OEB (2016), consultation is the process of identifying interested and potentially affected parties and informing them about the Project, soliciting information about their values and local environmental and socio-economic circumstances, and receiving input into key Project decisions before those decisions are finalized.

Stantec believes that community involvement and consultation is a critical and fundamental component of this Environmental Study, and that Indigenous community participation is essential to the Project. We also recognize that each potentially affected Indigenous community has unique conditions and needs and that the process followed may not satisfy the “duty to consult” component from an Indigenous community’s perspective. To demonstrate that we respect this view, we will use the term “engagement” throughout the remainder of this report when we refer to seeking input from Indigenous communities.

The consultation and engagement program for this Project included the following objectives:

- Identify interested and potentially affected parties early in the process
- Provide a forum for the identification of issues
- Identify how input will be used in the planning stages of the Project
- Summarize issues for resolution and resolve as many issues as feasible
- Revise the program to meet the needs of those being consulted, as feasible
- Develop a meaningful yet safe forum/mode of engagement which considers the need to maintain the physical distance requirements set out by the Government of Canada and the Province of Ontario due to COVID-19
- Through the established (meaningful, yet safe) modes of engagement, inform and educate interested parties about the nature of the Project, potential impacts, proposed mitigation measures, and how to participate in the consultation and engagement program in a clear, concise, relevant, and timely manner
- Develop a framework for ongoing communication during the construction and operation phase of the Project

An extensive consultation program was undertaken for the Project, including development and maintenance of a stakeholder and Indigenous contact list. The contact list was used to identify distribution lists for notices, newspaper advertisements, agency meetings, the Information Session and the Virtual Open House. The contact list also facilitated the feedback to stakeholders who had questions, issues,



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concerns, or positive feedback about the Project. The communication and consultation activities are described in Sections 3.2 - 3.4 below.

## 3.2 DEVELOPMENT OF INDIGENOUS AND STAKEHOLDER CONTACT LISTS

### 3.2.1 Identifying Indigenous Communities

Engagement with Indigenous communities was guided both by the OEB *Environmental Guidelines* (2016), as noted above, but also the Enbridge Indigenous Peoples Policy.

On October 10, 2017, Enbridge notified the Ministry of Energy (MOE) of its proposed Don River Replacement Project and requested guidance on Duty to Consult requirements. Subsequently, on November 14, 2017, Enbridge informed the Ministry of Energy that the project would be split into two separate projects: (i) NPS 20 Don River Replacement Project and NPS 30 Don River Replacement Project. On November 28, 2017, the Ministry of Energy responded to Enbridge advising that it was delegating the procedural aspects of consultation for both projects to Enbridge and identifying the Mississaugas of the New Credit First Nation (now known as the Mississaugas of the Credit First Nation) as the affected Aboriginal community that should be consulted on the basis that they have or may have constitutionally protected Aboriginal or treaty rights that may be adversely affected.

On March 26, 2018, Enbridge notified the Ministry of Energy that the pipeline routing for the NPS 20 Don River Replacement Project had changed and requested that the Ministry of Energy advise as to whether the November 28, 2017 determination remained valid. On April 26, 2018, the Ministry of Energy advised that the NPS 20 Don River Replacement Project (now referred to as the NPS 20 Don River Relocation Project, i.e. the “Project”) did not trigger the duty to consult and the nearby NPS 30 Don River Replacement Project did trigger the duty to consult. The Ministry of Energy went on to recommend that, given the proximity of the two projects, Enbridge provide updates to the Mississaugas of the New Credit First Nation on the NPS 20 Don River Replacement Project.

Potentially impacted Indigenous communities were identified by the MOE (then known as the Ministry of Energy Northern Development and Mines [MENDM]) and enumerated in the Letter of Delegation dated July 3, 2020. The Letter of Delegation confirmed that the MENDM would be delegating the procedural aspects of consultation in respect to the Project and that, based on the Crown’s assessment, identified that the following Indigenous communities should be consulted:

- Mississaugas of the Credit First Nation

On October 4, 2021, Enbridge informed the MOE that the pipeline routing for the NPS 20 Don River Replacement Project (now the NPS 20 Don River Relocation Project) changed from that outlined in the letter of March 26, 2018 and provided a revised project description. Enbridge sought to determine whether the renamed MOE (formerly the MENDM) determination outlined in their April 26, 2018, letter remained valid. On October 6, 2021, the MOE replied to Enbridge’s letter of October 4, 2021, indicating



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that the MOE maintained its guidance that the Mississaugas of the Credit First Nation should continue to be consulted, and the MOE did not identify any additional parties for consultation.

The Indigenous Contact List developed for the Project included the communities, listed above, identified in the Letter of Delegation.

## 3.2.2 Identifying Interested and Potentially Affected Parties

The identification of interested and potentially affected parties was undertaken using a variety of sources, including the OEB's OPCC Members List, the MECP Environmental Assessment Government Review Team Master Distribution List, and the consultation experience of Enbridge and Stantec.

In addition, the categories listed below were among those considered when identifying the initial stakeholder contact list:

- Federal and provincial agencies and authorities, including TRCA and members of the OPCC.
- City of Toronto personnel, including elected officials.
- Residents and businesses (in the Study Area).
- Special interest groups.

The initial contact list is updated as the environmental study progresses as a result of changes in the proposed pipeline routes, personnel, correspondence received and attendees at meetings. The initial Contact List is located in Appendix B1.

Members of the public who responded to newspaper notices or who attended the Virtual Open House were tracked in a Public Contact List.

## 3.3 COMMUNICATION METHODS

### 3.3.1 Notices

#### 3.3.1.1 2018 to 2020

A Notice of Study Commencement and Information Session was published in a local newspaper (*The City Centre Mirror*) on two dates: May 17 and 24, 2018. The Notice described the Project and the environmental study process, provided a map showing the alternative routes, the details for the Information Session, and Project contact details. The Notice was distributed through Canada Post unaddressed admail (13,636 flyers) on May 17, 2018, to all residents and businesses within 500 m of the Preliminary Preferred Route and alternate routes. A copy of the newspaper notice is located in Appendix B2.

An email was sent August 3, 2018, notifying agencies, members of the public, Indigenous groups and other stakeholders identified on the Contact List (see Appendix B1) that the Project timing was being reassessed and updated accordingly based on recent investigative work on a segment of NPS 20-inch



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Lakeshore natural gas pipeline east of Cherry Street. As a result of the work and findings there was no near-term requirement for replacement of the pipeline, and Enbridge cancelled the NPS 20 Natural Gas Pipeline Replacement Project.

After cancelling the Replacement Project, further discussions with Waterfront Toronto revealed that the existing natural gas main conflicted with the proposed PLFPEI Waterfront Toronto project to manage flood control and other third-party projects in the area. As a result, Enbridge, in consultation with Waterfront Toronto, determined that Alternative Route 1 was the only viable option to maintain the gas supply to the existing NPS 20 gas main and address the third-party conflicts in the area, while meeting Waterfront Toronto's PLFPEI required construction schedule.

The Notice of Project Change was sent January 22, 2020 via email notifying agencies, members of the public, Indigenous groups, and other stakeholders identified on the Contact List that the Project now involved the relocation and abandonment of the NPS 20 gas main located on the Keating Railway Bridge. The Notice of Project Change was sent February 24, 2020 to residents within 500m of the Preferred Route (see Appendix B3).

A revised Notice of Project Change was mailed to residents within 500 m of the Preferred Route on March 23, 2020 (see Appendix B3). This revised Notice was sent due to a clerical error in which an incorrect Project email address was included on the Notice mailed on February 24, 2020.

Enbridge subsequently withdrew the 2020 version of the project from the OEB on January 25, 2021, to assess new alternatives that were made possible by an adjustment of Waterfront Toronto's PLFPEI construction schedule. The withdrawal was accepted by the OEB on February 19, 2021.

### **3.3.1.2 2021**

With the identification of the current Preliminary Preferred Route and confirmation from Waterfront Toronto regarding PLFPEI's revised construction schedule, a Notice of Study Commencement and invitation to a Virtual Open House was published on October 27 and October 30, 2021 in the Toronto Star. The Notice described details about the revised Project, provided a map outlining the location of the Preliminary Preferred Route and route alternatives, outlined the Project timeline, gave details on Project contact information, and provided details on the Virtual Open House (including how and when it could be accessed).

Copies of tear sheets from the newspaper notices are provided in Appendix B-2.

Details on the pipeline and Virtual Open House were also published on November 2, 2021, on Facebook and Twitter through geo-targeted ads, designed to reach Facebook and Twitter users within 2 km of the Project. Based on performance statistics, the Facebook ad received 28,928 impressions (or views), and the Twitter received 40,847 impressions. The ads contained a link to the Virtual Open House and generated 992 clicks to the website and resulted in 35 engagements actions (likes, replies, shares, comments etc.). See Photos 1 and 2 below for screen shots of the Facebook and Twitter ads.





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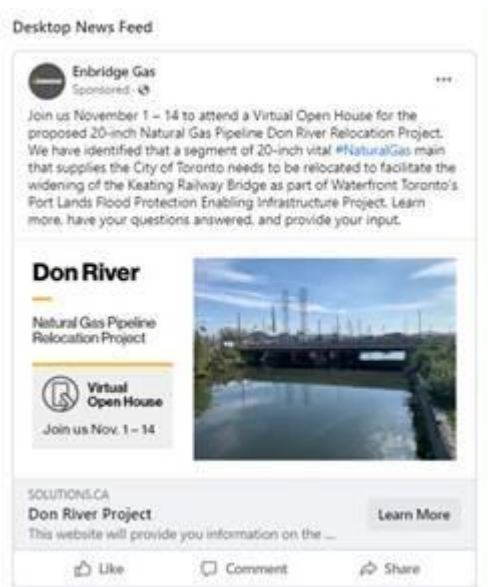


Photo 1: Screen shot of Enbridge’s social media posting to Facebook.

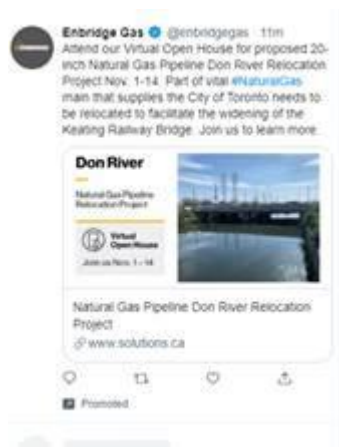


Photo 2: Screen shot of Enbridge’s social media posting to Twitter.



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## 3.3.2 Letters and Emails

### 3.3.2.1 2018-2020

A study commencement letter was directly mailed and e-mailed to agencies, members of the public, Indigenous groups and other stakeholders identified on the 2018 Contact List (see Appendix B1) on May 17, 2017.

The letter described the Project and the environmental study process, provided a map showing the alternative routes and the details for the Information Session and Project contact details. In addition, the letter requested information on planning principles or guidelines that may affect the Project, background environmental and socio-economic information, and other developments proposed in the area. The letter to Indigenous communities requested information on impacts that the Project may have on constitutionally protected Aboriginal or treaty rights and measures for mitigating those impacts. Generic copies of the letters are located in Appendix B3.

### 3.3.2.2 2021

Notice of Commencement and Virtual Open House emails were sent to Indigenous Communities on October 8, 2021, to inform of the commencement of the Project and outline the environmental study process. This correspondence sought to establish an open dialogue with Indigenous Communities and requested information on adverse impacts that the Project may have on constitutionally protected aboriginal or treaty rights and measures for mitigating those adverse impacts. Appended to the emails was a map of the Preliminary Preferred Route and Alternative Routes. Hardcopy letters were not mailed to Indigenous communities or Agencies due to COVID-19 office closures.

Emails were also sent to all parties identified on the 2021 Contact List on October 25 and October 26, 2021. These emails sent solicited information on planning principles or guidelines that may affect the Project, background environmental and socio-economic information, and other developments proposed in the area.

A hardcopy of the Notice of Commencement and Virtual Open House, as published in the newspapers, was distributed through Canada Post unaddressed admail (14,138 pieces in total) on October 28, 2021 to all residents and businesses living along the Preliminary Preferred Route and the Alternative Routes.

Generic copies of the letters noted above are provided in Appendix B-3.



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### 3.3.3 Project Webpage

#### 3.3.3.1 2018-2020

Information regarding the project at that time was placed on the Enbridge website at <https://www.enbridgegas.com/About-Us>. The webpage included an overview of the project, tasks and timelines for the project, on-going and future public consultation and engagement activities, an enquiries form, and contact information for the project team. Copies of the Notices and information session presentation display boards (see Section 3.2.4) were also placed on the webpage.

#### 3.3.3.2 2021

Information regarding the Project was placed on the Enbridge website at: <https://www.enbridgegas.com/donriver>

A screenshot of the Project webpage is provided in Appendix B-4.

As consultation and engagement took place during COVID-19 and physical distancing measures, the Project webpage and Virtual Open House provided important opportunities for communicating information on the Project, the regulatory process, and Enbridge's commitment to the environment. Communication materials were regularly updated on the webpage as the environmental study progressed. The webpage was communicated to interested and potentially affected parties on the newspaper notice and during the Virtual Open House.

### 3.3.4 2018 Display Boards and Exit Questionnaire

Display boards were developed for the Information Session held in the City of Toronto on May 29, 2018. The display boards provided:

- Project information
- the regulatory process
- the preliminary preferred route selection process and location of the preliminary preferred route (at that time) and potential alternative routes
- existing natural and socio-economic environmental features
- Enbridge's pipeline construction procedures and mitigation measures
- next steps

Attendees were encouraged to complete and submit an exit questionnaire, either at the Information Session or by June 29, 2018. The exit questionnaire requested feedback on whether attendee's concerns were adequately addressed by the Project Team regarding the Project and the OEB review and approval process. In addition, the questionnaire asked for feedback on environmental or socio-economic features in the Study Area that were either incorrectly mapped, omitted or are important to consider during the study. Finally, the questionnaire requested information on potential effects to residents and businesses



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that would need to be addressed prior to construction and operation of the pipelines, and any other issues or concerns about the proposed Project.

Copies of the display boards and the exit questionnaire are located in Appendix B-4.

### **3.3.5 2021 Virtual Open House – Presentation Slides, Interactive Map and Exit Questionnaire**

Due to COVID-19, a Virtual Open House was developed in lieu of a traditional in-person Information Session as a safe alternative to an in-person information session at [www.solutions.ca/NPS20DonRiverRelocation](http://www.solutions.ca/NPS20DonRiverRelocation). The virtual event presented information on the Project, the regulatory process, the Preliminary Preferred Route, alternative routes, anticipated environmental and socio-economic impacts and mitigation, and next steps. Additionally, the Virtual Open House included an interactive map which allowed online participants to review the Project location details. The contents of the Virtual Open House were also available as a guided presentation with voice-over.

As part of the Virtual Open House an exit questionnaire was also available to the attendees of the Virtual event. This questionnaire requested feedback on potential impacts, the Preliminary Preferred Route, and the content of the online event.

A screenshot of the Virtual Open House, and copies of the presentation slides, voice-over script, and exit questionnaires as well as the Enbridge public website are provided in Appendix B-4.

Additional information on the Virtual Open House is discussed in Section 3.3.4.

## **3.4 CONSULTATION AND ENGAGEMENT EVENTS**

### **3.4.1 Indigenous Engagement Events**

Enbridge met with the Mississaugas of the Credit First Nation (MCFN) on January 23, 2017, to discuss the NPS 20 as well as the Don River NPS 30 project including route alternatives, construction methods, and potential environmental impacts. MCFN did not express any Project-specific concerns but requested copies of the slide deck, the ER and the Stage 1 archaeological report.

The Notice of Project Change was sent January 21, 2020, via email to the MCFN (see Appendix B5). Enbridge then met with MCFN on February 25, 2020, and engagement was on-going through to May 2020.

The Initial Notification letter for the Project was sent to MCFN on October 8, 2021.

The 2021 Notice of Study Commencement and Virtual Open House was sent on October 25, 2021, via email to the MCFN (Appendix B5).



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### 3.4.2 Agency and Other Interested Parties Consultation

Enbridge met with the TRCA three times throughout the environmental study process to discuss routing alternatives. On August 16, 2017, Enbridge met with Metrolinx, Infrastructure Ontario (IO), City of Toronto, Waterfront Toronto, the Toronto District Schoolboard and TRCA to discuss planned and future projects within the study area of the NPS 20 as well as the Don River NPS 30 project. On September 15, 2017, Enbridge met with the TRCA, City of Toronto and Waterfront Toronto to discuss the proposed Don River NPS 20 and NPS 30 Projects and because of this meeting, the two pipelines were separated into different projects. On November 8, 2017, Enbridge met with the TRCA to provide background information and discuss alternate routes for both the Don River NPS 30 project and the NPS 20 project.

Based on the email communication sent August 3, 2018, regarding the NPS 20 project being put on hold, Waterfront Toronto reached out to Enbridge to discuss a conflict with the existing NPS 20 main. Enbridge met with Waterfront Toronto on August 22, 2018, to discuss the conflict and determine next steps and viable options for resolution. Consultation with Waterfront Toronto is ongoing, including biweekly meetings since May 2021, and will continue throughout the detailed design process.

On August 27, 2018, Enbridge met with Metrolinx, City of Toronto, TRCA, Hydro One and Waterfront Toronto at the Metrolinx Wilson Yard Coordination Workshop and communicated to the external parties that the NPS 20 replacement project was put on hold.

Enbridge met with First Gulf August 28, 2018, to discuss possible conflicts with the existing NPS 20 natural gas main based on their proposed works. Ongoing discussions are required with First Gulf throughout the detailed design and construction of the project.

Feedback was solicited from federal, provincial and municipal agencies and the City of Toronto including elected officials through written and email correspondence and attendance at the Information Session. A summary of the agency and municipal correspondence is included in Appendix B5.

Enbridge will continue to engage with agency and municipal personnel as the Project progresses towards detailed design and construction.

### 3.4.3 2018 Information Session

The Information Session was held between 5:00 p.m. to 8:00 p.m. at the Enoch Turner Schoolhouse, 106 Trinity Street, Toronto, Ontario on May 29, 2018. The venue was selected based on proximity to the route alternatives, accessibility, and estimates of the number of people likely to attend.

The Information Session was held as a drop-in format, informal public meeting without a formal presentation. The purpose of the Information Session was to provide attendees an opportunity to:

- view information about the project.
- ask questions and comment on the planning process followed.
- comment on the route alternatives.



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At the Information Session, Enbridge and Stantec representatives were present to provide information, answer questions and receive comments. Display boards were provided to inform attendees about the project and the regulatory review and approval process being followed for the project. An exit questionnaire/comment form was also provided to encourage feedback. A total of four (4) exit questionnaires were either received at the Information Session or mailed in afterwards.

Attendees were greeted and asked to sign-in upon arrival. Twenty individuals signed in for the Information Session. Attendees included agency representatives, members of interest groups and members of the public. Attendees who registered their attendance had their contact information added to applicable contact lists to receive future project-related notices.

### 3.4.4 2021 Virtual Open House

The Virtual Open House opened November 1, 2021, at 9:00 am EST and closed November 14, 2021 at 5:00 pm EST.

The purpose of the Virtual Open House was to:

- Provide a safe alternative to an in-person meeting due to physical distancing requirements set out by the Province of Ontario and the Government of Canada
- Inform the community about the revised Project
- Outline the 2021 Preliminary Preferred Route
- Provide Indigenous community members with the opportunity to learn about the Project and consider potential impacts
- Engage regulatory authorities and the public regarding the Preliminary Preferred Route, Alternative Routes, and potential impacts
- Provide an opportunity for participants and any affected landowners to review the proposed Project, and to ask questions and provide comments to representatives from Enbridge and Stantec

Enbridge and Stantec representatives were made available during the Virtual Open House by phone and email, to provide details on the Project, answer questions, and receive comments. Information and an interactive map were provided to inform online participants about the Project, and an exit questionnaire was provided to encourage feedback. Three completed exit questionnaires were received.

In total, the Virtual Open House received 370 unique views. Most viewers were from Ontario (330) and the remainder were viewing from Quebec, British Columbia, Alberta, and New York. Those who submitted questionnaires were added to the appropriate Contact List to receive future Project notices. Respondents who provided feedback on the Project were residents or members of community groups in the Study Area.



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## 3.5 INPUT RECEIVED

The consultation program allowed interested or potentially affected parties to provide input into the Project. Input was evaluated and integrated into the Project. Correspondence summary tables and copies of all written correspondence and responses are located in Appendix B5.

### 3.5.1 Indigenous Input

The following sections provide a summary of the Indigenous input received during the environmental study and refinements made to the Project based on input.

#### 3.5.1.1 2020 Input

Four comments were received from Indigenous communities. In summary, the comments were:

- MCFN indicated that they would be interested in having an archeological monitor and environmental monitor participate in any planned surveys.
- MCFN requested a copy of the ER and Stage 1 AA report be provided when they are finalized.

The 2020 Stage 1 AA was emailed to MCFN on March 20, 2020. A copy of the 2020 ER was emailed to MCFN on May 26, 2020. No comments were received from MCFN.

#### 3.5.1.2 2021 Input

No specific comments were received from MCFN in response to the Notice of Study Commencement and Virtual Open House. MCFN requested a meeting with Enbridge to discuss the project. Engagement activities with MCFN are on-going.

A comprehensive Indigenous Consultation Summary Report will be submitted as part of the LTC Application and will provide additional details on engagement activities for this Project.

#### 3.5.1.3 Refinements Based on Input

Enbridge will provide the Stage 1 AA Report, that is to be completed in 2022, to MCFN for review and comment. A copy of the ER will also be provided to MCFN once it has been submitted to the OPCC.

Additional comments received and a summary of how they are addressed will be provided by Enbridge in the LTC application to the OEB.

### 3.5.2 Public Input

The following sections provide a summary of the public input received during the environmental study and refinements made to the Project based on input.



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### **3.5.2.1 2020 Input**

Ten comments were received from the public. These comments were received prior to the identification of the Preliminary Preferred Route and therefore discuss the alternative routes only. The main areas of comment include:

- concerns with parking availability
- concern with potential traffic, noise and night-time work lights
- inquiry regarding groundwater and soil near the pipeline
- inquiry regarding reclamation after construction
- purpose of the Project
- concerns with safety and potential need for emergency evacuation
- potential conflicts with other proposed development projects
- potential conflict with existing 20-inch gas main

### **3.5.2.2 2021 Input**

Two questionnaires and one phone call were received from members of the public via the 2021 Virtual Open House. The areas of comment were:

- concerns regarding the level of impact and disruption associated with the alternative routes such as
  - noise
  - traffic
  - impacts to recently built infrastructure, such as roadways
- concerns regarding safety of the alternative routes
- questioned the format of the open house (preferred in-person open house rather than virtual open house)
- the potential impacts of the project on Canada's climate change commitments
- concerns regarding Enbridge's Indigenous relations on the Line 3 project

### **3.5.2.3 Refinements Based on Input**

Environmental and socio-economic features identified at the 2020 Information Session were confirmed by reviewing available secondary source data. Questions and concerns presented at the 2020 Information Session were regarding the alternative routes only and subsequently were at least partially addressed by the identification of the Preliminary Preferred Route in 2021.

Questions and concerns presented via the 2021 Virtual Open House and during the study process were addressed via email or phone call. No concerns specific to the Preliminary Preferred Route were identified.





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## 3.5.3 Agency Input

The following sections provide a summary of the agency input received during the environmental study and refinements made to the Project based on input.

### 3.5.3.1 2020 Input

Nineteen comments were received prior to April 6, 2020, from federal and provincial agencies. These comments were received prior to the identification of the Preliminary Preferred Route and therefore discuss the alternative routes only.

#### Federal Agencies

- The Canadian Environmental Assessment Agency (now the Impact Assessment Agency of Canada) responded to the Notice of Commencement requesting that Enbridge review the *Regulations Designating Physical Activities* to confirm applicability to the proposed Project.

#### Provincial Agencies

- The MHSTCI noted their interest in the Project (archeological resources, built heritage resources and cultural heritage landscapes). They requested that they be advised of any technical heritage studies and to be notified before commencement of work on site. They also requested the following be completed and sent to the MHSTCI for review:
  - Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes.
  - Info Sheet #5: Heritage Impact Assessments and Conservation Plans.
- Ministry of Natural Resources and Forestry (MNRF) provided information regarding SAR in the Study Area.
- IO noted that it is unclear if the Project will use lands under the control of the Ministry of Infrastructure.
- Ministry of Energy provided contact information for the Indigenous communities that should be consulted regarding the Project.
- Ministry of Transportation (MTO) stated that the proposed Project falls outside of MTO jurisdiction, and therefore they have no comments.
- TRCA noted that there is an Intake Protection Zone (IPZ), Highly Vulnerable Aquifers and an Event Based Area (EBA) in the study area. The TRCA provided a list of activities that could pose a threat to the vulnerable areas and requested that the *Credit Valley-Toronto and Region-Central Lake Ontario (CTC) Source Protection Plan* be considered to ensure the protection of sources of drinking water.
- TRCA identified areas of interest in the study area and requested that the preferred alternative considered TRCA's *Living City Policies*, Ontario Regulation 166/06 and TRCA's other programs and policies.
- Waterfront Toronto noted potential conflict with existing 20-inch gas main.



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- Technical Standards and Safety Authority (TSSA) provided a link to the Application for Review of Pipeline Project that must be completed and submitted to the TSSA.

### 3.5.3.2 2021 Input

Six responses were received as of December 15, 2021 from federal, provincial and municipal agencies.

#### Federal Agencies

- ECCC asked if any part of the Project will be located on federal land

#### Provincial Agencies

- TSSA provided a link to the Application for Review of Pipeline Project that must be completed and submitted to the TSSA.
- TRCA provided a letter outlining their interests in the Project area.
- Metrolinx indicated they have projects within the vicinity and will provide project details.
- MECP provided information on the Clean Water Act and a map of hydrological sensitivities in proximity to the Study Area.
- MHSTCI provided a letter outlining their expectations with respect to a Stage 1 Archaeological Assessment, and assessment of Built Heritage Resources and Cultural Heritage Landscapes.

#### Municipal Agencies

- Toronto Fire Services noted that the Preliminary Preferred Route appears to be the least impactful, and to keep them informed throughout the Project stages.

### 3.5.3.3 Refinements Based on Input

Guidance documents identified by agencies were reviewed. Based on feedback from the TRCA, Enbridge has incorporated the TRCA's *Living City Policies* and the *CTC Source Protection Plan* into the preparation of this ER. Consultation will continue with the applicable agencies to discuss construction details and pre-construction permits.



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### 3.5.4 Interest Group Input

The following sections provide a summary of the interest group input received during the environmental study and refinements made to the Project based on input.

#### 3.5.4.1 2020 Input

Five comments were received as of April 6, 2020 from interest groups and were considered in the preparation of this ER. These comments were received prior to the identification of the Preliminary Preferred Route and therefore discuss the alternative routes only. A summary of the comments received is provided below.

- Corktown Residents & Business Association noted concerns regarding consulting with necessary agencies and requested confirmation of the final route when available.
- Gooderham Worts Neighbourhood Association noted concerns regarding traffic control, noise and night-time work as well as noted that the intersection of Trinity Street and Mill Street is very busy during the spring and summer months, and when the Christmas Market is running. They also requested to be contacted when the final route is selected, and timelines are confirmed.
- The West Don Lands Committee identified concern with crossing of Richmond Street as this is the only street parking in the area.

#### 3.5.4.2 2021 Input

One questionnaire was received as of December 15, 2021 from an interest group and was considered in the preparation of this ER. The West Don Lands Committee noted

- support of the Preliminary Preferred Route as it was collocated with the bridges that cross the Don River and that are being modified as part of the Waterfront Toronto flood protection project
- the Preliminary Preferred Route has the potential for nuisance impacts (noise, traffic etc.) and potential to impact natural features associated with the Don River
- the alternative routes have the potential to impact neighbourhoods and are not acceptable
- a desire to be notified of construction timing and the potential disruptions associated with the route option that is ultimately selected

#### 3.5.4.3 Refinements Based on Input

No refinements to the Project or recommended mitigation or protective measures were necessary as a result of interest group input. Enbridge will notify the interest groups when the final route is selected and provide construction timelines when these are finalized.

### 3.5.5 Third Party Utility Input

The following sections provide a summary of the third-party utility input received during the environmental study and refinements made to the Project based on input.



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### 3.5.5.1 2020 Input

One comment was received as of April 6, 2020, from a third-party utility and was considered in the preparation of this ER. The comment was received prior to the identification of the Preliminary Preferred Route and therefore discussed the alternative routes only.

- Hydro One confirmed that high voltage transmission facilities are in the Study Area and provided information regarding development requirements. Hydro One requested that detailed construction plans be sent to them for review.

### 3.5.5.2 2021 Input

No comments were received from third party utilities as of December 15, 2021.

### 3.5.5.3 Refinements Based on Input

No refinements to the Project or recommended mitigation or protective measures were necessary as a result of third-party utility input.

## 3.5.6 Municipal and Elected Officials Input

The following sections provide a summary of the municipal and elected officials input received during the environmental study and the refinements made to the Project as a result.

### 3.5.6.1 2020 Input

Enbridge met with City of Toronto Councillor Wong Tam on January 23, 2020, to discuss the Project. Five comments were received as of April 6, 2020, from the City of Toronto and were considered in the preparation of this ER. One comment was received as of April 6, 2020, from a Member of Provincial Parliament (MPP) and was considered in the preparation of this ER. These comments were received prior to the identification of the Preliminary Preferred Route and therefore discuss the alternative routes only. A summary of the key comments received is provided below.

- Identified that there will be a new development as part of the Cherry Street realignment project that may conflict with the Alternate Tie-in Points 2 and 3.
- Inquired about Enbridge's running line relative to Underpass Park (Adelaide) and Diamond Jubilee Park (Front Street), both which are along the Preliminary Preferred Route location.
- Identified multiple major projects that Alternate Routes 2, 3A, and 3B and Alternate Feeder Station Location A would conflict with and that these routes would be very difficult to integrate into the area.
- Identified that land and/or road closures, and phasing of construction planning and traffic planning, must be coordinated with Transportation Services and other relevant City divisions.
- Recommended that Enbridge engage proactively and cooperatively with the local residents, community groups to ensure that residents have a clear understanding of construction timing, methodologies and impacts.



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- MPP Suze Morrison requested to be briefed on the Project; MPP Morrison provided contact information for additional potential interest groups in the study area.

### **3.5.6.2 2021 Input**

No comments were received from municipal and elected officials as of December 15, 2021.

### **3.5.6.3 Refinements Based on Input**

Consultation will continue with the City of Toronto, and elected officials if requested, to discuss construction details and preconstruction permits. As described in Section 2.6, on-going consultation with and input from the City of Toronto was a factor in identifying the Preferred Route. Enbridge will provide details to the City of Toronto (i.e., detailed design) when available.

## **3.6 SUMMARY**

At each stage of the consultation program, input received was compiled, reviewed, and incorporated into the environmental study process. Responses were provided, as applicable, to questions and concerns received. Enbridge has committed to ongoing consultation with directly affected and interested parties through detailed design and construction and will continue to respond to concerns through the life of the Project.



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## 4.0 EXISTING CONDITIONS

### 4.1 PHYSICAL FEATURES

#### 4.1.1 Bedrock Geology and Drift Thickness

The bedrock geology underlying the proposed pipeline route is shale, limestone, dolostone, and siltstone of the Georgian Bay and Blue Mountain Formations and the Collingwood Member from the Upper Ordovician Period (MENDM 1991, 2016a). The Blue Mountain Formation is comprised of dark blue-grey to brown to black shale, with thin interbeds of limestone or calcareous siltstone. The Georgian Bay Formation overlies the Blue Mountain Formation and is inter-bedded grey-green to dark grey shale and fossiliferous calcareous siltstone to limestone (Armstrong and Dodge 2007).

A review of MECP Water Well Records (WWR) within 1 km of the preferred pipeline route indicates depth to bedrock at an average of 10 m below ground surface (BGS), though some records indicate the presence of limestone or shale at the surface and others did not encounter bedrock until 32 m BGS. All wells with records of bedrock shallower than 5 m were situated at least 450 m from any proposed pipeline route.

#### 4.1.2 Physiography and Surficial Geology

The Study Area is located in the physiographic region referred to by Chapman and Putnam (1984) as the Iroquois Plain, which spans the length of the Lake Ontario shoreline. The Iroquois Plain is an undulating till plain varying in width from a few hundred metres to 13 km. In the Toronto area, the Iroquois Plain cuts into previously deposited clay and till overlying sand deposits. It slopes gently northward from the shoreline for 5 km toward an old beach and steep bluff. The Don River valley is cut to the depth of the glacial Lake Iroquois (Chapman and Putnam 1984).

Surficial geology across the Study Area is characterized by coarse-textured lacustrine and glaciolacustrine deposits of sand, gravel, and minor silt and clay with foreshore basinal and littoral deposits in the south, west, and north parts of the Study Area (MNDM 2016b). The remainder of the Study Area is characterized by modern alluvial deposits of clay, silt, sand, gravel, and possibly organic remains associated with the Don River, and undifferentiated old tills that may include stratified deposits (MNDM 2016b).

Topography gently increases in elevation northward from Lake Ontario and outward from the Don River Valley, from 76 m above mean sea level (AMSL) at Lake Ontario and 80 m AMSL in the valley, to 92 m AMSL at the east and west ends of the Study Area (NRCAN 2017).



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### 4.1.3 Hydrogeology

From a review of available borehole log information from the MECP WWR Database, the overburden thickness in the Study Area is typically between 8 m to 32 m, with the shallower depths assumed to be associated with MECP WWR closer to Lake Ontario, and/or the Don River, where land surface topography slopes downwards. Regional mapping suggests that overburden in the Study Area consists of shallow deposits of recent sediments, overlying a regional hydrostratigraphic unit corresponding to the Scarborough Aquifer Complex (TRCA 2009a).

Regional groundwater flow in this area is in a southerly direction towards Lake Ontario. The current ground surface within the Study Area ranges from approximately 78 m to 83 m AMSL with the surface water within the Don River at approximately 75 m AMSL (Google Earth).

A review of MECP WWR indicated that static water levels for monitoring wells within the Study Area installed within either bedrock or overburden at depths between 11 m BGS and 34 m BGS ranged between 0.6 m BGS to 6 m BGS, with most water elevations being greater than 2 m BGS.

Aquifer vulnerability in the Study Area was mapped by the TRCA as high to moderate (TRCA 2009). Potential for groundwater recharge in the Study Area is low (TRCA 2009a).

The City of Toronto obtains its water supply from Lake Ontario from a series of intake systems (CTC Source Protection 2015). There are no groundwater supply wells in the area, and therefore no Well Head Protection Areas (WHPAs). The closest surface water intake systems to the Study Area are the Island Water System, which consists of five (5) intakes located between 5 km and 7 km away to the south and southwest, and the R.C. Harris System, which consists of two (2) intakes approximately 8 km to the west. The Study Area transects an IPZ-3 and EBA for the drinking water system. The IPZ-3 includes the area within the surface water body that may contribute to the intake and is considered a protective zone. An EBA includes the area that a spill from a specific activity may be transported to an intake and represents an activity that poses a significant threat to drinking water. The entire Study Area is located in an area mapped as highly vulnerable aquifer.

Based on MECP WWR Database, there are only two potential water supply wells in the Study Area. The first well was installed in 2005 and is listed as a domestic well; however, the MECP WWR indicates that well is a monitoring well. The second was installed in 1963 and the WWR indicates it is an industrial (factory) supply well located on Villiers Street, 50m west of the Don Roadway. However, this area is currently being redeveloped by Waterfront Toronto as part of the PLFPEI Project and as such the well is expected to be no longer used. The well is located greater than 120m south of the Preferred Route and is separated by the Keating Channel (shipping channel).

Groundwater quality in the Scarborough Aquifer is characterized by elevated hardness, iron, and manganese, which are typical for groundwater (TRCA 2009a). Based on the highly urbanized and industrialized nature of the land in the Study Area, there is potential to encounter impacted groundwater during dewatering activities.



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Based on the MECP WWR and considering that this area is interpreted to be fully serviced by the municipal water supply, there are no known domestic supply wells within 100 m of the Preferred Route. One (1) private industrial well in the Study Area was identified based on the MECP WWRs but it is not expected to be in use, and if it is in use, it is not expected to be impacted by the Project. Further discussion would be included as part of the EASR/PTTW, if required.

There are no municipal groundwater supply wells in the vicinity of the preferred pipeline route. The Study Area does not extend through any WHPA but is within IPZ-3 and an EBA of the Toronto Policy Area. The proposed construction and operation of the pipeline is not anticipated to result in significant chemical, pathogen or dense non-aqueous phase liquids source water threats to municipal supply sources as defined under the *Clean Water Act*. In the unlikely event of a spill during construction, contaminants may be transported to an intake that poses a threat to drinking water.

### 4.1.4 Extractive Resources

A review of the City of Toronto Official Plan (2015) and the Ontario Oil, Gas, and Salt Resources Library (2011) determined that there are no aggregate resources, natural gas storage areas, or petroleum pools located in the Study Area, though there is a dry hole.

### 4.1.5 Soil and Soil Capability

There are no agricultural lands in the Study Area and all of the routes follow paved roads. In addition, as there are no agricultural lands in the Study Area, soybean cyst nematode (an agricultural pest) and agricultural tile drainage are not present.

### 4.1.6 Natural Hazards

Natural hazards are elements of the physical environment that have the potential to affect a project in an adverse manner. Natural hazards that may occur are seismic activity and flooding. The Preliminary Preferred Route and Alternative Routes 2 and 3, and all alternate tie-in points have sections which are within TRCA identified flood plain.

The route alternatives are in the southern Great Lakes Seismic Zone (NRCan 2016). This zone has a low to moderate level of seismicity when compared to the more active seismic zones to the east, along the Ottawa River and in Quebec. Over the past 30 years, on average, 2 to 3 magnitude-2.5 or greater earthquakes have been recorded in the southern Great Lakes region. By comparison, over the same period, the smaller region of Western Quebec experienced 15 magnitude-2.5 or greater earthquakes per year.

Three moderate-sized (magnitude 5) events have occurred in the 250 years of European settlement of this region, all of them in the United States: in Attica, New York in 1929, near Cleveland, Ohio in 1986, and near the Pennsylvania/Ohio border in 1998. All three of these earthquakes were widely felt but caused no damage in southern Ontario.





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The Study Area and Preliminary Preferred Route are located in one of TRCA's Flood Vulnerable Areas (TRCA 2019) and subject to flooding at any time of year. There is also a Flood Protection Landform (FPL) in the Study Area. Construction of this landform was initiated in 2006 and completed in 2012. It is located on the west side of the Don River and extends north from the elevated Canadian National Railway embankment to Queen Street East. The Preferred Route is immediately south of the FPL but does not cross the FPL.

The Project is required as a result of the Waterfront Toronto's PLFPEI Project, which will remove the flood risk to 240 hectares of land. However, during construction, heavy rainfall events could result in flooding of the workspace.

## 4.2 BIOPHYSICAL FEATURES

### 4.2.1 Aquatic Species and Habitat

The Preferred Route includes a temporary and permanent aerial crossing of the Don River, the crossing location is located in the Don River watershed and Lower Don River subwatershed. The Preferred Route crosses the mouth of the Don River where it drains into the Keating Channel and ultimately into Lake Ontario.

No in-water work is required, however there is potential for indirect impacts to surface water as temporary workspace and tie-in locations have the potential to be within 30 m of the Don River (e.g., transportation of sediment to the Don River from exposed soil at temporary workspaces). There is no other surface water located in the Study Area.

TRCA data indicate that the Don River water quality is impaired with the highest concentrations of nutrient and bacteria parameters in TRCA's jurisdiction (TRCA 2021). Untreated stormwater contributes the majority of total suspended solids (TSS) to the Don River; the median TSS concentration at the mouth of the Don River between 2016 and 2020 was 13.5 mg/L (TRCA 2021). TRCA used the CCME Water Quality Index (WQI) (2017) to determine a single measure of water quality for each monitoring location and calculated that the WQI at the mouth of the Don was 17.7, or "poor", and the lowest in TRCA's jurisdiction (TRCA 2021).

Fish habitat at the mouth of the Don River is considered estuarine due to the confluence of the Don River and Lake Ontario (TRCA 2018). Historical impacts to fish habitat in this area include dredging, lake filling shoreline hardening, the introduction of invasive species (TRCA 2018). Fish species present in the Don River mouth/estuary are consistent with other Greater Toronto Area estuarine habitat and include bass species, pike, emerald shiner, carp, gar and alewife (TRCA 2009b).



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### 4.2.2 Designated Natural Areas and Vegetation

The majority of the Preferred Route will be completed in areas of existing or historical disturbance (road allowances and rail RoWs) and no natural areas are expected to be disturbed. Vegetation removal for the Preferred Route may be required for TWS; vegetation is anticipated to consist of landscaped areas, grasses and shrubs located adjacent to municipal walkways and roadways, and adjacent to the railway corridor. There are known and potential designated natural areas within 120 m of the alternative pipeline routes, including a Natural Heritage System along the Don River.

#### Wetlands

The Ontario Wetland Evaluation System is used to identify Provincially Significant Wetlands. An evaluated wetland may be one contiguous unit or may be a series of smaller wetlands functioning as a whole. Evaluated wetlands that do not qualify as provincially significant may be designated locally significant and may be protected through local planning and policy measures. There may also be unevaluated wetlands in an area.

A review of Land Information Ontario (LIO) mapping (MNRF 2016) did not identify any wetlands in the Study Area. Field studies conducted in 2017 by Stantec recorded the presence of a constructed marsh area that is approximately 150 m away from the Preferred Route in Corktown Common Park. The feature is bound by boulder areas as well as recreational pathways. Standing water was noted in the feature, with various planted native wetland species (e.g., cattails).

#### Significant Woodlands

A woodland is defined as a treed area, woodlot, or forested area. The Natural Heritage Reference Manual notes that the local planning authority has a responsibility for designating significant woodlands, using criteria that include size, ecological function, uncommon characteristics, and economic and social functional values (MNR 2010).

In the City of Toronto, significant woodlots are defined under the Provincial Policy Statement, which includes any contiguous forested areas larger than 20 hectares in municipalities that have 16-30% woodland cover (Riley and Mohr 1994). A review of LIO mapping (MNRF 2016) did not identify any woodlands or significant woodlands in the Study Area. Wooded areas noted during field studies conducted by Stantec identified an area surrounding the Lower Don River Trail between the Gardiner Expressway and the Metrolinx Don Yard Layover Facility. There are no woodlands in the Study Area, including the one noted by Stantec, that meet the size criteria for significance.



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## Areas of Interest

According to the City of Toronto's Official Plan mapping (2010), the area along the Don River and south of the railway line along the shore of the Toronto Inner Harbour is considered a Natural Heritage System. "The natural heritage system is made up of areas where protecting, restoring and enhancing the natural features and functions should have high priority in our city-building decisions. We must be careful to assess the impacts of new development in areas near the natural heritage system" (City of Toronto 2019b; page 3-32 to 3-33).

### 4.2.3 Wildlife and Wildlife Habitat

As previously discussed, vegetation removal for the Preferred Route may be required for temporary workspace, however, vegetation is anticipated to consist of landscaped areas, grasses and shrubs located adjacent to municipal walkways and roadways, and adjacent to the railway corridor.

Wildlife habitat is defined as an area where plants, animals, and other organisms live, including areas where species concentrate at a vulnerable point in their life cycle, and areas that are important to migratory and non-migratory species (MNR 2000).

Significant wildlife habitats are grouped into four categories:

1. Seasonal concentration areas;
2. Rare vegetation communities or specialized habitats;
3. Animal movement corridors; and
4. Habitats of species of conservation concern (SOCC).

Evaluation of the significance of wildlife habitat is based on criteria specific to the appropriate area (i.e., eco-region) of the province. The Study Area is located within eco-region 6E with criteria provided in MNRF (2015).

#### 4.2.3.1 Seasonal Concentration Areas

Seasonal concentration areas are those sites where large numbers of a species gather at one time of the year, or where several species congregate. This may include bird, bat, and butterfly stopover areas, overwintering deer or turtle habitat, breeding areas for bats, birds, and reptiles. No wildlife concentration areas have been identified in Natural Heritage Information Centre (NHIC) mapping (MNRF 2016) within 120 m of the proposed or alternative pipeline routes.

#### 4.2.3.2 Rare Vegetation Communities or Specialized Habitats

Rare or specialized habitats are two separate components. Rare habitats are those with vegetation communities that are considered rare in the province. SRANKS are rarity rankings applied to species at the provincial level. Generally, community types with SRANKS of S1 to S3 (i.e., extremely rare to rare –



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uncommon in Ontario), as defined by the NHIC, could qualify. It is assumed that these habitats are at risk and that they are also likely to support additional wildlife species that are considered significant.

The Ecoregion 6E Criteria (MNR 2015) identifies seven potential rare vegetation communities (cliffs and talus slopes, sand barren, alvar, old growth forest, savannah, tallgrass prairie, and other rare vegetation communities) associated within Ontario Ecoregion 6E.

A search of the NHIC database in 2021 indicated that no rare vegetation communities are located within 1km of the Preferred Route. A Graminoid Coastal Meadow Marsh Type vegetation community (ranked S2) is within 1 km of the Study Area (MNR 2016). A constructed wetland was noted during a site visit conducted by Stantec in 2017. This is not typically considered rare due to it being artificially constructed.

Specialized habitats are microhabitats that are critical to some wildlife species, areas with exceptionally high species diversity, or species survival is greatly enhanced (MNR 2000). As per MNR 2015, this includes breeding habitat for waterfowl, eagles and osprey, woodland raptors, turtles, amphibians, and area-sensitive woodland birds. Seeps and springs are also included as specialized habitat.

A full assessment was not conducted during surveys in 2017, and although such candidate wildlife habitat may exist in the Study Area (e.g., eagle/osprey habitat, turtle nesting) candidate wildlife habitat is not anticipated to be present, and therefore not anticipated to be impacted, for the construction of the Preferred Route.

### 4.2.3.3 Animal Movement Corridors

Animal movement corridors are elongated, naturally vegetated parts of the landscape used by animals to move from one habitat to another (MNR 2000). In Ecoregion 6E, amphibian and deer movement corridors can be considered significant wildlife habitat. For each type of corridor, confirmed habitat must exist prior to assessment. For example, for a deer movement corridor to be designated, a Stratum II (as determined by the MNR) overwinter deer yard must be present. Similarly, for amphibians, significant breeding habitat must be present (MNR 2015).

Although studies were not conducted for breeding amphibians, vegetation in the Study Area is highly fragmented and would not meet criteria outlined for amphibian movement corridors in the eco-region criteria (MNR 2015).

No designated deeryards are located in the Study Area.

### 4.2.3.4 Habitat for Species of Conservation Concern

Habitat for species of conservation concern is not expected to be impacted for the Preferred Route as vegetation removal is anticipated to consist of landscaped areas, grasses and shrubs located adjacent to municipal walkways and roadways, and adjacent to the railway corridor.



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There are four types of SOCC: those which are rare, those whose populations are significantly declining, those which have been identified as being at risk from certain common activities, and those with relatively large populations in Ontario compared to the remainder of the globe. As per MNR 2015, species of conservation concern include species designated provincially as S1-S3 or special concern, or federally as threatened or endangered (but not provincially).

The NHIC database and other sources (Cadman et al 2007, Dobbyn 1994, Eder 2002, Farrar 2011, Holm et al 2009, Ontario Nature 2016, Scott and Crossman 1998) were searched to obtain historical records of SOCC within 1 km the Preferred Route. The databased identified 18 SOCC, including five bird species (Canvasback, Lark Sparrow, Peregrine Falcon, Wood Thrush and Black-crowned Night-heron), three turtle species (Snapping Turtle, Midland Painted Turtle and Northern Map Turtle), four insect species (Transverse Lady Beetle, Speckled Giant Lacewing, White-breasted Cuckoo Nomad Bee and Variegated Meadowhawk) and six plant species (Black Snakeroot, Black Ash, Old-field Toadflax, Gray-headed Prairie Coneflower, Saltmarsh Sand-spurrey, Culver's Root). At least 40 SOCC were recorded in the wider Study Area.

Exact locations of species occurrences are not available from NHIC as records are recorded within 1 x 1 squares. The potential for species to be present is limited by habitat suitability and availability. Therefore, the identified species recorded may not occur in the Study Area and are unlikely to occur within the heavily impacted areas in proximity to the preferred route.

### 4.2.4 Species at Risk

SAR are those species identified as endangered or threatened by the Committee on the Status of Species at Risk in Ontario and protected by provincial legislation (ESA 2007).

As described above, the NHIC database and other sources (Cadman et al 2007, Dobbyn 1994, Eder 2002, Farrar 2011, Holm et al 2009, Ontario Nature 2016, Scott and Crossman 1998) were searched to obtain historical records of SAR within 1km of the Preferred Route. Eleven SAR were identified by searching the NHIC, including five bird species (Chimney Swift, Piping Plover, Bobolink, Barn Swallow and Eastern Meadowlark), three fish species (Lake Sturgeon [Great Lakes - Upper St. Lawrence River population], American Eel and Redside Dace), two reptile species (Blanding's Turtle and Queensnake) and one insect species (Nine-spotted Lady Beetle). Additional species were identified for the wider Study Area through historical consultation with MNR and through consultation of the Ontario Breeding Bird Atlas in 2017, including one plant species (Butternut), two bird species (Bank Swallow and Cerulean Warbler), and four bat species (Little Brown Myotis, Northern Myotis, Eastern Small-footed Myotis and Tri-colored Bat). The DFO aquatic species at risk mapping was consulted but no additional SAR species were identified (DFO 2021).

Exact locations of species occurrences are not available from these atlases and NHIC, instead, are recorded within 1 x 1 km or 10 x 10 km squares. The potential for species to be present will be limited by habitat suitability and availability. Habitat for the identified species recorded from these databases may not occur in the Study Area. However, once detailed design has progressed, Enbridge will undertake terrestrial surveys, if required, to identify potential SAR individuals and SAR habitat.



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## 4.3 SOCIO-ECONOMIC ENVIRONMENT

### 4.3.1 Residents and Businesses

The Study Area is located in the West Don Lands and Lower Don Lands neighbourhoods in the southeast corner of downtown Toronto, where the Don Valley Parkway meets the Gardiner Expressway and Lake Shore Boulevard East. The Preferred Route ties into the existing Enbridge pipeline immediately east and immediately west of the Don River at Lake Shore Boulevard East. The area is mainly industrial and commercial land and there are no known residences within 200 m of the Preferred Route.

The remainder of the Study Area near the alternative routes contains numerous businesses and residences, mixed-use neighbourhoods with medium- to high-density residential buildings.

### 4.3.2 Institutional Services and Facilities

There are no institutional services or facilities within 200 m of the Preferred Route.

In the remaining Study Area there are four schools (the Downtown Alternative School, Inglenook Community School, SEED Alternative School, and Dundas Junior Public School), two libraries (St. Lawrence and Queen/Saulter branches of the Toronto Public Library), two Toronto Fire Stations (Stations 325 and 333), and more than 10 places of worship (i.e. temples, mosques, missions, churches, and other religious organizations). There are no Toronto Paramedic Services Stations in the Study Area. There are many health facilities in the Study Area (i.e., medical clinics, dental clinics, and other health specialist services). The Centre for Addiction and Mental Health Downtown East Clinic is approximately 900 m northwest of the alternative pipeline routes.

### 4.3.3 Culture, Tourism, and Recreational Facilities

There are no cultural, tourism or recreational facilities within 200 m of the Preferred Route.

The remainder of the Study Area includes numerous culture, tourism, and recreational facilities including theatres, opera houses, studios, and galleries due to its location in downtown Toronto. The historic Distillery District west of the pipeline routes houses a large number of restaurants, shops, galleries, tourist attractions, and theatres of major importance to culture and tourism in the Study Area. The Study Area also overlaps the St. Lawrence Market Neighbourhood, which is a major tourist attraction for east downtown Toronto. Corktown Common is a recreational area central to the Study Area, and has connections to the Lower Don River Trail, which forms part of the Pan Am Path connecting 80 km of trail from Brampton to Pickering. In the Study Area, there are multiple public parks and parkettes including Parliament Square Park, Regent Park, Orphans Green Dog Park, Joel Weeks Park, and Underpass Park underneath the Eastern Avenue overpass, which contains a skatepark. The Toronto Necropolis Cemetery is located near the north boundary of the Study Area, at Winchester Street and Sumach Street. The Cooper Koo Family Young Men's Christian Association is located on Cherry Street along the Preferred Route. Community and recreation centres in the Study Area include Regent Park North Recreation Centre, John Innes Community Recreation Centre, Ralph Thornton Community Centre, Jimmie Simpson



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Recreation Centre, and St. Lawrence Community Recreation Centre. Museums include the Enoch Turner Schoolhouse Museum and Toronto's First Post Office.

## 4.3.4 Economy and Employment

The most recent economy and employment statistics are provided in the 2016 Census of Population and 2014 Annual Income Estimates for Census Families and Individuals results released by Statistics Canada. Table 4-1 summarizes the unemployment rate, labour force participation rate (over the age of 15), and median total family income (Statistics Canada 2017a, 2017b). Unemployment and labour force participation rates in the City of Toronto are similar to Canada-wide rates. Median total family income in the City of Toronto is \$2,660 lower than the Canadian average.

**Table 4-1: Economy and Employment Statistics**

	<b>Unemployment Rate, 2016</b>	<b>Labour Force Participation Rate, 2016</b>	<b>Median Total Income Per Household, 2015</b>
City of Toronto	8.2%	64.7%	\$78,280
Canada	7.4%	64.7%	\$80,940

## 4.3.5 Contaminated Sites

### 4.3.5.1 Landfills

The location of active and closed landfill sites in the Study Area were identified by reviewing the MECP's Waste Disposal Site Inventory (MOE 1991), the City of Toronto Official Plan maps (City of Toronto 2019b), and the MECP's lists of large and small landfill sites in Ontario (MOECC 2014, 2017).

No current and former landfills are located in the Study Area; however, three former and current landfills are located less than 2 km from the Study Area: (1) Riverdale Park Landfill, (2) Leslie Street Spit, and (3) Pottery Road and Broadview Avenue Landfill. The Riverdale Park Landfill site is located west of Broadview Avenue between the Bridgepoint Hospital and Montcrest Boulevard. The eastern portion of the present-day Riverdale Park was constructed on top of this landfill, which closed in the 1920s. The Leslie Street Spit is a landfill formed since the 1950s from surplus fill from Toronto development sites. Toronto Port Authority originally planned for the headland to function as a breakwater for Toronto's Outer Harbour. The Leslie Street Spit is approximately 5 km long and 500 ha in size. It extends from the foot of Leslie Street in the Port Lands and is still receiving fill (TRCA 2017). The MECP Waste Disposal Site Inventory contains records of a landfill at Pottery Road and Broadview Avenue on the east side of Todmorden Mills Park that closed in 1940. All three landfills are considered Class A: Urban Municipal/Domestic Wastes because they have the potential to impact human health due to their proximity to human development (MOE 1991).



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### 4.3.5.2 Contaminated Sites and Former Industrial Sites

Stantec has conducted a certificate of property use records review to evaluate current and historical information pertaining to sites in the areas surrounding the preferred and alternate routes. The search included a database report from EcoLog ERIS that included information from the following data bases:

- Anderson's Waste Disposal Sites
- Certificates of Property use
- Contaminated Sites on Federal Land
- TSSA Historic Incidents
- TSSA Incidents
- Record of Site Condition
- Ontario Spills

The review identified 201 records. A summary of the review is present in Appendix F; addresses have been provided along with information on whether there are possible soil and groundwater impacts present.

### 4.3.6 Land Use

The Preferred Route is located within or crosses the City of Toronto road allowances for the Don Roadway, the Don Valley Parkway off-ramp to Lake Shore Boulevard East, Lake Shore Boulevard East, and a rail corridor. The area immediately east of the Don River near the Preferred Route is designated by the City of Toronto Official Plan as General and Core Employment Areas, while the area west of the Don River near the Preferred Route is designated as Park land use (City of Toronto 2019a).

The alternate routes cross Regeneration Areas, Parks, Mixed Use Areas, and Utility Corridors, as designated by the City of Toronto Official Plan.

Regeneration Areas encourage the renewal of land that is no longer in productive urban use to provide space for commercial, residential, employment, institutional, and industrial land uses. Parks are used primarily to provide opportunities for public recreation, and contain natural wildlife habitat, recreation trails, and stormwater management facilities. Study Area lands with the Parks designation currently include Corktown Common public park and surrounding lands under construction. Utility Corridors include rail and hydro rights-of-way that can sometimes also serve as parks, sport fields, trails, and transit facilities. Mixed Use Areas combine residences, offices, retail stores, institutions, entertainment and recreational facilities, and open spaces to meet community needs (City of Toronto 2019a, b).

The other land uses not crossed by the pipeline routes in the Study Area, include Neighbourhoods, Employment Areas, Other Open Space Areas, and Institutional Areas. (City of Toronto 2019a, b).





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The area immediately east of the Preferred Route is zoned as “Open Space” under the City of Toronto Zoning By-law 569-2013. The remainder of the Study Area is zoned Residential, Commercial Residential and Open Space. A large portion of the Study Area is not designated under By-law 569-2013 (City of Toronto 2013).

The TRCA's Living City Policies (2014), states that utilities are a necessity in an urbanizing region and that the infrastructure policies seek to first avoid, then mitigate, remediate natural hazards where possible, and where appropriate, compensate for the impacts of infrastructure on the Natural System. To assist municipalities with implementation of a policy framework to support a terrestrial natural heritage system, as part of their Terrestrial Natural Heritage System Strategy (2007), TRCA has developed nine model planning policies, including Policy 9: Modification for transportation, infrastructure and utilities. The Preferred Route aerial crossing of the Don River is located in an area identified by TRCA (pers. comm. 2021) as a Sediment and Debris Management Area; sediment and debris need to be regularly removed from the Don River via dredging to allow for ice passage, and to keep water flowing safely. As the Project consists of relocating an existing pipeline and given that the Preferred Pipeline located is co-located with Lake Shore Boulevard Bridge (temporarily) and the Keating Railway Bridge (permanently) it is anticipated that the Preferred Route does not conflict with the TRCA's policies and aligns with the goals of the TRCA's Living City Policies (2014). Enbridge will continue to engage with the TRCA and carry out the Project in accordance with The Living City Policies (TRCA 2014) and the Terrestrial Natural Heritage System Strategy (2007).

Municipal by-laws and permits such as tree cutting by-laws and conservation authority permits may be applicable and are outlined in Section 1.2.5.

### 4.3.7 Archaeological Resources

A Stage 1 AA (Appendix E) was completed in 2018 for the three alternative routes as well as an additional 10 m buffer to accommodate any subsequently proposed designs along the entire lengths of the three routes. This report was submitted to the MHSTCI in July 29, 2020 and is currently under review. The 2018 Stage 1 AA determined that the area assessed retains low to no archaeological potential for the identification of archaeological resources, and all areas have been extensively disturbed by modern construction activities.

However, an additional Stage 1 AA will be completed in 2022 to assess the archaeological potential in the vicinity of the Preferred Route, which was not evaluated in 2018. The MHSTCI will be requested to review the results presented and to accept the report into the Ontario Public Register of Archaeological Reports.

### 4.3.8 Heritage Resources and Cultural Heritage Landscapes

A MHSTCI Criteria for Evaluating Potential for Built Heritage Resource and Cultural Heritage Landscapes checklist (Heritage Checklist) (Appendix E) has been completed for the Preferred Route through agency consultation, desktop data review of background material, and a review of historical mapping. The Heritage Checklist determined that a Cultural Heritage Report: Existing Conditions and Preliminary Impact



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Assessment was not required. A 50 m Study Area buffer of the Preferred Route was used for the completion of the checklist.

### 4.3.9 Indigenous Interests

The Study Area is in the boundary of the Southern Ontario Treaties (1764-1862) and the Williams Treaties (1923) (Indigenous and Northern Affairs Canada 2017). The Project does not intersect any First Nation reserve land. MCFN expressed interested in participating in any AAs s and surveys.

### 4.3.10 Infrastructure

Infrastructure identified for this Project includes roads, hydrocarbon facilities, other buried pipelines, railways, and other utilities. A map of infrastructure developed from existing databases is shown in Appendix C, Figure C-1. Other utilities such as water and communication lines that may exist along road allowances are not illustrated on the map.

#### 4.3.10.1 Roads

The Preferred Route is located near two municipal expressways, the Don Valley Parkway and the Gardiner Expressway, as well as Lake Shore Boulevard East. Major east-west roads in the Study Area include Eastern Avenue, which branches into Front Street, King Street, Adelaide Street, Richmond Street, Lake Shore Boulevard East, Queen Street East, Shuter Street, Dundas Street East, and Gerrard Street. Major north-south routes in the Study Area include Lower Jarvis Street, Lower Sherbourne Street, Parliament Street, Cherry Street, River Street, Bayview Avenue, Broadview Avenue, and Carlaw Avenue. The Preferred Route follows Lake Shore Boulevard East.

#### 4.3.10.2 Hydrocarbon Facilities and Buried Pipelines

The Preferred Route does not traverse any known pipelines. According to the Ontario Oil, Gas, and Salt Resources Library there is a Potential or Suspended Dry Hole (License No. H000192) in the Study Area at Parliament Street and Derby Street, dug by Copelands Brewery in 1882 (Ontario Oil, Gas, and Salt Resources Library 2011). There are no other potential oil or gas wells in the vicinity of the Preferred Route.

#### 4.3.10.3 Railways and Streetcars

The Preferred Route will temporarily cross a CN Railway rail corridor below grade (while the temporary above ground by-pass is in place), and the permanent pipeline will be placed on the north side of the Keating Railway Bridge, within (but not crossing) the railway corridor. Crossing of the rail corridor may occur via Trenchless Technology, which will be determined at the detailed design stage.

In the wider Study Area, the Toronto Transit Commission streetcar network includes a Distillery Loop streetcar terminus and streetcar routes along King Street East, Queen Street East, Dundas Street, Gerrard Street East, and Broadview Avenue.



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## 4.3.10.4 Utilities

A Hydro One tower and overhead utility line is located on the east side of the Don Roadway, immediately east of the Preferred Route. The Hydro One Mill Street Junction hydro transmission facility and associated hydro towers are situated in the corridor between Corktown Common and the Don River, along the Lower Don River Trail.

A variety of buried and overhead utilities (e.g., telephone, low-voltage hydroelectric, fiber optic, watermains) are expected to be situated in the road allowances in the Study Area. Enbridge will locate buried and overhead utilities prior to construction and coordinate crossing agreements with utility owners as required.



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## 5.0 IMPACT IDENTIFICATION, ASSESSMENT AND MITIGATION

### 5.1 METHODOLOGY

The potential effects and impacts of the Project on physical, biophysical, and socio-economic features have been assessed along the Preferred Route. With an understanding of pipeline construction and operation activities, the assessment:

- describes the environmental and socio-economic setting along the Preferred Route
- predicts the effects and associated impacts of construction and operation activities
- recommends supplemental studies, mitigation and protective measures (including construction methods and timing, site-specific mitigation, environmental protection measures, and compensation measures)
- outlines the net impacts that are likely to remain

Environmental and socio-economic effects have been avoided or reduced to the extent feasible through the route selection process or will be addressed through the methods listed above.

Predicting effects and impacts, and determining supplemental studies, mitigation and protective measures, considers concerns expressed through the consultation program, published information available from literature, maps and digital data, mitigation guidance documents, field assessments, and the previous pipeline development experience of Enbridge. By necessity, the analysis, integration, and synthesis of the data are an iterative process since information becomes available at various stages of the study and at different mapping scales. The level of detail of data and mapping increases as the study moves from analysis of the routing Study Area, to analysis of alternate routes, and, finally, to a site-specific survey of features along the preferred pipeline route. The data available at the current stage of the environmental study were appropriate for selecting a preferred pipeline route, identifying effects, and developing mitigation and protective measures.

Additional field investigations may be recommended along the Preferred Route prior to construction. Given the experience of Stantec in providing environmental services for hydrocarbon pipelines, and the knowledge gained of the Project location from Enbridge, these supplemental studies are not anticipated to change the conclusions regarding potential adverse residual impacts identified in Sections 5.2 to 4.3 of the ER.

The environmental and socio-economic information presented in Sections 5.2 to 4.3 of the ER is based on available information cited throughout.



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## 5.2 PROJECT ACTIVITIES

### 5.2.1 Construction

The pipeline construction process includes various activities as described below and will be undertaken in accordance with Enbridge's Construction and Maintenance Manual, 2020 or the applicable construction and maintenance manual in effect at the time construction commences. The sequencing of these activities may vary:

1. **Site Preparation:** The first crew to enter the construction site is typically the survey and staking crew who delineate the boundaries of the construction area. When required, safety fence is installed at the edge of the construction area where public safety considerations are necessary, and aspects of the traffic management plan are implemented (i.e., signs, vehicle access).
2. **Clearing:** If necessary, the clearing crew clears brush and other vegetation including the TWS to permit construction of the pipeline.
3. **Stripping and Grading:** Next, the grading crew prepares the construction area for access by construction equipment. Existing concrete, landscaping etc. may also be removed, and dewatering undertaken, where necessary.
4. **Stringing:** The stringing crew lays pipe on wooden skids or boxes adjacent to the trench area.
5. **Trenching:** Once the construction area has been prepared, a hydraulic hoe will excavate the trench and tie-in points which will then be prepared for the installation of the new pipeline.
6. **Pipe Fabrication and Lowering:** Next, the pipe is bent as required and the welding crew welds the pipe into continuous lengths. The pipe welds are x-rayed and coated then inspected before the pipeline is lowered into the trench, or onto the side of the bridge, and tied into the existing Enbridge NPS 20 pipeline at the end points. The welds are global positioning system located with locations identified on the weld map along with the identification of each pipe section for future identification.
7. **Pressure Test:** The pipeline is tested with nitrogen (temporary by-pass) or hydrostatically (permanent location) according to procedures outlined in Enbridge's Construction and Maintenance Manual, 2017 (Section 23.6, Mains, Hydrostatic Tests). For hydrostatic testing, water is drawn from a suitable local source based on discussions with the appropriate authorities and will be disposed of appropriately (e.g., discharged to land or sanitary sewer, or removed by an Enbridge approved waste disposal provider). Upon completion of the hydrostatic testing, the pipeline is dried, purged of air and prepared for delivery of the product.
8. **Backfilling:** The backfilling crew backfills the originally excavated subsoil over the pipe in the trench. In shallow water table areas, the pipeline may be weighted to provide negative buoyancy. Surplus backfill material will be removed from the construction area. The trench line will be crowned, where suitable and necessary, to allow for soil settlement.



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9. Clean-Up and Restoration: The clean-up crew is responsible for the restoration of the construction area and other work areas. In natural areas the clean-up crew undertakes restoration including re-seeding of the area and removing temporary erosion and sediment controls once the area is stabilized. In developed areas, the clean-up crew undertakes landscaping and infrastructure reinstatement plans (e.g. repair of roads and sidewalks) developed for site restoration.

## 5.2.2 Operation and Maintenance

Upon completion of both the temporary above ground by-pass and permanent phases of the Project, the Project components will be transferred to Enbridge's operations for inclusion in the existing Pipeline Integrity Program. Enbridge has procedures in place to inspect and maintain the pipelines. Enbridge's Pipeline Integrity team has extensive technical, operational, and industry knowledge, and whose members remain current with industry practices. Detailed procedures and programs will be modified to include the new pipelines and to ensure the operation and maintenance activities for the Project comply with applicable provincial and federal legislation, regulations and guidelines.

Pipeline operation consists of monitoring and regulating the gas flowing through or being stored in the pipelines. Valves will serve to shut off and isolate the pipelines for maintenance and security purposes.

## 5.3 POTENTIAL IMPACTS AND RECOMMENDED MITIGATION AND PROTECTIVE MEASURES

Table 5-11 Outlines the potential impacts and recommended mitigation and protective measures.



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Environmental Feature(s)	Potential Effect(s)	Mitigation and Protective Measures	Net Impacts
<b>PHYSICAL FEATURES</b>			
Bedrock Geology and Drift Thickness <i>Section 4.1.1</i>	The Project will involve trenching to an average depth of 1.5 m but may exceed this depth if required by regulatory authorities or utility crossing agreements. Based on the background review, trenching is not expected to intersect bedrock and no impacts to bedrock physiology are anticipated.	N/A	N/A
Physiography & Surficial Geology <i>Section 4.1.2</i>	Disturbance to the overburden along the proposed pipeline routes may cause surface soil erosion and trench slumping during construction or post-construction at areas that may require further rehabilitation.	<ul style="list-style-type: none"> <li>Where there is potential for soil erosion, erosion and sediment control (ESC) measures should be determined by an inspector with appropriate qualifications.</li> <li>When land is exposed, the exposure should be kept to the shortest practical time. Natural features should be preserved to the extent practical. Temporary vegetation and mulching should be used to protect areas as appropriate. Final landscaping and vegetation should be installed and other surfaces (e.g., concrete, asphalt) reinstated as soon as practical.</li> <li>The contractor must obtain adequate quantities of materials to control erosion. Additional supplies should be maintained in a readily accessible location for maintenance and contingency purposes. ESC structures should be reviewed to maintain their effectiveness through the life of construction and post-construction rehabilitation.</li> <li>Even with ESC measures, extreme precipitation events could result in collapse of silt fencing, overflow or bypass of barriers, and other situations which could lead to erosion. When site conditions permit, permanent protection measures should be installed on erosion susceptible surfaces. If the erosion is resulting from a construction-related activity, the activity should be halted immediately until the situation is rectified.</li> <li>To avoid the trench from slumping, trench walls should be sloped or otherwise supported and should be monitored during wet conditions for the potential to slump.</li> <li>Slope stability should be monitored regularly. ESC and stabilization measures should be maintained during construction, restoration, and rehabilitation until vegetative cover is established. Where evidence of erosion exists, corrective control measures should be implemented as soon as conditions permit. Permits obtained under O. Reg. 166/06 from TRCA may contain conditions pertaining to ESC.</li> </ul>	With the implementation of the mitigation and protective measures, no significant adverse residual impacts on or from the overburden material are anticipated.
Hydrogeology <i>Section 4.1.3</i>	<p><u>Hydrostatic Testing and Dewatering/Sand-pointing</u></p> <ul style="list-style-type: none"> <li>Downstream flooding, erosion, sedimentation, or contamination may result from uncontrolled discharges of water</li> </ul> <p><u>Private Water Wells</u></p> <ul style="list-style-type: none"> <li>No impacts to private water wells are anticipated</li> </ul> <p><u>Municipal Water Wells</u></p> <ul style="list-style-type: none"> <li>No impacts to municipal water wells are anticipated</li> </ul>	<p><u>Hydrostatic Testing and Dewatering/Sand-pointing</u></p> <ul style="list-style-type: none"> <li>An EASR registration will be required should the volume of groundwater withdrawn from an excavation be between 50,000 L/day and 400,000 L/day. A PTTW will be required from the MECP should the volume withdrawn from a natural source exceed 400,000 L/day.</li> <li>To reduce the potential for erosion and scouring at dewatering points, energy dissipation techniques should be used. Discharge piping should be free of leaks and properly anchored to prevent bouncing or snaking during surging. Discharge should be monitored to make sure that no erosion or flooding occurs.</li> <li>Protective measures may include dewatering at low velocities, dissipating water energy by discharging into a filter bag or equivalent and utilizing protective riprap or equivalent.</li> <li>If energy dissipation measures are found to be inadequate, the rate of dewatering should be reduced or dewatering discontinued until satisfactory mitigation measures are in place. Discharge should be monitored to make sure that no erosion or flooding occurs.</li> <li>To assess the potential for introduction of contaminated water to soils or bodies of water, testing of hydrostatic discharge water and trench dewatering should be considered. An environmental consultant should be consulted to determine what testing is necessary for the discharge water.</li> <li>Before the withdrawal of water from a municipal source, the municipality will be contacted to confirm the maximum rate of withdrawal.</li> <li>Discharge to the municipal storm or sewer system is subject to approval and permitting by the City of Toronto.</li> </ul>	With the implementation of the mitigation and protective measures, no significant adverse residual impacts to groundwater are anticipated.



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Environmental Feature(s)	Potential Effect(s)	Mitigation and Protective Measures	Net Impacts
Extractive Resources <i>Section 4.1.4</i>	There are no aggregate resources, natural gas storage areas, or petroleum pools in the Study Area. No impacts to extractive resources are anticipated.	N/A	N/A
Soil and Soil Capability <i>Section 4.1.5</i>	There are no native soils expected to be encountered by the Project and there are no agricultural lands within the Study Area. Soybean cyst nematodes (an agricultural pest) and agricultural tile drainage are not present.	N/A	N/A
Natural Hazards <i>Section 4.1.8</i>	Construction delays, sedimentation, and construction equipment entering a watercourse may result from flooding.	<ul style="list-style-type: none"> <li>• Construction to occur outside of the spring freshet, if possible.</li> <li>• If flooding necessitates a change in the construction schedule, affected landowners and regulatory agencies should be notified and construction should continue at non-affected locations.</li> <li>• Where possible, workspaces should be located outside of the floodplain.</li> <li>• Refueling of equipment should be undertaken 50 m from wetlands and watercourses to reduce potential impacts to surface water and groundwater quality if an accidental spill occurs. If a 50 m refueling distance is not possible, under approval from on-site environmental personnel, special refueling procedures for sensitive areas should be undertaken that include, at a minimum, using a two-person refueling system with one worker at each end of the hose. Spill containment devices and absorbent material shall be on hand and readily available.</li> <li>• To reduce the impact of potential contaminant spills, the contractor should implement spill management protocols such as secondary containment of any temporary fuel storage and preparation of a spill response plan.</li> <li>• Work should be limited or stopped during and immediately following significant precipitation events (i.e., 25-year or greater storm event), at the discretion of on-site environmental personnel.</li> <li>• A permit will be obtained from TRCA under O. Reg. 166/06.</li> </ul>	With the implementation of the mitigation and protective measures, no significant adverse residual impacts to the Project from Natural Hazards are anticipated.





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Environmental Feature(s)	Potential Effect(s)	Mitigation and Protective Measures	Net Impacts
<b>BIOPHYSICAL FEATURES</b>			
Aquatic Species and Habitat <i>Section 4.2.1</i>	<ul style="list-style-type: none"> <li>No in-water work is proposed so there are no direct impacts to aquatic species and habitat.</li> <li>Indirect impacts to aquatic species habitat may result from erosion, sedimentation, and accidental spills</li> </ul>	<p>Refer to Physiography and Surficial Geology (Section 4.1.2) for mitigation and protective measures for ESC. In the unlikely event of a spill, the contingency measures presented in Section 7.2.2 should be implemented.</p> <ul style="list-style-type: none"> <li>Construction material, excess material, construction debris and empty containers should be stored a minimum of 15 m from watercourses and watercourse banks, if possible.</li> <li>Equipment maintenance and refueling should be controlled to prevent entry of petroleum products or other deleterious substances, including any debris, waste, rubble, or concrete material, into a watercourse, unless otherwise specified in the contract.</li> <li>Additional supplies should be maintained on-site, in a readily accessible location, for maintenance and contingency purposes. Prior to construction, adequate quantities of the materials listed below, or comparable substitutions, should be on site to control erosion and sediment deposition: <ul style="list-style-type: none"> <li>Spill kits</li> <li>Sediment control fencing</li> <li>Sediment control logs (i.e., SiltSoxx™)</li> <li>Straw bales</li> <li>Wooden stakes</li> <li>Sand bags</li> <li>Water energy dissipater</li> <li>Filter cloth/geotextile</li> <li>Water pumps (including stand-by pumps and sufficient lengths of hose)</li> <li>Culvert</li> </ul> </li> </ul>	With the implementation of the mitigation and protective measures, no significant adverse residual impacts on aquatic species and habitat are anticipated.
Designated Natural Areas and Vegetation <i>Section 4.2.2</i>	<ul style="list-style-type: none"> <li>Removal of natural vegetation is not anticipated. No permanent vegetation removal is anticipated to be required. Mitigation measures are provided should temporary removal of previously disturbed vegetation (i.e., landscaped areas adjacent to roads and walkways, or in the railway corridor) be required for temporary workspace areas.</li> <li>Indirect impacts to off-site vegetation may include dust, erosion, and accidental spills.</li> </ul>	<p>Refer to Physiography and Surficial Geology (Section 4.1.2) for mitigation and protective measures for ESC, Resident and Businesses (Section 4.3.1) for mitigation and protective measures for dust, and Aquatic Species and Habitat (Section 4.2.1) and Contaminated Sites (Section 4.3.5) for mitigation and protective measures for accidental spills.</p> <ul style="list-style-type: none"> <li>Detailed design of the pipeline will be reviewed to avoid or reduce impact to vegetated areas to the extent possible.</li> <li>If tree removal is required, Enbridge will undertake consultation with the City of Toronto regarding the potential need for a tree removal permit.</li> <li>Environmental mitigation and protective measures during construction will include the following: <ul style="list-style-type: none"> <li>The limits of the construction footprint should be identified in the field, to allow for the protection of off-site natural areas and vegetation.</li> <li>Temporary erosion/silt control structures (i.e., straw bales, sediment fencing) should be used down gradient of spoil stockpiles, as necessary.</li> </ul> </li> <li>A screening field program of vegetated areas should be undertaken prior to construction, to determine where precautionary measures (ex. equipment washing before site access) may be necessary to mitigate for the spread of non-native species.</li> <li>A re-vegetation program should be developed and implemented for all vegetated temporary work areas. Enbridge should consult with landowners and TRCA, as applicable, to confirm replanting plans.</li> </ul>	With the implementation of the mitigation and protective measures, no significant adverse residual impacts on designated natural areas and vegetation are anticipated.
Wildlife and Wildlife Habitat <i>Section 4.2.3</i>	<ul style="list-style-type: none"> <li>Direct mortality may result from construction vehicles</li> </ul>	<p>Refer to Designated Natural Areas and Vegetation (Section 4.2.2) for mitigation and protective measures for vegetation removal, and Aquatic Species and Habitat (Section 4.2.1) and Contaminated Sites (Section 4.3.5) for mitigation and protective measures for accidental spills.</p> <ul style="list-style-type: none"> <li>Construction activities with the potential to remove migratory bird habitat, such as vegetation clearing, should be avoided to the extent possible during the breeding season which is generally from April 1- August 31 in southern Ontario (ECCC 2018). Should vegetation clearing activities be unavoidable during this window, a program should be implemented to reduce and avoid impacts to migratory birds and their nests. This program should include preventative and mitigation measures but may also include avoidance of clearing during key sensitive periods and in key locations.</li> <li>The contractor should inform their personnel not to threaten, harass, or injure wildlife.</li> </ul>	With the implementation of the mitigation and protective measures, no significant adverse residual impacts on wildlife and wildlife habitat are anticipated.



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	<ul style="list-style-type: none"> <li>• Removal of natural vegetation is not anticipated. No permanent vegetation removal is anticipated to be required. Mitigation measures are provided should temporary removal of previously disturbed vegetation (i.e., landscaped areas adjacent to roads and walkways, or in the railway corridor) be required for temporary workspace areas.</li> <li>• Indirect impacts to vegetation may occur from accidental spills during construction</li> <li>• Potential direct and indirect impacts to birds (e.g., ground-nesting, nesting on bridges)</li> <li>• Sensory disturbance of wildlife during construction</li> </ul>	<ul style="list-style-type: none"> <li>• All brush and trees felled should be removed immediately from the Project footprint to discourage use of these features by snakes.</li> <li>• Precautionary mitigation measures to be implemented in the unlikely event that a wildlife encounter occurs include:               <ul style="list-style-type: none"> <li>– Equipment and vehicles are to yield the right-of-way to wildlife; and</li> <li>– If an animal is encountered during construction, personnel are required to move away from the animal and wait for the animal to move off the construction site.</li> </ul> </li> </ul>	
Species at Risk <i>Section 4.2.4</i>	<ul style="list-style-type: none"> <li>• Removal of natural vegetation (i.e., SAR habitat) is not anticipated. Mitigation measures are provided should temporary removal of previously disturbed vegetation (i.e., landscaped areas adjacent to roads and walkways, or in the railway corridor) be required for temporary workspace areas.</li> <li>• Potential direct and indirect impacts to SAR birds (e.g., ground-nesting, nesting on bridges)</li> <li>• Indirect impacts to aquatic SAR may result from erosion, sedimentation, and accidental spills</li> </ul>	<p>Refer to Designated Natural Areas and Vegetation (Section 4.2.2) for mitigation and protective measures for vegetation removal, Aquatic Species and Habitat (Section 4.2.1) for mitigation and protective measures for aquatic SAR, and Wildlife and Wildlife Habitat (Section 4.3.3) for mitigation and protective measures for wildlife and wildlife habitat.</p> <ul style="list-style-type: none"> <li>• A screening field program should be undertaken during detailed design and prior to construction, to confirm the absence of SAR habitat and individuals. If SAR habitat or individuals are identified along the Preferred Route, Enbridge will undertake consultation with the MECP regarding the potential need for a permit under the ESA (2007) and/or develop species-specific mitigation.</li> </ul>	With the implementation of the mitigation and protective measures, no significant adverse residual impacts on SAR are anticipated.



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Environmental Feature(s)	Potential Effect(s)	Mitigation and Protective Measures	Net Impacts
<b>SOCIO-ECONOMIC ENVIRONMENT</b>			
Residents and Businesses <i>Section 4.3.1</i>	<ul style="list-style-type: none"> <li>Noise, dust, and equipment exhaust may result from construction activity</li> <li>Temporary traffic and dust emissions from trucks during construction</li> <li>Aesthetics of the landscape will be temporarily affected</li> <li>Access to property may be temporarily impeded</li> <li>Potential safety concerns exist where properties, residents, and vehicles come near construction activities</li> </ul>	<ul style="list-style-type: none"> <li>Company and construction personnel should avoid idling of vehicles; vehicles or equipment should be turned off when not in use, unless required.</li> <li>Activities that create noise should be restricted to daylight hours when possible and adhere to local noise by-laws; sources of continuous noise, such as pumps and portable generators, should be shielded or situated to reduce disturbance to residents and businesses. Appropriate permits and/or exemptions will be obtained when required.</li> <li>Where pipeline installation will take an extended time period to complete, an assessment should be undertaken to determine the suitability and effectiveness of temporary noise barriers adjacent to residential or business properties.</li> <li>Site practices during construction should be implemented that are in line with the ECCC document 'Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities', which may include:               <ul style="list-style-type: none"> <li>Maintaining equipment in compliance with regulatory requirements;</li> <li>Protecting stockpiles of friable material with a barrier or windscreen in the event of dry conditions and dust;</li> <li>Dust suppression of source areas; and</li> <li>Covering loads of friable materials during transport.</li> </ul> </li> <li>Additional consultation with residents and businesses will be held before construction commences. Restoration of the construction area will leave little evidence that a pipeline exists.</li> <li>Construction should be conducted as expeditiously as possible, to reduce duration of activities.</li> <li>Access to residential properties and businesses should be maintained always. If required, signs will be used to direct people to the correct access and landowners will be informed of access restrictions.</li> <li>Safety fence should be installed at the edge of the construction RoW where public safety considerations are required. The contractor should implement a traffic management plan for all roads affected by construction, which at a minimum outlines measures to:               <ul style="list-style-type: none"> <li>control the movement of materials and personnel to and from the construction site;</li> <li>post signs to warn oncoming motorists of construction activity;</li> <li>control traffic at road crossings;</li> <li>reduce on-road disturbance and land closures;</li> <li>store equipment as far from the edge of the road as practical; and</li> <li>install construction barricades at road crossings.</li> </ul> </li> </ul>	With the implementation of the mitigation and protective measures, no significant adverse residual impacts on residents or businesses are anticipated.
Institutional Services and Facilities <i>Section 4.3.2</i>	<ul style="list-style-type: none"> <li>Noise, dust, and equipment exhaust may result from construction activity</li> <li>Temporary traffic and dust emissions from trucks during construction</li> <li>Aesthetics of the landscape will be temporarily affected</li> <li>Access to property may be temporarily impeded</li> <li>Potential safety concerns exist where properties, visitors, and vehicles come near construction activities</li> </ul>	Refer to the mitigation measures listed for Residents and Businesses (Section 4.3.1).	With the implementation of the mitigation and protective measures, no significant adverse residual impacts on institutional facilities and services are anticipated.
Culture, Tourism & Recreational Facilities <i>Section 4.3.3</i>	<ul style="list-style-type: none"> <li>Noise, dust, and equipment exhaust may result from construction activity</li> <li>Temporary traffic and dust emissions from trucks during construction</li> <li>Aesthetics of the landscape will be temporarily affected</li> </ul>	Refer to the mitigation measures listed for Residents and Businesses (Section 4.3.1).	With the implementation of the mitigation and protective measures, no significant adverse residual impacts on culture, tourism, and recreational facilities are anticipated.



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Environmental Feature(s)	Potential Effect(s)	Mitigation and Protective Measures	Net Impacts
	<ul style="list-style-type: none"> <li>Access to property may be temporarily impeded</li> <li>Potential safety concerns exist where properties, visitors, and vehicles come near construction activities</li> </ul>		
Economy & Employment <i>Section 4.3.4</i>	<ul style="list-style-type: none"> <li>Direct and indirect business income and employment income</li> <li>An increase in tax revenues</li> </ul>	<ul style="list-style-type: none"> <li>Enbridge should make all reasonable efforts where practicable to procure services and materials from local suppliers, where services or materials are available in required quantity and at competitive prices.</li> </ul>	With the implementation of the Project and local procurement of services and materials where reasonable, positive residual impacts on the economy and employment are anticipated.
Contaminated Sites <i>Section 4.3.5</i>	<ul style="list-style-type: none"> <li>Potential to encounter contaminated lands (e.g., industrial areas, roads subject to de-icing activities).</li> <li>Potential soil, groundwater, and/or surface water contamination may result from improper disposal of waste material generated during construction</li> <li>Nuisance to adjacent properties may result from uncontained litter generated during construction</li> </ul>	<ul style="list-style-type: none"> <li>Should contaminated soils be encountered during construction, Enbridge should implement their Suspect Soils Program (see Section 8.13 of Enbridge's Construction and Maintenance Manual, 2020 for further details).</li> <li>Should excess soil be generated on-site during construction activities that will require off-site management, or if contaminated soils are suspected (e.g., if observed material contains anthropogenic substances, petroleum hydrocarbons odours/staining, and debris/waste), representative soil samples should be collected in accordance with O. Reg. 406/19 and submitted for chemical analysis to determine management options and appropriate handling and health and safety guidelines.</li> <li>Soils that cannot be reused on site may be reused off-site in accordance with O. Reg. 406/19. Enbridge should also undertake responsible management of excess fill. When details on excess fill volumes are known, disposal locations should be determined, and appropriate permitting under O. Reg. 406/19 obtained.</li> <li>Should water be generated on-site during construction activities, water quality analyses should be conducted during the hydrogeological investigation for the PTTW to determine appropriate discharge methods and in coordination with a Qualified Person, as defined by Ontario Regulation 153/04.</li> <li>All construction wastes should be disposed of in accordance with Enbridge's Construction and Maintenance Manual, 2020.</li> <li>A site-specific waste collection and disposal management plan should be implemented, which may include: <ul style="list-style-type: none"> <li>Waste materials, sanitary waste and recycling transported off-site by private waste contractors licensed by the MECP;</li> <li>Contractors required to remove their excess materials from the site;</li> <li>Labelling and storage of hazardous and liquid wastes in a secure area that would contain material in the event of a spill; and</li> </ul> </li> <li>Implementation of a waste management program consisting of reduction, reuse, and recycling of materials.</li> </ul>	With the implementation of the mitigation and protective measures, no significant adverse residual effects from contaminated sites are anticipated.
Land Use <i>Section 4.3.7</i>	<ul style="list-style-type: none"> <li>The preferred route is proposed to be co-located with existing disturbances (i.e., roads, bridges and railways) and no impacts to natural features and functions are anticipated.</li> <li>The route evaluation process as per OEB guidelines aided in the selection of the pipeline route that would best minimize these adverse effects.</li> </ul>	<ul style="list-style-type: none"> <li>Pipeline detailed design, construction, site restoration, and maintenance will be carried out in accordance with relevant environmental guidelines and best practices.</li> <li>Consultation will be undertaken with landowners along and adjacent to the proposed pipeline route, where applicable.</li> <li>Municipal by-laws and permits may be applicable such as tree cutting by-laws and Conservation Authority permits, etc.</li> </ul>	With the implementation of the mitigation and protective measures, no significant adverse residual impacts on land use are anticipated.
Archaeological Resources <i>Section 4.3.8</i>	<ul style="list-style-type: none"> <li>Damage or destruction of archaeological resources may result from excavation and construction</li> </ul>	<ul style="list-style-type: none"> <li>The Stage 1 AA was completed in 2018 and determined that the majority of the Study Area retains low to no archaeological potential and therefore no mitigative or protective measures are required. This report was submitted to the MHSTCI and is currently under review.</li> <li>A supplementary Stage 1 AA will be completed in 2022 to determine the archaeological potential in the vicinity of the preferred route. The MHSTCI will be requested to review the results presented and to accept the report into the Ontario Public Register of Archaeological Reports.</li> </ul>	With the implementation of the mitigation and protective measures, no significant adverse residual impacts on archaeological resources are anticipated.



**PROPOSED NPS 20 DON RIVER RELOCATION PROJECT  
ENVIRONMENTAL REPORT**

Impact Identification, Assessment and Mitigation  
December 17, 2021

**Table 5-1: Potential Impacts and Recommended Mitigation and Protective Measures**

Environmental Feature(s)	Potential Effect(s)	Mitigation and Protective Measures	Net Impacts
Heritage Resources and Cultural Heritage Landscapes <i>Section 4.3.9</i>	<ul style="list-style-type: none"> <li>For the preferred route, the MHSTCI Criteria for Evaluating Potential for Built Heritage Resource and Cultural Heritage Landscapes checklist determined that a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment was not required. A 50 m Study Area buffer of the preferred route was used for the completion of the checklist.</li> </ul>	N/A	N/A
Indigenous Interests <i>Section 4.3.10</i>	<ul style="list-style-type: none"> <li>Potential to affect First Nation and MNO Traditional Territory and/or rights</li> </ul>	Refer to the mitigation measures listed for Archaeological Resources (Section 4.3.8). <ul style="list-style-type: none"> <li>Enbridge has sought First Nations and MNO input into the Project (refer to Sections 3.5.13 and 3.4). Engagement will continue as the Project moves forward.</li> </ul>	With the implementation of the mitigation and protective measures, and by continuing with the engagement activities, no significant adverse residual impacts on First Nations and Métis Nation interests are anticipated.
Infrastructure <i>Section 4.3.11</i>	<ul style="list-style-type: none"> <li>Potential to damage and cause service interruptions to infrastructure and compromise the safety of workers and surrounding residents may result from interactions with roads, hydrocarbon facilities and buried and overhead utilities during construction</li> </ul>	<ul style="list-style-type: none"> <li>Consultation has been initiated, and will continue, with municipal personnel to obtain road and utility crossing permits. Where roads will be crossed, a traffic management plan will be developed to warrant the safety of road users during the crossing.</li> <li>Existing pipelines and utilities on lands which will be affected by trench excavation will be located and exposed.</li> <li>Machine operators will be informed where electrical transmission lines are present overhead. Lines that may interfere with the operation of construction equipment will be identified with warning poles strung together with rope and suspended red flags. In addition, crossing agreements and the conditions required with utilities, including Hydro one, will be procured prior to the onset of construction activities and conditions adhered to.</li> <li>Measures to mitigate induced voltage effects should be followed and are outlined in Enbridge's Construction and Maintenance Manual, 2020 (Section 14.8).</li> <li>Crossing of the rail corridor may occur via Trenchless Technology. Mitigation will be developed based on Enbridge's Construction and Maintenance Manual (2020) and health and safety requirements of the rail corridor owners/operators.</li> </ul>	With the implementation of the mitigation and protective measures, no significant adverse residual impacts on infrastructure are anticipated.



# PROPOSED NPS 20 DON RIVER RELOCATION PROJECT ENVIRONMENTAL REPORT

Cumulative Effects Assessment  
December 17, 2021

## 6.0 CUMULATIVE EFFECTS ASSESSMENT

The recognition of cumulative effects assessment as a best practice is reflected in many regulatory and guidance documents. Regarding the development of hydrocarbon pipelines in Ontario, the *OEB Environmental Guidelines* (2016) note that cumulative effects should be identified and discussed in the ER.

Building upon the intent of the *OEB Environmental Guidelines* (2016), the OEB has specified that only those effects that are additive or that interact with effects that have already been identified as resulting from the Project are to be considered under cumulative effects. In such cases, it will be necessary to determine whether these effects warrant mitigation measures. The cumulative effects assessment (CEA) has been prepared with consideration of this direction from the OEB.

### 6.1 METHODOLOGY

The cumulative effects assessment describes the potential cumulative effects resulting from the interaction of residual effects of constructing and operating the proposed pipeline with the effects of other unrelated projects. The other projects assessed are those that are either existing or approved and that have a high likelihood of proceeding.

Cumulative effects include the temporal and spatial accumulations of change that occur within an area or system due to past, present, and future activities. Change can accumulate in systems by either an additive (i.e., cumulative) or interactive (i.e., synergistic) manner. Positive residual effects have not been assessed in the cumulative effects assessment.

By applying the principles of avoidance, minimization, and compensation to limit project-specific effects, potential adverse residual effects on environmental and socio-economic features have been greatly limited before accounting for the effects of other unrelated projects.

The cumulative effects assessment methodology is designed to evaluate and manage the additive and interactive effects from the following sources:

- Existing infrastructure, facilities, and activities as determined from available data sets
- The proposed Project
- Future activities where the undertaking will proceed, or has a high probability of proceeding

Although rare in occurrence, it is plausible that accidents or emergency events may arise due to an unforeseen chain of events during the project's construction or operational life. Due to the rarity and magnitude of such events, they have not been assessed here, as they are extreme in nature when compared to the effects of normal construction and operation activities and require separate response plans.



# PROPOSED NPS 20 DON RIVER RELOCATION PROJECT ENVIRONMENTAL REPORT

Cumulative Effects Assessment  
December 17, 2021

## 6.2 STUDY BOUNDARIES

### 6.2.1 Spatial

To make assumptions about the magnitude and probability of effects, an approximate 500 m boundary around the proposed pipeline route was used for the cumulative effects assessment. The 500 m boundary has been found, through previous experience with pipeline construction, to be appropriate for the most commonly encountered net effects in an urban environment.

### 6.2.2 Temporal

The temporal boundaries for the cumulative effects assessment reflect the nature and timing of Project activities, and the availability of information surrounding future projects with a high probability of proceeding. The Project schedule identifies three key milestone activities:

- ER and technical design – 2021/2022
- Construction – Q1 2023 (temporary above ground by-pass); Q2 2024 (final pipeline location)
- Operation and Maintenance – Q2 2023 to Q2 2024 (temporary above ground by-pass); Q3 2024 through 2074\*

\*Fifty years of pipeline operation is used as an assumption, although the pipeline may be operational beyond 50 years with proper maintenance.

Based upon these milestone activities, the time period selected for evaluation was determined to be January 1, 2023, to September 30, 2024. The projects assessed include those that currently existing, those that have been approved and are scheduled to or are likely to be scheduled during the construction period for the Project. Forecasting beyond 2024 increases the uncertainty in predicting whether projects will proceed, and the effects associated with these projects.

## 6.3 PROJECT INCLUSION LIST

The project inclusion list was developed by reviewing publicly available information for projects and activities with the potential for effects to interact with the identified effects of the proposed pipeline within the spatial and temporal study boundaries. The following resources were reviewed:

- Impact Assessment Agency of Canada, Canadian Impact Assessment Registry (IAAC 2021)
- Government of Ontario, Environmental Assessment Projects by Category (Government of Ontario 2021)
- MTO, Ontario's Highways Program Interactive Map (2016-2024) (MTO 2020)
- Canadian Energy Regulator, Major Facilities Applications (CER 2021)
- City of Toronto, Infrastructure Viewer (T.O.INview) (City of Toronto 2021))
- OEB Applications Currently Before the Board (facilities applications only) (OEB 2021)
- Metrolinx Project Map (Metrolinx 2021)



## PROPOSED NPS 20 DON RIVER RELOCATION PROJECT ENVIRONMENTAL REPORT

Cumulative Effects Assessment  
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Information provided by the TRCA during the Virtual Open House (November 2021) also contributed to the project inclusion list.

Based on the review of publicly available resources, the project inclusion list in Table 6-1 included the following projects for consideration of cumulative effects:

**Table 6-1: Project Inclusion List for Cumulative Effects**

Project Name	Project Location	Proponent	Schedule	Project Description	Interaction with the Proposed Project
Don Mouth Naturalization and Port Lands Flood Protection Project	Port Lands area, Toronto	The TRCA, Waterfront Toronto and the City of Toronto	2017-2024	Modification of the Keating Channel and the outlet of the Don River into Lake Ontario (naturalization and flood protection).	The proposed naturalization work will overlap spatially and temporally with the Project. The Project is necessary to accommodate this work.
Coxwell Bypass Tunnel – Phase I	Northeast corner of the intersection of Lake Shore Boulevard East and the Don Roadway	City of Toronto	2018-2024	10.5 km long 6.3 m diameter tunnel designed to capture and store combined sewer overflows during heavy rain and then transport for treatment.	Construction of Phase I is 60% complete as of August 2021. Construction is scheduled to continue and is expected to overlap temporally with the Project. It is located within 500 m of the Project.
Transportation Services – Moratorium	Lake Shore Boulevard East from Cherry Street to Don River Bridge Lake Shore Boulevard East from Don Roadway to Booth Avenue	City of Toronto	2024 (Expiration Year)	A City policy that prevents non-emergency utility cut from taking place in a road surface that has been resurfaced in the past five years.	As the Project is required to necessitate the City of Toronto's Don Mouth Naturalization and Port Lands Flood Protection Project, it is expected that the City will provide a variance to this policy for the Project.

In addition to the above, it is assumed that on-going improvements, upgrades, and maintenance to municipal infrastructure such as bridges, culverts, drains or roads will occur in the spatial and temporal study boundaries.





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Cumulative Effects Assessment  
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## 6.4 ANALYSIS OF CUMULATIVE EFFECTS

The ER considers the potential impacts of the project on specific features and conditions and proposes mitigation and protective measures to eliminate or reduce the potential impacts. The cumulative effects assessment evaluates the significance of residual impacts (after mitigation) of the project along with the effects of other unrelated projects.

### 6.4.1 Construction – Years 2023 and 2024

Residual project impacts which may occur during project construction are outlined in Section 5.3. To consider the additive and interactive effects at their maximum intensity, the cumulative effects assessment assumes that construction of other unrelated projects and the proposed pipeline construction will occur concurrently.

Potential cumulative effects resulting from the proposed pipeline construction and the concurrent projects include additive effects on air quality and the acoustic environment.

#### **Residents and Businesses**

Potential residual effects on residents and businesses associated with construction of the Project and concurrent projects include an increase in noise and air pollutants from operation of vehicles and equipment, an increase in dust from construction activities, and an increase in traffic and access restrictions from road closures and traffic diversions from construction.

Mitigation and protective measures for residents and businesses are outlined in Table 5-1. Provided that the concurrent projects follow mitigation measures similar to those outlined in this report, and considering that Enbridge will obtain road and utility crossing permits, and continue consultation with the City of Toronto, cumulative effects should be of low magnitude and reversible. Therefore, adverse residual cumulative effects on residents and businesses are not anticipated to be significant.

### 6.4.2 Operation and Maintenance - Years 2023 – 2074

Development and maintenance activities which have a probability of proceeding during operation and maintenance of the project include:

- Road works: Future road rehabilitation and resurfacing
- Water works: Future installation of water and wastewater pipelines
- Pipeline construction and maintenance: Future pipeline construction and maintenance of existing hydrocarbon pipelines



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Cumulative Effects Assessment  
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Operation and maintenance activities undertaken by Enbridge should be completed in co-ordination with the Enbridge Environmental Planning Team and will consider potential impacts on natural heritage and socio-economic environment. Appropriate mitigation measures should be developed and implemented based on the proposed maintenance work. Enbridge should obtain all necessary agency permits and approvals, as required. Given the limited scale of impact of any potential operation and maintenance activities, it is anticipated that residual impacts will be minimal and that should any interaction occur with other projects, adverse residual effects are not anticipated to be significant.

## 6.5 SUMMARY

The potential cumulative effects of the project were assessed by considering development that has a high probability of proceeding just prior to or concurrent with construction of the project. An approximate 500 m boundary around the project site was used to assess the potential for additive and interactive effects of the Project and other developments on environmental and socio-economic features.

Municipal projects may contribute to cumulative effects in the study boundaries. Improvements to municipal infrastructure such as bridges, culverts, drains, or roads may occur during the operational phase of the Project. The cumulative effects assessment determined that, provided the mitigation and protective measures outlined in this report are implemented and that concurrent projects implement similar mitigation and protective measures, potential cumulative effects are not anticipated to occur, or if they do occur are not anticipated to be significant.



# PROPOSED NPS 20 DON RIVER RELOCATION PROJECT ENVIRONMENTAL REPORT

Monitoring and Contingency Plans  
December 17, 2021

## 7.0 MONITORING AND CONTINGENCY PLANS

### 7.1 MONITORING

The primary objective of compliance and effects monitoring is to confirm whether mitigation and protective measures are effectively implemented and to measure the impacts of activities associated with construction on environmental and socio-economic features. Ultimately, the knowledge gained from monitoring is used to avoid or reduce issues which may arise during subsequent construction projects.

Previous pipeline construction experience and a review of post-construction monitoring reports from other projects indicate that impacts from pipeline construction are for the most part temporary. The mitigation and protective measures to eliminate or reduce impacts are well known and have been shown to be effective. Enbridge should adhere to the following general monitoring practices:

- Trained personnel should be on-site to monitor construction and should be responsible for checking that the mitigation and protective measures and monitoring requirements within the ER are executed. Enbridge should implement an orientation program for inspectors and contractor personnel to provide information regarding Enbridge's environmental program and commitments, as well as safety measures.
- An Environmental Protection Plan (EPP) should be developed, if necessary, that provides site and feature specific mitigation for the construction of the Project. This document should become part of the construction specification as noted on section 5.8.4 of the OEB Guidelines.
- On foot surveys of the work area to confirm no environmental features could be encountered and any construction exclusion fencing is maintained should be completed prior to the beginning of each work day.
- The recommendations made in the ER should be incorporated into the contract with the contractor selected to construct the Project.
- Contact should be maintained with landowners, businesses, and industries adjacent to the Preferred Route and responses to any concerns of adjacent landowners, businesses, and industries should be tracked.
- During trenching activities, dewatering may be required to discharge water that has become impounded in the trench. The EPP or applicable permits should be consulted prior to any dewatering activities.
- An inspection of the route should be done approximately one year after construction to determine whether areas require further rehabilitation or as required by OEB Conditions of Approval.



# PROPOSED NPS 20 DON RIVER RELOCATION PROJECT ENVIRONMENTAL REPORT

Monitoring and Contingency Plans  
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The following sections list specific environmental monitoring activities recommended for the Project.

## 7.1.1 Exposed Soils

Where soils are exposed for construction activities, potential effects may include surface soil erosion, trench slumping, and sedimentation of watercourses. The movement of heavy machinery on wet soil may cause rutting, compaction, and mixing of topsoil and subsoil. Improper water discharge can lead to erosion and sedimentation. Monitoring of potential effects on exposed soils should occur by Enbridge's on-site inspection team.

## 7.1.2 Vegetation

Given the urban nature of the area extensive vegetation clearing is not anticipated. During pre-construction clearing and construction, a qualified person should monitor the limits of clearing so as not to damage adjacent vegetation. The qualified person should identify any trees that pose a potential hazard and may require removal. If clearing is to be completed during the bird nesting season, nest sweeps should be completed no earlier than seven days prior to clearing activities.

Where required re-establishment of vegetative cover should be monitored. Sediment control fencing and other protective measures should be retained in place until cover is fully established. Should any new trees be planted as part of compensation plans, a year following construction, any planted trees should be inspected for survival. In areas of severe dieback or in areas serving important environmental functions (e.g., riparian or slope cover), dead and diseased trees should be replaced. Enbridge's inspection program should include annual monitoring until the new plantings are healthy and established.

## 7.1.3 Wildlife

Should the presence of SAR be identified in the Study Area, construction monitoring will need to be undertaken. The exact nature of monitoring will be determined in consultation with the MECPC.

## 7.1.4 Residents and Businesses

Construction activities will impact directly affected and surrounding residents and businesses. During construction a designated Enbridge representative will be available to monitor and respond to requests and concerns. Landowners affected by construction will be notified in advance of construction activities in their area, as feasible. The notification will provide the contact information for a designated Enbridge representative.

In order to ensure site access to residences and businesses has been maintained and that traffic is not being unnecessarily interrupted Enbridge's on-site inspection team will monitor implementation of the traffic management plan.

While efforts will be undertaken to reduce impacts, a complaint tracking system will also be implemented. An Enbridge representative will record the time and date of calls, the nature of the concern, the corrective action taken, and the time and date of follow-up contact.



# PROPOSED NPS 20 DON RIVER RELOCATION PROJECT ENVIRONMENTAL REPORT

Monitoring and Contingency Plans  
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During the first two years, particular attention will be paid to monitoring and documenting impacts associated with construction of the pipeline.

## 7.1.5 Municipal Roads

Streets and roads affected by pipeline construction should be restored to their pre-construction conditions to the satisfaction of the City of Toronto's engineers. City roads engineers should be given an opportunity to inspect any repairs or modifications. Once re-established, the crossing location of roads should be monitored following heavy rain events, and a year after construction following spring runoff, to check that no road subsidence has occurred and that the drainage system is functioning properly.

## 7.2 CONTINGENCY

Contingency planning is necessary to reduce the possibility of a delayed or ineffective response to unexpected events or conditions that may occur during construction of the proposed pipeline. An essential element of contingency planning is the preparation of plans and procedures that can be activated if unexpected events occur. The absence of contingency plans may result in short- or long-term environmental impacts and possibly threaten public safety.

The following unexpected events require contingency planning during construction: adverse weather potentially transporting sediment laden runoff to receiving watercourses in the vicinity of construction, encountering contamination, human error causing accidental spills, and the discovery of unexpected finds. Although unexpected problems are not anticipated to occur during construction, Enbridge and the pipeline contractor should be prepared to act. Construction personnel should be made aware of and know how to implement contingency measures.

### 7.2.1 Watercourse Sedimentation

Properly installed ESC measures are designed to minimize the risk of sediment laden runoff being transported towards watercourses and other natural heritage features. Extreme runoff events could result in collapse of silt fencing, overflow or bypass of barriers, slope or trench failures, and other problems which could lead to sedimentation of watercourses.

If sedimentation occurs, immediate action should be taken to repair dysfunctional ESC features or install temporary measures that will contain the erosion as quickly as practical. When site conditions permit, permanent protection measures should be installed on erosion-susceptible surfaces. The source of sedimentation and degree of impact should be examined when conditions permit. If erosion and sedimentation results from a construction-related activity, the activity should be halted immediately until the situation is rectified.



## PROPOSED NPS 20 DON RIVER RELOCATION PROJECT ENVIRONMENTAL REPORT

Monitoring and Contingency Plans  
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### 7.2.2 Contaminated Sites (Suspect Soils Program)

Efforts have been made to identify potentially contaminated sites in the vicinity of the Preferred Route through a review of readily available information. Through circulation of the ER, the MECP will have an opportunity to review the preferred pipeline route in the event that other unknown areas of potential contamination may exist.

Regardless, the potential exists for unknown material to be encountered during construction. If evidence of potential contamination is found, such as buried tanks, drums, oil residue or gaseous odour, construction should cease, and the Enbridge Suspect Soils Program should be implemented.

Enbridge's Suspect Soils Program will also be implemented if contaminated soils are encountered, or suspected of being encountered, during construction.

If potential contamination is found, the on-site contractor supervisor and owner representative should be notified immediately, as well as the following contact: Enbridge Gas Inc., Environment Department, 1-855-336-2056.

### 7.2.3 Accidental Spills

During construction, an accidental spill of fluids may occur. The impact of the spill will depend upon the magnitude and extent of the spill, and the environmental and socio-economic conditions in which it takes place. Upon release of a hydrocarbon-based construction fluid, Enbridge should immediately determine the magnitude and extent of the spill and rapidly take measures to contain it. Release of sediment should also be treated as a potential spill depending on the magnitude and extent. Spills should be immediately reported to Enbridge's on-site inspection team. If necessary, the MECP Spills Action Center should be notified at 1-800-268-6060.

A Spills Response Plan should be developed, reviewed with personnel, and posted in site trailers. Spill containment equipment should be readily available, especially near watercourses. Personnel should be trained in the use of spill containment equipment.

Should a spill occur in the Project area, the spill response contingency plan should be implemented. Specifics of the contingency plan will be documented on site.

### 7.2.4 Unexpected Finds: Archaeological or Heritage Resources

Should previously unknown archaeological or heritage resources be uncovered or suspected of being uncovered during construction, ground disturbance in the find location should cease immediately. The MHSTCI and an archaeologist licensed in the Province of Ontario should be notified immediately. A site-specific response plan should then be employed following further investigation of the specific find. The response plan would indicate under which conditions the ground disturbance activity in the find location may resume.



## **PROPOSED NPS 20 DON RIVER RELOCATION PROJECT ENVIRONMENTAL REPORT**

Monitoring and Contingency Plans  
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In the event that human remains are uncovered or suspected of being uncovered during ground disturbance, the above measures should be implemented along with notifying local police, the coroner's office, and the Cemeteries Regulation Unit of the Ontario Ministry of Government and Consumer Services (1-800-889-9768).



# PROPOSED NPS 20 DON RIVER RELOCATION PROJECT ENVIRONMENTAL REPORT

Conclusion  
December 17, 2021

## 8.0 CONCLUSION

The ER investigates data on the physical, biophysical, and socio-economic environment in the Study Area and along the Preferred Route. In the opinion of Stantec, the recommended program of supplemental studies, mitigation, protective and contingency measures are considered appropriate to protect the features encountered. Monitoring will assess that mitigation and protective measures have been effective in both the short and long term.

With the implementation of the recommendations in the ER, ongoing communication and consultation, and adherence to permit, regulatory and legislative requirements, potential adverse residual environmental and socio-economic impacts of this Project are not anticipated to be significant.





# PROPOSED NPS 20 DON RIVER RELOCATION PROJECT ENVIRONMENTAL REPORT

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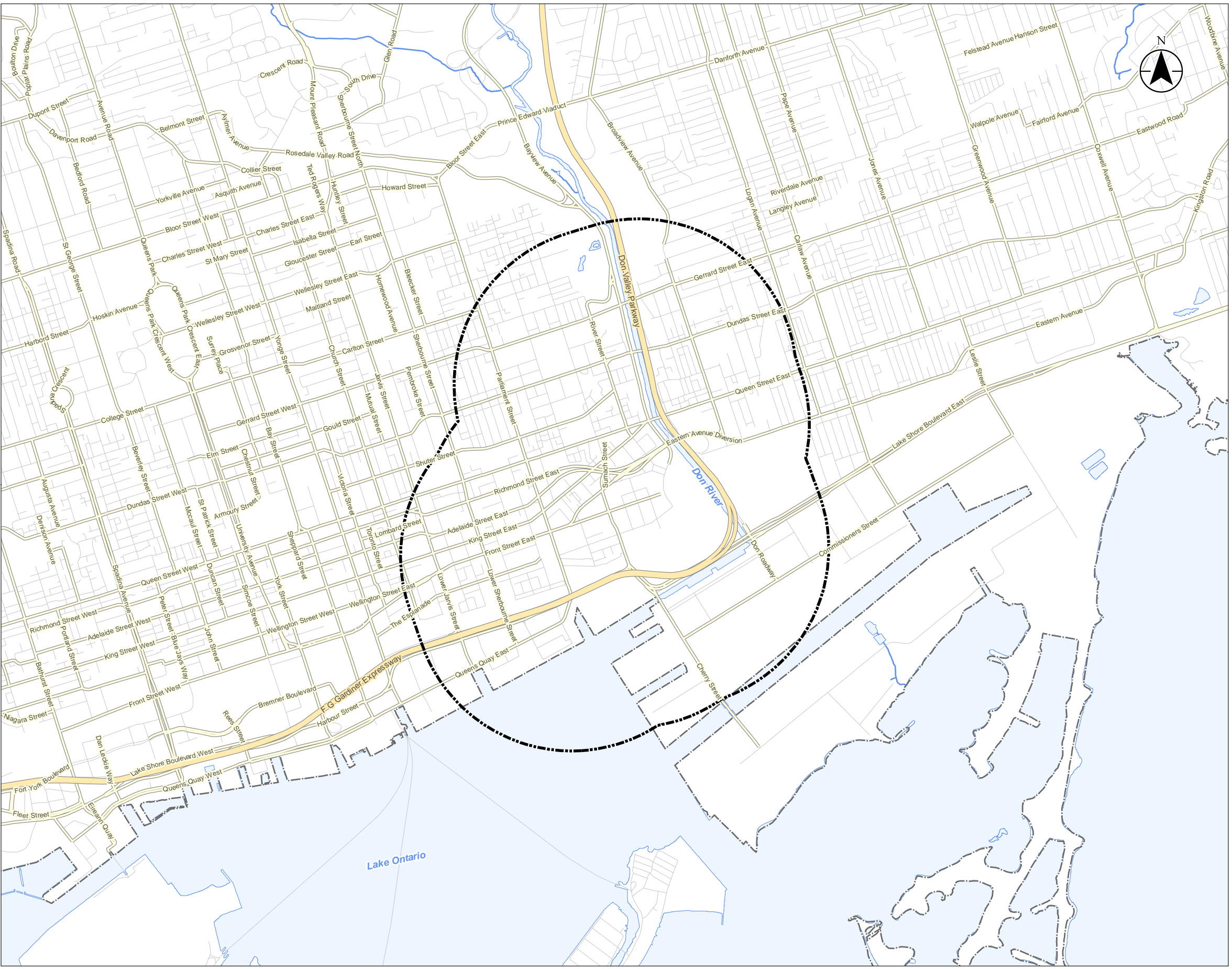
# APPENDIX A

## Route Figures

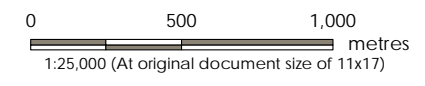




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- Legend**
- Study Area
  - Natural Features**
  - Expressway / Highway
  - Major Road
  - Minor Road
  - Municipal Boundary - Lower Tier
  - Waterbody



- Notes**
1. Coordinate System: NAD 1983 UTM Zone 17N
  2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2018.



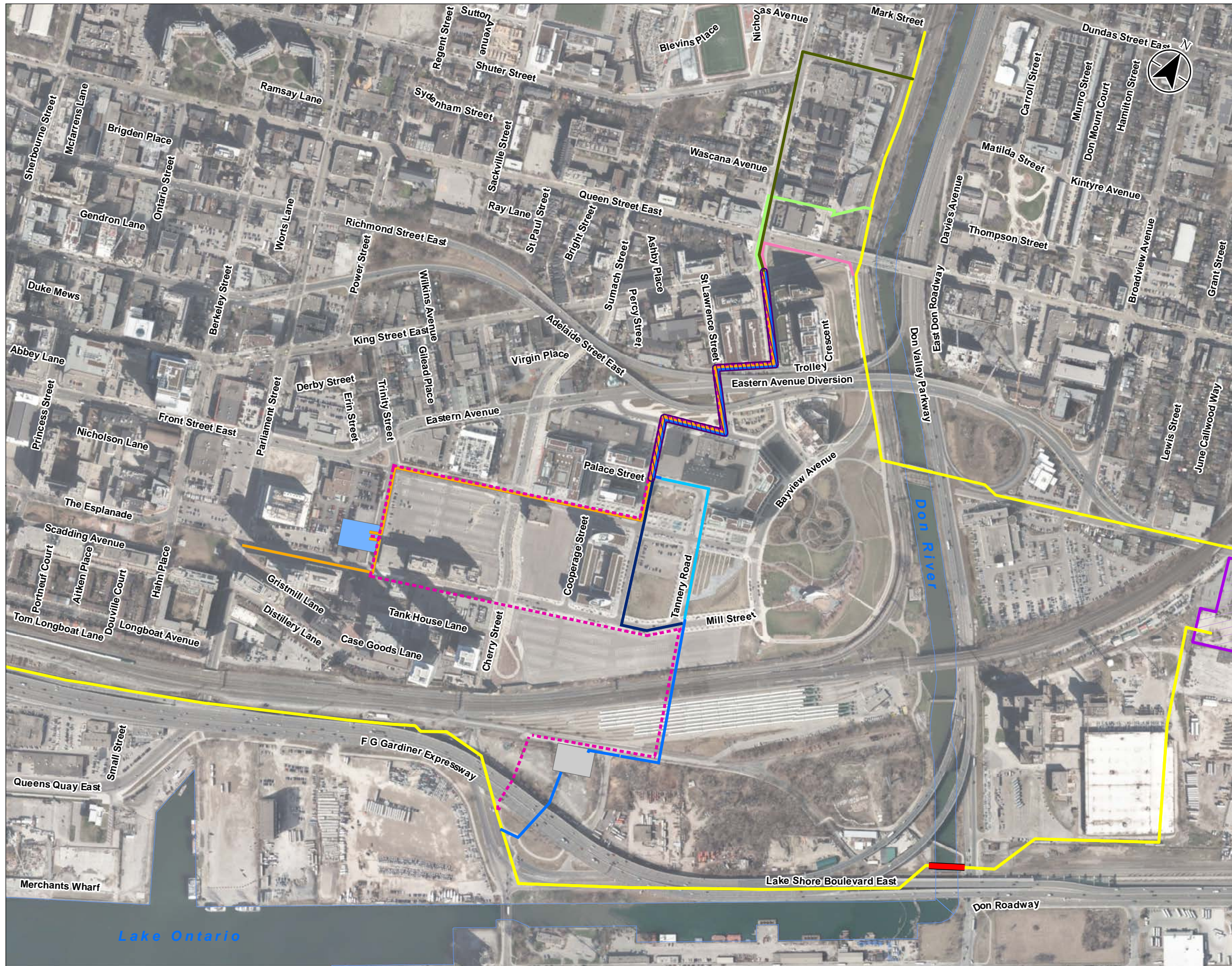
Project Location: City of Toronto  
 Prepared by SPE on 2021-11-29  
 Technical Review by BCC on 2021-11-30  
 160951293 REVA

Client/Project:  
 ENBRIDGE GAS INC.  
 PROPOSED DON RIVER 20 INCH  
 NATURAL GAS PIPELINE REPLACEMENT

Figure No.:  
**A-1**  
 Title:  
**Route Selection Study Area**

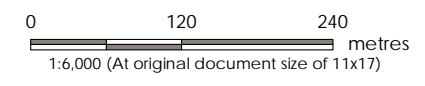


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 Reviewed: 2021-11-29 By: sseides



**Legend**

- Enbridge Gas Features**
- Preliminary Preferred Route
  - Existing Pipeline
  - Alternative 1
  - - - Alternative 2
  - Alternative 3
  - Alternative 3A
  - Alternative 3B
  - Alternate Tie-In Location 1
  - Alternate Tie in Point 2
  - Alternate Tie in Point 3
  - Alternate Feeder Station Location A
  - Alternate Feeder Station Location B
  - Common Route Segment
  - Existing Station
- Natural Features**
- Watercourse
  - Waterbody



- Notes**
1. Coordinate System: NAD 1983 UTM Zone 17N
  2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2018.
  3. Orthoimagery © First Base Solutions, 2018. Imagery Date, 2017.



Project Location: City of Toronto  
 Prepared by SPE on 2021-11-29  
 Technical Review by BCC on 2021-11-30

Client/Project:  
 ENBRIDGE GAS INC.  
 PROPOSED DON RIVER 20 INCH  
 NATURAL GAS PIPELINE REPLACEMENT

Figure No.  
 A-2

Title  
 Alternate Routes

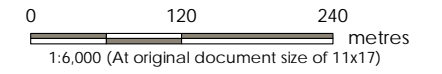


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Legend

- Enbridge Gas Features
  - Preliminary Preferred Route / Preferred Route
  - Existing Pipeline
  - Existing Station
- Natural Features
  - Watercourse
  - Waterbody



- Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
  2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2018.
  3. Orthoimagery © First Base Solutions, 2020. Imagery Date, 2018.



Project Location: City of Toronto  
 Prepared by SPE on 2021-11-29  
 Technical Review by BCC on 2021-11-30

Client/Project:  
 ENBRIDGE GAS INC.  
 PROPOSED DON RIVER 20 INCH  
 NATURAL GAS PIPELINE REPLACEMENT

Figure No.:  
**A-3**  
 Title:  
**Preliminary Preferred Route / Preferred Route**



# APPENDIX B

## Consultation



## *APPENDIX B1*

### Indigenous, Agency and Interested Parties Contact Lists



**PROPOSED NPS 20 DON RIVER RELOCATION PROJECT  
ENVIRONMENTAL REPORT**

**2018-2020 Consultation Materials**



**Proposed Don River 20" Natural Gas Replacement Project  
Agencies Contact List**

TITLE	FIRST_NAME	SURNAME	ORGANIZATION	DEPARTMENT	POSITION	ADDRESS	CITY_TOWN	POSTAL_CODE	TELEPHONE	FAX	E-Mail	Category
	To whom it may concern		Crown-Indigenous Relations and Northern Affairs Canada	Ontario Region		655 Bay Street, 3rd Floor	Toronto, ON	M5G 2K4	416-973-5282	416-954-6201	<a href="mailto:aadnc.infopubs.aandc@canada.ca">aadnc.infopubs.aandc@canada.ca</a>	Provincial Agencies
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	To whom it may concern		City of Toronto	Engineering and Construction Services		Toronto City Hall, 100 Queen Street West, 24th Floor East	Toronto, ON	M5H 2N2			<a href="mailto:ecs@toronto.ca">ecs@toronto.ca</a>	City of Toronto (Lower Tier Municipality)
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Ms.	Debbie	Ming	Fisheries and Oceans Canada	Species at Risk Program - Central and Arctic Region	Director of Oceans Management and Aquatic Invasive Species	867 Lakeshore Road	Burlington, ON	N5E 2V2	905-336-4592	905-336-6285	<a href="mailto:debbie.ming@dfo-mpo.gc.ca">debbie.ming@dfo-mpo.gc.ca</a>	Federal Agencies
Ms.	Kitty	Ma	Health Canada	Environmental Assessment Division	Regional Environmental Assessment Coordinator, Ontario Region	180 Queen Street W, 10th Floor	Toronto, ON	M5V 3L7	416-954-2206	416-952-4444	<a href="mailto:kitty.ma@hc-sc.gc.ca">kitty.ma@hc-sc.gc.ca</a>	Federal Agencies
Mr.	Adam	Vaughan	Liberal Party of Canada	Member of the House of Commons, Spadina - Fort York	MP	215 Spadina Avenue, 4th Floor	Toronto, ON	M5T 2C7	416-533-2710	613-992-6301	<a href="mailto:adam.vaughan@parl.gc.ca">adam.vaughan@parl.gc.ca</a>	Elected Officials
Ms.	Julie	Dabrusin	Liberal Party of Canada	Member of the House of Commons, Toronto - Danforth	MP	1180 Danforth Avenue	Toronto, ON	M4J 1M3	416-405-8914	416-405-8915	<a href="mailto:julie.dabrusin@parl.gc.ca">julie.dabrusin@parl.gc.ca</a>	Elected Officials
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**Proposed Don River 20" Natural Gas Replacement Project  
Agencies Contact List**

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Mr.	Joseph	Vecchiolla	Ministry of Economic Development, Job Creation and Trade	Ontario Pipeline Coordinating Committee	Policy Lead, Realty Policy Branch	777 Bay Street, 4th Floor, Suite 425	Toronto ON	M5G 2E5	416-325-1561	416-212-4941	<a href="mailto:joseph.vecchiolla@ontario.ca">joseph.vecchiolla@ontario.ca</a>	Ontario Pipeline Coordinating Committee
Mr.	Andrea	Dutton	Ministry of Education	Capital Policy Branch	Director (Acting)	315 Front Street W., 15th Floor	Toronto, ON	M7A 0B8	416-325-1705		<a href="mailto:andrea.dutton@ontario.ca">andrea.dutton@ontario.ca</a>	Provincial Agencies
Ms.	Paula	Allen	Ministry of Energy, Northern Development and Mines	Ontario Pipeline Coordinating Committee	Supervisor of Compliance (Acting)	933 Ramsey Lake Road, 6th Floor, Willet Green Miller Centre	Sudbury, ON	P3E 6B5	705-670-3021		<a href="mailto:paula.allen@ontario.ca">paula.allen@ontario.ca</a>	Ontario Pipeline Coordinating Committee
Ms.	Tracey	Dawson-Kinnonen	Ministry of Energy, Northern Development and Mines	Strategic Support Unit	Manager	933 Ramsey Lake Road, 6th Floor, Willet Green Miller Centre	Sudbury, ON	P3E 6B5	705-670-5806	705-670-5803	<a href="mailto:Tracey.Dawson-Kinnonen@ontario.ca">Tracey.Dawson-Kinnonen@ontario.ca</a>	Provincial Agencies
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**Proposed Don River 20" Natural Gas Replacement Project  
Agencies Contact List**

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**Proposed Don River 20" Natural Gas Replacement Project  
Third Party Utility Contact List**

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Proposed Don River 20" Natural Gas Replacement Project  
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**PROPOSED NPS 20 DON RIVER RELOCATION PROJECT  
ENVIRONMENTAL REPORT**

**2021 Consultation Materials**



**Proposed NPS20 Don River Relocation Project  
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Proposed NPS20 Don River Relocation Project  
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Proposed NPS20 Don River Relocation Project  
Agencies Contact List

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Proposed NPS20 Don River Relocation Project  
Agencies Contact List

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**Proposed NPS20 Don River Relocation Project  
Third Party Utility Contact List**

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Proposed NPS20 Don River Relocation Project  
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Renee	Gomes	First Gulf Corporation	Development	Chief Development Officer and Vice President	3751 Victoria Park Avenue	Scarborough, ON	M1W 3Z5	416.773.7146		rgomes@firstgulf.com
Dana	Roebuck	First Gulf Corporation	Development	Development Manager	3751 Victoria Park Avenue	Scarborough, ON	M1W 3Z4	416-773-7143	416-491-1351	droebuck@firstgulf.com
John	Peters	Bell Canada		Implementation Manager	370 Albert Street	Strathroy, ON	N7G 4B2	519-245-4827		john.peters@bell.ca
Renee	Bergeron	Bell Canada	Access Network Provisioning		76 Adelaide St. West	Toronto, ON	M5H 4A6	905-853-6981		renee.bergeron@bell.ca
Thomas	Lygdas	Bell Canada	Access Network Provisioning	Implementation Manager	76 Adelaide St. West	Toronto, ON	M5H 4A6			thomas.lygdas@bell.ca
Janet	De Silva	Toronto Board of Trade		President & Chief Executive Officer	1 First Canadian Place, P.O. Box 60	Toronto, ON	M5X 1C1	416-862-4542		contactus@bot.com
Colleen	Russel-Rawlins	Toronto District School Board		Director of Education	5050 Yonge Street	Toronto, ON	M2N 5N8	416-397-3180		directorsoffice@tdsb.on.ca
Brendan	Browne	Toronto Catholic District School Board		Director of Education	80 Sheppard Avenue East	Toronto, ON	M2N 6E8	416-222-8282, ext. 2296		Brendan.Browne@tcdsb.org
Michael	Suraci	Ontario Cycling Association		Acting Chief Executive Officer	2015 Pan Am Boulevard, Suite 2	Milton, ON	L9E 0K7	416-855-1717	1-855-488-0812	michael.suraci@ontariocycling.org
Ellen	Schwartzel	Toronto Field Naturalists	Board of Directors	President	2 Carlton Street, Suite 1519	Toronto, ON	M5B 1J3	416-593-2656		office@torontofieldnaturalists.org
Jack	Carello	Canadian Pacific Railway		Manager, Utilities East	1290 Central Parkway West, Suite 800	Mississauga, ON	L5C 4R3	905-803-3417	905-803-3412	Jack_Carello@cpr.ca
Anne	Sado	George Brown College	Office of the President	President	200 King Street East, Room 588C	Toronto, ON	M5A 3W8	416-415-5000 ext. 4471		asado@georgebrown.ca
Paul	Millett	Toronto Transit Commission	Transportation and Operations	Director, Chief Project Manager - Yonge Subway Extension	1900 Yonge Street	Toronto, ON	M4S 1Z2	416-397-8738		paul.millett@ttc.ca
Carmelo	Tancioco	Toronto Transit Commission	Property/Planning/Development							Carmelo.tancioco@ttc.ca
Rei	Tasaka	Waterfront Toronto		Design Project Manager, Planning + Design	20 Bay Street, Suite 1310	Toronto, ON	M5J 2N8	416-214-1344	416-214-4591	rtasaka@waterfronttoronto.ca
John	Whitehead	Waterfront Toronto			20 Bay Street, Suite 1310	Toronto, ON	M5J 2N8			jwhitehead@waterfronttoronto.ca
Shannon	Baker	Waterfront Toronto	Parks and Public Realm	Project Director	20 Bay Street, Suite 1310	Toronto, ON	M5J 2N8	416-306-8697		sbaker@waterfronttoronto.ca
Mira	Shenker	Waterfront Toronto		Project Communications Manager	20 Bay Street, Suite 1310	Toronto, ON	M5J 2N8			mshenker@waterfronttoronto.ca
John	O'Keefe	Castlepoint		Managing Partner	225 Commissioners Street, Suite 203	Toronto, ON	M4M 0A1	416-317-1165		john@jcokeefe.com
Soon	Chua	Portlands Energy Centre		Energy Manager	470 Unwin Ave	Toronto, ON	M4M 3M9	641-882-5619		soon@portlandsenergycentre.com
John	Wilson	West Don Lands Committee		Co-chair	36 Riverdale Avenue	Toronto	M4K 1C3	416-432-2544		johnwilson338@gmail.com
Sandra	Marki	Aird & Berlis LLP		Land Use Planner	181 Bay St., Suite 1800	Toronto, ON	M5J 2T9	416-865-4705		smarki@airdberlis.com
Tony	Diab	FCA Group (Chrysler)		District Manager						tony.diab@fcagroup.com
Mario	Wong	Toronto Chrysler		General Manager	321 Front St. E.	Toronto, ON	M5A 1G3	416-368-7000		mwong@downtownchrysler.ca
Phylis	Coles	Gooderham Worts Neighbourhood Association		President	39 Parliament St., Box 101	Toronto, ON	M5A 4R2			president.GWNA@gmail.com
Stephen	Hasko	Dream		VP, Condo/Mixed Use Development	30 Adelaide St. E Suite 301	Toronto, ON	M5C 3H1	416-365-4105		shasko@dream.ca
		Corktown Residence and Business Association			351 Queen St E	Toronto, ON	M5A 1T2			info@corktown.ca
		St. Lawrence Neighbourhood Association Development Committee								president@slna.ca
		Regent Park Neighbourhood Association								rpna.info@gmail.com
Ishan	Garg	Waterfront Toronto	Colliers Project Leaders	Project Manager	20 Bay Street, Suite 1310	Toronto, ON	M5J 2N9	647-248-4497		igarg@waterfronttoronto.ca



Proposed NPS20 Don River Relocation Project  
Virtual Open House Contact List

FIRST_NAME	SURNAME	CITY_TOWN	TELEPHONE	E-Mail
[REDACTED]	[REDACTED]	Toronto	N/A	[REDACTED]@tutanota.com
[REDACTED]	[REDACTED]	Toronto	N/A	[REDACTED]@gmail.com

*APPENDIX B2*  
Newspapers Notice



**PROPOSED NPS 20 DON RIVER RELOCATION PROJECT  
ENVIRONMENTAL REPORT**

**2018-2020 Consultation Materials**



**ENBRIDGE GAS DISTRIBUTION INC.  
NOTICE OF STUDY COMMENCEMENT AND INFORMATION SESSION  
PROPOSED 20 INCH NATURAL GAS PIPELINE REPLACEMENT**

Enbridge Gas Distribution Inc. (“Enbridge”) is proposing to replace and abandon a segment of 20 inch vital natural gas main that supplies the City of Toronto. The project involves the replacement of the above ground river crossing (Keating Railway Bridge), as it is subject to risk from significant weather events and other elements. Where possible, the proposed pipeline will be located within the right-of-way of previously disturbed municipal roads and entirely below ground eliminating the bridge crossing.

Public consultation with landowners, Indigenous communities, government agencies and other interested persons is an integral component of the process.

An Information Session regarding the proposed project will be held as follows:

**May 29th, 2018**  
**5:00 p.m. to 8:00 p.m.**  
Enoch Turner Schoolhouse  
106 Trinity Street  
Toronto, ON  
M5A 3C6

The Information Session will be conducted as drop-in style, and representatives will be available to discuss the proposed project including the proposed routes, design and the anticipated project schedule. Input received will be used to inform the planning around the preferred pipeline route, and to develop site specific environmental protection or mitigation measures for the project.

As part of the planning process, Enbridge has retained Stantec Consulting Ltd. to undertake an Environmental Study of the construction and operation of the proposed natural gas pipelines. The Environmental

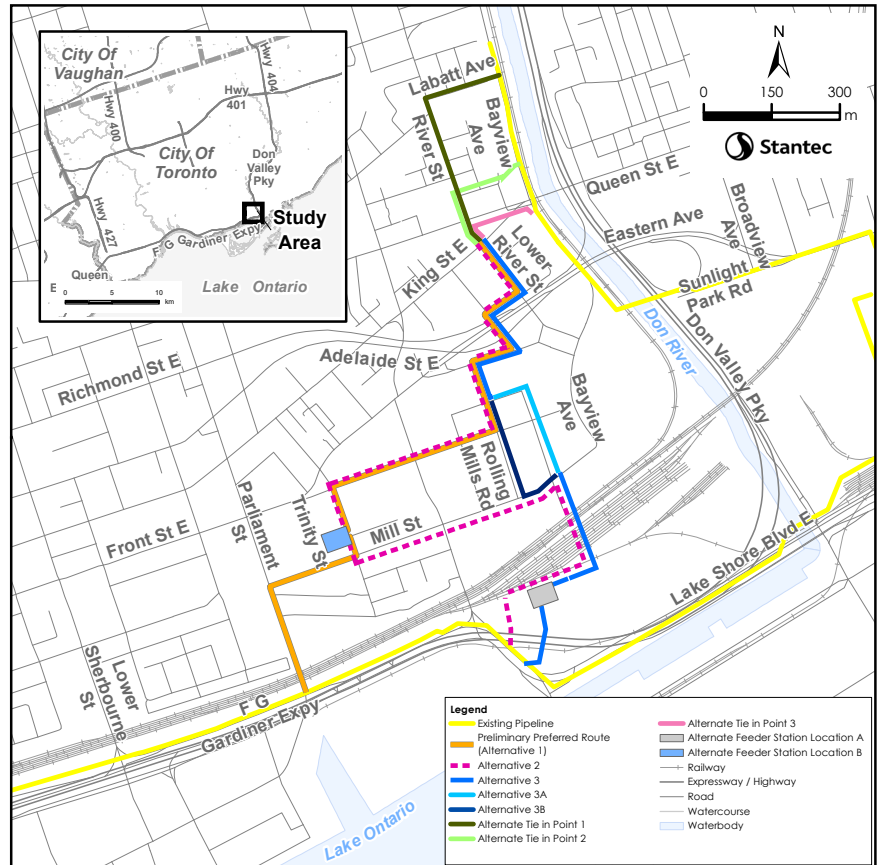
Study will fulfill the requirements of the Ontario Energy Board’s (OEB’s) “Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition (2016)”.

The Environmental Report for the study should be completed by July 30, 2018, after which Enbridge will file an application for the proposed pipeline to the OEB. The OEB’s review and approval is required before the proposed natural gas pipeline project can proceed. If approved, construction of the pipeline is currently anticipated to begin by September 2019.

For any questions or comments regarding the Environmental Study or the proposed project, please do not hesitate to contact the following:

**Kelsey Mills**  
**Environmental Advisor**  
**Enbridge Gas Distribution Inc.**  
3rd Floor, 101 Honda Boulevard  
Markham, ON L6C 0M6  
Phone: (905) 927-3145  
Fax: (905) 927-3293  
Email: [kelsey.mills@enbridge.com](mailto:kelsey.mills@enbridge.com)

**Rooly Georgopoulos**  
**Senior Project Manager**  
**Stantec Consulting Ltd.**  
300-675 Cochrane Drive, West Tower  
Markham, ON L3R 0B8  
Phone: (905) 415-6367  
Fax: (905) 474-9889  
Email: [EA.Replacement20@stantec.com](mailto:EA.Replacement20@stantec.com)



# PROPOSED 20-INCH NATURAL GAS PIPELINE WATERFRONT RELOCATION PROJECT

## Notice of Project Change

Enbridge Gas Inc. (“Enbridge”) indicated in its notification on May 17, 2018 that the intent of the Project was to replace and abandon a segment of 20-inch vital natural gas main that supplies the City of Toronto. The original Project involved the replacement of the above ground river crossing at the Keating Railway Bridge. Investigative work was completed on the pipeline and results indicated the pipeline east of Cherry Street is in good condition. As a result, the replacement project was cancelled on August 3, 2018.

Ongoing discussions with Waterfront Toronto have indicated that the existing Enbridge natural gas main conflicts with the proposed Port Lands Flood Protection (PLFP) Waterfront Toronto project to manage flood control. As a result of this conflict, Enbridge is required to relocate and abandon the segment of 20-inch natural gas main located on the Keating Railway Bridge.

As part of the planning process for the original replacement Project, Enbridge had retained Stantec Consulting Ltd. to conduct an Environmental Study of the construction and operation of the proposed natural gas pipeline replacement and abandonment. A draft Environmental Report was completed on July 19, 2018, for this study area which assessed route alternatives that will be considered for the relocation project. The revised Environmental Study for the relocation Project will fulfill the requirements of the Ontario Energy Board's (OEB's) “Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition (2016)”.

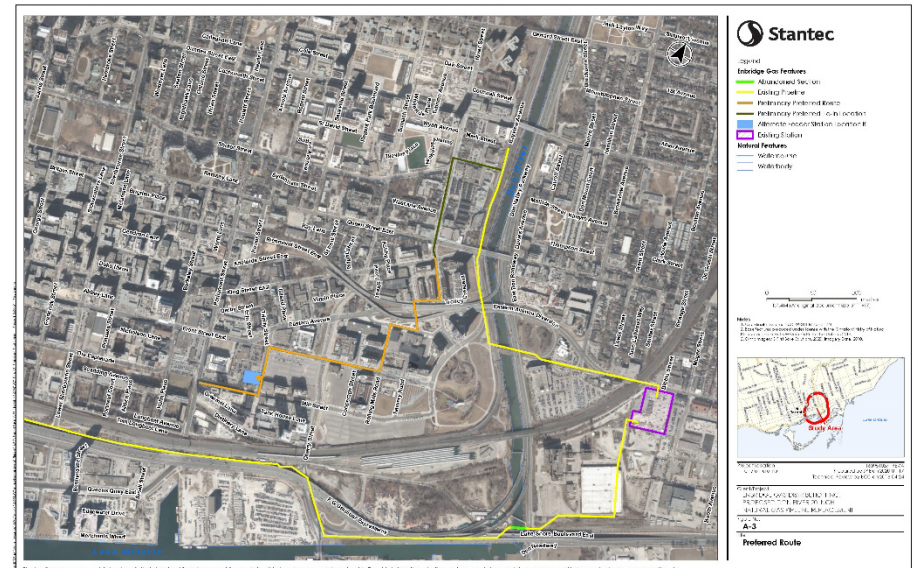
The revised Environmental Report for the study should be completed by March 2020, after which Enbridge will file an application for the proposed pipeline to the OEB. The OEB's review and approval is required before the proposed natural gas pipeline project can proceed. If approved, construction of the pipeline is currently anticipated to begin by September 2020.

We request that any questions and/or comments regarding the Notice of Project Change or the proposed project be sent to the following contacts by March 9, 2020:

Kelsey Mills  
Sr. Environmental Analyst  
Enbridge Gas Inc.  
3rd Floor, 101 Honda Boulevard  
Markham, ON L6C 0M6  
Phone: (905) 927-3145  
Fax: (905) 927-3293  
Email: Kelsey.mills@enbridge.com

Rooly Georgopoulos  
Senior Project Manager  
Stantec Consulting Ltd.  
300-675 Cochrane Drive, West Tower  
Markham, ON L3R 0B8  
Phone: (905) 415-6367  
Fax: (905) 474-9889  
Email: EA.Replacement20@stantec.com

For more information about the proposed project, please visit our project website at:  
<https://www.enbridgegas.com/About-Us> under “Projects”.



# PROPOSED 20-INCH NATURAL GAS PIPELINE WATERFRONT RELOCATION PROJECT

## Notice of Project Change

**Due to a clerical error an incorrect project email address was noted on the Notice of Project Change distributed on January 22<sup>nd</sup>, 2020 and on February 24<sup>th</sup>, 2020. Please send any questions and/or comments regarding the Notice of Project Change or the proposed project to the following email address: EA-Replacement20@stantec.com**

Enbridge Gas Inc. ("Enbridge") indicated in its notification on May 17, 2018 that the intent of the Project was to replace and abandon a segment of 20-inch vital natural gas main that supplies the City of Toronto. The original Project involved the replacement of the above ground river crossing at the Keating Railway Bridge. Investigative work was completed on the pipeline and results indicated the pipeline east of Cherry Street is in good condition. As a result, the replacement project was cancelled on August 3, 2018.

It has been identified that the existing Enbridge natural gas main conflicts with the proposed Port Lands Flood Protection (PLFP) Waterfront Toronto project to manage flood control. As a result of this conflict, Enbridge will need to relocate and abandon the segment of 20-inch natural gas main located on the Keating Railway Bridge.

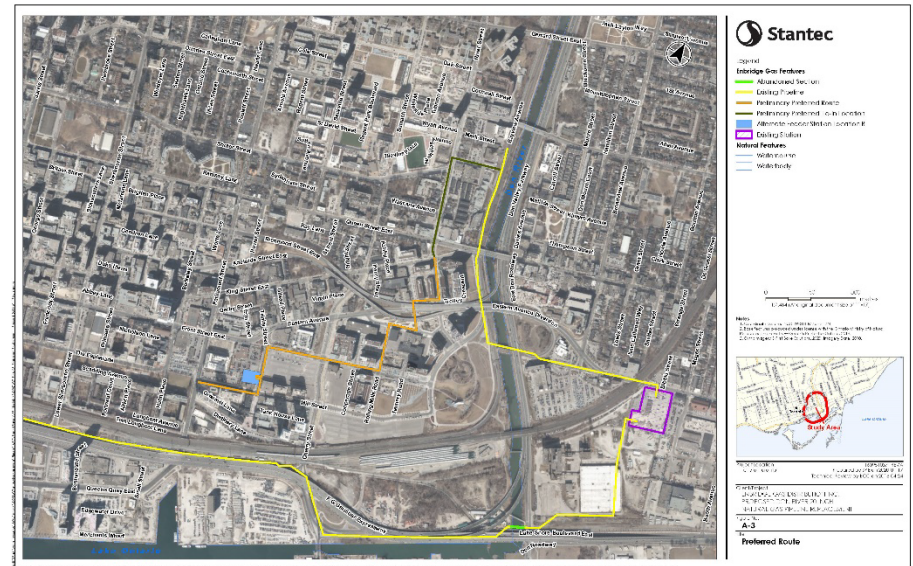
As part of the planning process for the original replacement Project, Enbridge had retained Stantec Consulting Ltd. to conduct an Environmental Study of the construction and operation of the proposed natural gas pipeline replacement and abandonment. A draft Environmental Report was completed on July 19, 2018, for this study area which assessed route alternatives that will be considered for the relocation project. The revised Environmental Study for the relocation Project will fulfill the requirements of the Ontario Energy Board's (OEB's) "Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition (2016)".

The revised Environmental Report for the study should be completed by late April 2020, after which Enbridge will file an application for the proposed pipeline to the OEB. The OEB's review and approval is required before the proposed natural gas pipeline project can proceed. If approved, construction of the pipeline is currently anticipated to begin by October 2020.

We request that any questions and/or comments regarding the Notice of Project Change or the proposed project be sent to the following contacts by April 3, 2020:

Kelsey Mills  
Environmental Advisor  
Enbridge Gas Inc.  
3rd Floor, 101 Honda Boulevard  
Markham, ON L6C 0M6  
Phone: (905) 927-3145  
Email: Kelsey.Mills@enbridge.com

Rooly Georgopoulos  
Senior Project Manager  
Stantec Consulting Ltd.  
300-675 Cochrane Drive, West Tower  
Markham, ON L3R 0B8  
Phone: (905) 415-6367  
Fax: (905) 474-9889  
Email: EA-Replacement20@stantec.com



For more information about the proposed project, please visit our project website at:  
<https://www.enbridgegas.com/About-Us> under "Projects".



**PROPOSED NPS 20 DON RIVER RELOCATION PROJECT  
ENVIRONMENTAL REPORT**

**2021 Consultation Materials**



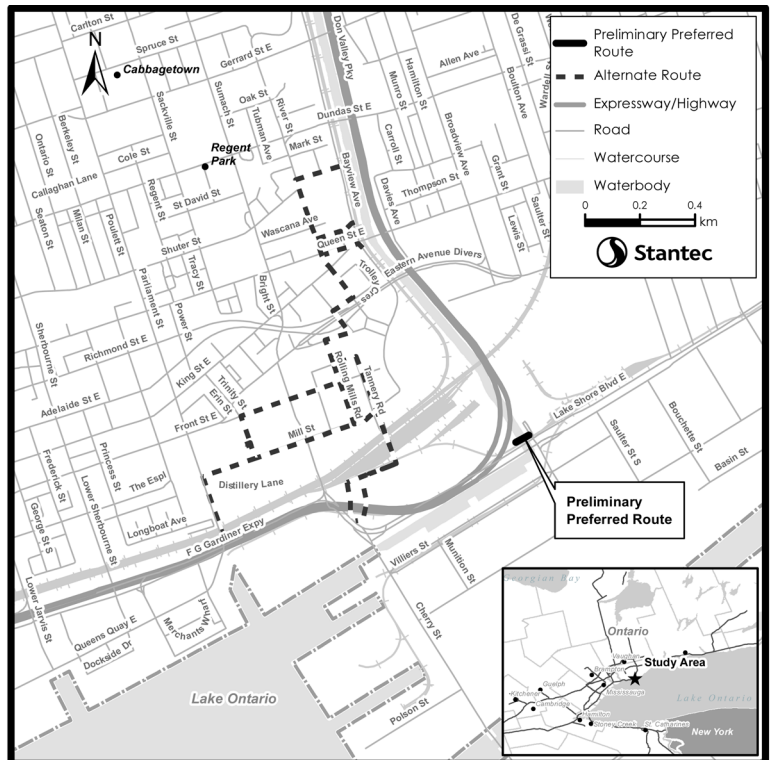
# NOTICE OF STUDY COMMENCEMENT AND VIRTUAL OPEN HOUSE

## Proposed 20-inch Natural Gas Pipeline Don River Relocation Project

Enbridge Gas Inc. ("Enbridge") has identified that a segment of 20-inch vital natural gas main that supplies the City of Toronto needs to be relocated to facilitate the widening of the Keating Railway Bridge as part of Waterfront Toronto's Port Lands Flood Protection Enabling Infrastructure Project. The work is proposed to be completed in two phases: Phase 1 will include the temporary installation of a pipeline above-grade on the south side of the newly built and widened Lake Shore Bridge, and Phase 2 will relocate the temporary pipeline to its permanent location within a dedicated utility corridor on the north side of the Keating Railway Bridge.

### Environmental Study Process

Enbridge has retained Stantec Consulting Ltd. to undertake an Environmental Study on the construction and operation of the proposed natural gas pipeline. The Environmental Study will fulfill the requirements of the Ontario Energy Board's (OEB) "Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition (2016)". It is anticipated that the Environmental Report for the study will be completed in December 2021, after which Enbridge Gas will file an application for the proposed pipeline to the OEB. The OEB's review and approval is required before the proposed project can proceed. If approved, construction of the pipeline is currently anticipated to begin in January 2023, pending agency approvals.



### Invitation to the Community

Engagement with Indigenous communities, landowners, government agencies, current customers, the general public, and other interested parties is an integral component of the planning process. As a result of the physical distancing requirements set out by the Government of Canada and the Province of Ontario due to COVID-19, we are hosting a Virtual Open House to provide you with an opportunity to review the Project and provide input. Your input will be used to confirm the route and create mitigation plans to be implemented during construction. If you would like to participate or provide comments, please visit the Open House website or contact the team.

**Virtual Open House Website:** [www.solutions.ca/NPS20DonRiverRelocation](http://www.solutions.ca/NPS20DonRiverRelocation)

**Active Dates:** November 1, 2021 at 9:00 a.m. to November 14, 2021 at 5:00 p.m., Eastern time

If you are unable to access the Virtual Open House between November 1 and 14, please contact the Project Team with your contact information, and we will respond as soon as possible.

**Enbridge Project Website:** [www.enbridgegas.com/about-us](http://www.enbridgegas.com/about-us) (click on "Projects" tab and the bottom of the page).

For any questions or comments regarding the Environmental Study or the proposed Project, please contact:

**Tanya Turk, Environmental Advisor**  
Enbridge Gas Inc.  
416-371-8790

**Laura Hill, Environmental Advisor**  
Stantec Consulting Ltd.  
613-784-2256  
[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com)



*APPENDIX B3*  
Letters



**PROPOSED NPS 20 DON RIVER RELOCATION PROJECT  
ENVIRONMENTAL REPORT**

**2018-2020 Consultation Materials**





Stantec Consulting Ltd.  
300W-675 Cochrane Drive Markham, ON L3R 0B8



May 14, 2018

**Attention:** «TITLE» «FIRST\_NAME» «SURNAME», «POSITION»  
«ORGANIZATION»  
«ADDRESS»  
«CITY\_TOWN», «POSTAL\_CODE»

Dear «TITLE» «SURNAME»,

**Reference: Enbridge Gas Distribution Inc. – Proposed 20 Inch Natural Gas Pipeline Replacement  
Notice of Project Commencement and Information Session**

Enbridge Gas Distribution Inc. (“Enbridge”) is proposing to replace and abandon a segment of Nominal Pipe Size (NPS) 20 inch vital natural gas main that supplies the City of Toronto, as the crossing could be subject to risk from severe weather events and other elements. Where possible, the proposed pipeline will be located within the right-of-way of previously disturbed municipal roads and entirely below ground eliminating the bridge crossing. The general location and study area of the proposed pipeline is identified on the attached map.

As part of the planning process, Enbridge has retained Stantec Consulting Ltd. (“Stantec”) to undertake an Environmental Study of the construction and operation of the proposed natural gas pipeline. The Environmental Study will fulfill the requirements of the Ontario Energy Board’s (OEB’s) “*Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition (2016)*”.

It is anticipated that an Environmental Report for the study should be completed by July 30, 2018, after which Enbridge will file an application for the proposed pipeline to the OEB. The OEB’s review and approval is required before construction of the project can proceed. If approved, construction of the pipeline is anticipated to begin by September 2019.

«ORGANIZATION» is invited to provide comments regarding the proposed pipeline. Specifically, Stantec is seeking information about any adverse impacts that the proposed project may have on constitutionally protected Indigenous or treaty rights and any measures for mitigating those adverse impacts.

Stantec is presently compiling an environmental, socio-economic, and archaeological inventory of the Environmental Study Area. As an Indigenous community with a potential interest in developments in that area, you are invited to provide or coordinate comments regarding the proposed pipeline.

As part of the Environmental Study, Enbridge is in the process of contacting the following agencies:

- Indigenous and Northern Affairs Canada; and
- Ontario Ministry of Indigenous Relations and Reconciliation.

Public consultation with landowners, Indigenous communities, government agencies and other interested persons is an integral component of the process. An Information Session regarding the proposed project will be held as follows:

**Tuesday May 29<sup>th</sup>, 2018**  
**5:00 p.m. to 8:00 p.m.**  
**Enoch Turner Schoolhouse**  
**106 Trinity Street**  
**Toronto, ON M5A 3C6**



May 14, 2018  
Page 2 of 2



**Reference: Enbridge Gas Distribution Inc. – Proposed NPS 20 Don River Pipeline Replacement Notice of Project Commencement and Information Session**

The Information Session will be conducted as drop-in style, and representatives will be available to discuss the proposed project including the proposed routes, design and the anticipated project schedule. Input received will be used to inform the planning around the preferred pipeline route, and to develop site specific environmental protection or mitigation measures for the project.

If you have questions or concerns regarding the project, please do not hesitate to contact the undersigned.

Regards,

**ENBRIDGE GAS DISTRIBUTION**

**Sonia Fazari**

Senior Community Engagement Advisor  
500 Consumers Rd  
North York, ON, M2J 1P8  
PH: 416-753-6962  
Cell: 416-525-2497  
Sonia.fazari@enbridge.com

Attachment: Notice of Study Commencement and Information Session

- c. Kelsey Mills, Environmental Advisor, Enbridge Gas Distribution Inc.  
Melany Afara, Project Technical Specialist, Enbridge Gas Distribution Inc.  
Rooly Georgopoulos, Stantec Consulting Ltd.



Stantec Consulting Ltd.  
300W-675 Cochrane Drive Markham, ON L3R 0B8



May 14, 2018

Dear Sir/Madam,

**Reference: Enbridge Gas Distribution Inc. – Proposed 20 Inch Natural Gas Pipeline Replacement  
Notice of Project Commencement and Information Session**

Enbridge Gas Distribution Inc. (“Enbridge”) is proposing to replace and abandon a segment of Nominal Pipe Size (NPS) 20 inch vital natural gas main that supplies the City of Toronto, as the crossing could be subject to risk from severe weather events and other elements. Where possible, the proposed pipeline will be located within the right-of-way of previously disturbed municipal roads and entirely below ground eliminating the bridge crossing. The general location and study area of the proposed pipeline is identified on the attached map.

As part of the planning process, Enbridge has retained Stantec Consulting Ltd. (“Stantec”) to undertake an Environmental Study of the construction and operation of the proposed natural gas pipeline. The Environmental Study will fulfill the requirements of the Ontario Energy Board’s (OEB’s) “*Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition (2016)*”.

It is anticipated that an Environmental Report for the study should be completed by July 30, 2018, after which Enbridge will file an application for the proposed pipeline to the OEB. The OEB’s review and approval is required before construction of the project can proceed. If approved, construction of the pipeline is anticipated to begin by September 2019.

Stantec is presently compiling an environmental, socio-economic, and archaeological inventory of the Environmental Study Area. As an agency with jurisdiction or a potential interest in developments in that area, you are invited to provide or coordinate comments regarding the proposed pipeline. Specifically, Stantec is seeking information regarding planning principles or guidelines implemented by your agency that may affect routing, construction, and/or operation of the proposed pipeline. Stantec is also seeking background environmental, socio-economic, and archaeological information that may be useful in compiling the inventory of the Environmental Study Area.

Finally, we request that you provide us with information regarding other proposed developments within the Environmental Study Area for incorporation into the Environmental Study and related report as a component of the cumulative effects assessment. **Please contact us to discuss the most efficient way to obtain this information.**

Public consultation with landowners, Indigenous communities, government agencies and other interested persons is an integral component of the process. An Information Session regarding the proposed project will be held as follows:

**Tuesday May 29<sup>th</sup>, 2018  
5:00 p.m. to 8:00 p.m.  
Enoch Turner Schoolhouse  
106 Trinity Street  
Toronto, ON M5A 3C6**



May 14, 2018  
Page 2 of 2



**Reference: Enbridge Gas Distribution Inc. – Proposed 20 Inch Natural Gas Pipeline Replacement Notice of Project Commencement and Information Session**

The Information Session will be conducted as drop-in style, and representatives will be available to discuss the proposed project including the proposed routes, design and the anticipated project schedule. Input received will be used to inform the planning around the preferred pipeline route, and to develop site specific environmental protection or mitigation measures for the project.

If you have questions or concerns regarding the project, please do not hesitate to contact the undersigned.

Regards,

**STANTEC CONSULTING LTD.**

**Rooly Georgopoulos, B.Sc.**

Senior Project Manager

Phone: (905) 415-6367

Fax: (905) 474-9889

rooly.georgopoulos@stantec.com

Attachment: Notice of Study Commencement and Information Session

- c. Kelsey Mills, Environmental Advisor, Enbridge Gas Distribution Inc.  
Melany Afara, Project Technical Specialist, Enbridge Gas Distribution Inc.

**PROPOSED NPS 20 DON RIVER RELOCATION PROJECT  
ENVIRONMENTAL REPORT**

**2021 Consultation Materials**





Stantec Consulting Ltd.  
100-300 Hagey Blvd, Waterloo, ON N2L 0A4



October 25, 2021

«TITLE» «FIRST\_NAME» «SURNAME»  
«POSITION»  
«ORGANIZATION»  
«DEPARTMENT»  
«ADDRESS»  
«CITY\_TOWN» «POSTAL\_CODE»  
«EMail»

Dear «TITLE» «SURNAME»,

**Reference: Enbridge Gas – NPS 20 Don River Relocation Project – Notice of Study  
Commencement and Virtual Open House**

Enbridge Gas has identified that a segment of Nominal Pipe Size (NPS) 20 (or 20-inch) vital natural gas main that supplies the City of Toronto needs to be relocated to facilitate the widening of the Keating Railway Bridge as part of Waterfront Toronto's Port Lands Flood Protection Enabling Infrastructure Project. The preliminary preferred route is proposed to be completed in two phases: Phase 1 will include the temporary installation of a pipeline above-grade on the south side of the newly built and widened Lake Shore Bridge, and Phase 2 will relocate the temporary pipeline to its permanent location within a dedicated utility corridor on the north side of the Keating Railway Bridge. Phase 1 will require construction of approximately 209 metres (m) of temporary by-pass pipeline and Phase 2 will require construction of approximately 166 m of pipeline.

Enbridge Gas previously filed an application with the OEB in 2020 to relocate and abandon the existing pipeline located on the Keating Railway Bridge. At that time, Enbridge Gas completed an Environmental Study, including assessment of route alternatives, and consultation efforts. Enbridge Gas withdrew the application to assess alternatives that were made possible by an adjustment to Waterfront Toronto's construction schedule, which led to the identification of the current preliminary preferred route.

Enbridge Gas has retained Stantec Consulting Ltd. (Stantec) to undertake an updated Environmental Study of the construction and operation of the project that includes the preliminary preferred route. The Environmental Study will be completed for the study area and will present an assessment of route alternatives that were considered for the project. The Environmental Study will also fulfill the requirements of the Ontario Energy Board's (OEB) "Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition (2016)".

For more details on the preliminary preferred route and route alternatives, please refer to the map in the attached notice.

It is anticipated that the Environmental Report for the study will be completed in December 2021, after which Enbridge Gas will file an application for the project to the OEB. The OEB's review and approval is required before the proposed project can proceed. If approved, construction is currently anticipated to begin in January 2023.



October 25, 2021

«TITLE» «FIRST\_NAME» «SURNAME»

Page 2 of 2

**Reference:** Enbridge Gas – NPS 20 Don River Relocation Project – Notice of Study Commencement and Virtual Open House

As an agency with jurisdiction or a potential interest in developments in that area, you are invited to provide or coordinate comments regarding the proposed project. Specifically, Stantec is seeking information regarding planning principles or guidelines implemented by your agency that may affect routing, construction and/or operation of the proposed project. Stantec is also seeking background environmental, socio-economic and archaeological/cultural heritage information that may be useful in compiling the inventory of the Environmental Study Area.

To support the quality of the assessment process, we also request that you provide us with information regarding other proposed developments within the Environmental Study Area. This information will be incorporated into the Environmental Study and related report as a component of the cumulative effects assessment. Please contact us to discuss the most efficient way to obtain this information.

Engagement with Indigenous communities, landowners, government agencies, current customers, the general public and other interested persons is an integral component of the environmental study process. As a result of the physical distancing requirements set out by the Government of Canada and the Province of Ontario due to COVID-19, a Virtual Open House will be held in place of an in-person Open House regarding the proposed project. The Virtual Open House will be available online beginning on **November 1, 2021** at 9:00 am EST until **November 14, 2021** at 5:00 pm EST at:

[www.solutions.ca/NPS20DonRiverRelocation](http://www.solutions.ca/NPS20DonRiverRelocation)

If you are unable to log onto the Virtual Open House between November 1 and November 14 or have questions of comments regarding the NPS 20 Don River Relocation Project, please do not hesitate to contact the undersigned.

Yours truly,

**Stantec Consulting Ltd.**

**Laura Hill** M.Env.Sc.

Project Manager

Phone: 613-784-2256

EA-Replacement20@stantec.com

Attachment: Notice of Study Commencement and Virtual Open House

c. Tanya Turk, Advisor, Environment, Enbridge Gas



Stantec Consulting Ltd.  
100-300 Hagey Blvd, Waterloo, ON N2L 0A4



October 25, 2021

Dear Landowner / Resident,

**Reference: Enbridge Gas – NPS 20 Don River Relocation Project – Notice of Study Commencement and Virtual Open House**

Enbridge Gas has identified that a segment of Nominal Pipe Size (NPS) 20 (or 20-inch) vital natural gas main that supplies the City of Toronto needs to be relocated to facilitate the widening of the Keating Railway Bridge as part of Waterfront Toronto's Port Lands Flood Protection Enabling Infrastructure Project. The preliminary preferred route is proposed to be completed in two phases: Phase 1 will include the temporary installation of a pipeline above-grade on the south side of the newly built and widened Lake Shore Bridge, and Phase 2 will relocate the temporary pipeline to its permanent location within a dedicated utility corridor on the north side of the Keating Railway Bridge. Phase 1 will require construction of approximately 209 metres (m) of temporary by-pass pipeline and Phase 2 will require construction of approximately 166 m of pipeline.

**You are receiving this letter because the Project footprint is located near your property.**

Enbridge Gas previously filed an application with the OEB in 2020 to relocate and abandon the existing pipeline located on the Keating Railway Bridge. Enbridge Gas also completed an Environmental Study, including assessment of route alternatives, and completed consultation at that time. However, Enbridge Gas withdrew the application in order to assess additional alternatives, including the aforementioned preliminary preferred route.

Enbridge Gas has retained Stantec Consulting Ltd. (Stantec) to undertake an updated Environmental Study of the construction and operation of the project that includes the preliminary preferred route. The Environmental Study will be completed for the study area and will present an assessment of route alternatives that were considered for the project. The Environmental Study will also fulfill the requirements of the Ontario Energy Board's (OEB) "Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition (2016)".

For more details on the preliminary preferred route and route alternatives, please refer to the map in the attached notice.

It is anticipated that the Environmental Report for the study will be completed in December 2021, after which Enbridge Gas will file an application for the Project to the OEB. The OEB's review and approval is required before the proposed Project can proceed. If approved, construction is currently anticipated to begin in January 2023.

Engagement with Indigenous communities, landowners, government agencies, current customers, the general public and other interested persons is an integral component of the environmental study process. As a result of the physical distancing requirements set out by the Government of Canada and the Province of Ontario due to COVID-19, a Virtual Open House will be held in place of an in-person Open House regarding the proposed project. The Virtual Open House will be available online beginning on **November 1, 2021** at 9:00 am EST until **November 14, 2021** at 5:00 pm EST at:

[www.solutions.ca/NPS20DonRiverRelocation](http://www.solutions.ca/NPS20DonRiverRelocation)

October 25, 2021

Page 2 of 2

**Reference:** Enbridge Gas – NPS 20 Don River Relocation Project – Notice of Study Commencement and Virtual Open House

Please feel free to share this letter with your neighbours. If you are a landowner, it would also be appreciated if this letter could be shared with your tenants.

Yours truly,

**Stantec Consulting Ltd.**

**Laura Hill** M.Env.Sc.

Project Manager

Phone: 613-784-2256

EA-Replacement20@stantec.com

Attachment: Notice of Study Commencement and Virtual Open House

c. Tanya Turk, Advisor, Environment, Enbridge Gas



October 21, 2021

«TITLE» «FIRST\_NAME» «SURNAME»  
«POSITION»  
«ORGANIZATION»  
«ADDRESS1»  
«CITY» «PROVINCE» «POSTAL\_CODE1»

**Reference: ENBRIDGE GAS - NPS 20 DON RIVER RELOCATION PROJECT – NOTICE OF STUDY COMMENCEMENT AND VIRTUAL OPEN HOUSE**

Dear «TITLE» «SURNAME»,

I am writing to advise you of an upcoming gas pipeline project in the Toronto area and to begin engagement on the proposed work. Enbridge Gas has identified that a segment of 20-inch vital natural gas main that supplies the City of Toronto needs to be relocated to facilitate the widening of the Keating Railway Bridge as part of Waterfront Toronto's Port Lands Flood Protection Enabling Infrastructure Project.

The preliminary preferred route *NPS 20 Don River Relocation Project (the project)* is proposed to be completed in two phases: Phase 1 will include the temporary installation of a pipeline above-grade on the south side of the newly built and widened Lake Shore Bridge, and Phase 2 will relocate the temporary pipeline to its permanent location within a dedicated utility corridor on the north side of the Keating Railway Bridge. Phase 1 will require construction of approximately 209 metres (m) of temporary by-pass pipeline and Phase 2 will require construction of approximately 166 m of pipeline.

Enbridge Gas previously filed an application with the OEB in 2020 to relocate and abandon the existing pipeline located on the Keating Railway Bridge. Enbridge Gas also completed an Environmental Study, including assessment of route alternatives, and completed consultation at that time. However, Enbridge Gas withdrew the application in order to assess additional alternatives, including the aforementioned preliminary preferred route.

Due to the current government restrictions on public gatherings as a result of COVID-19, Enbridge Gas will be undertaking a **Virtual Open House** for the project. Please find attached the Notice of Study Commencement and Virtual Open House for further details.

As part of the planning process, Enbridge Gas has retained Stantec Consulting Ltd. (Stantec) to undertake an updated Environmental Study of the construction and operation of the project that includes the preliminary preferred route. The Study will examine and determine, from an environmental and socio-economic perspective, the impacts of the project. The Study will also present an assessment of the route alternatives that were considered for the project. Once the Environmental Report is complete, Enbridge Gas will apply to the Ontario Energy Board (OEB) for approval to construct. This study is being conducted in accordance with the OEB's *Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario* (2016).

As an Indigenous community with a potential interest in the study area, we are inviting «ORGANIZATION» to provide comments and feedback regarding the project. We are also seeking information about areas that may be culturally significant to your community in the study area and

October 21, 2021

«TITLE» «FIRST\_NAME» «SURNAME»

Page 2 of 2

**Reference: Reference: ENBRIDGE GAS AND VIRTUAL OPEN HOUSE - NPS 20 DON RIVER RELOCATION PROJECT – NOTICE OF STUDY COMMENCEMENT**

information about potential effects that the project may have on asserted or established Indigenous and treaty rights. Stantec is presently compiling an environmental, socio-economic and archaeological/cultural heritage inventory of the project location. We would welcome your feedback and comments regarding the proposed project as we undertake the requisite environmental study.

As you know, Enbridge Gas is committed to meaningful engagement with Indigenous communities. As such, we would be interested in holding a conference call with the «ORGANIZATION» consultation office to share project related information, should you wish. If you have any questions, would like to provide feedback or share knowledge or would be interested in setting up a briefing on this project please feel free to contact me directly.

We kindly request that any initial input and comments regarding the project are provided by your community by **November 14, 2021**. Please let us know if you are unable to respond by this date but are interested in participating in the consultation and engagement process for the project.

If you have any questions or want to discuss the project, please feel free to contact me at any time. We look forward to engaging with you to ensure your community's interests are being considered and represented.

Respectfully,

**Melanie Book**

*ENBRIDGE GAS INC.*

Sr. Advisor, Community & Indigenous Engagement

Public Affairs and Communications

613-355-6561

[melanie.book@enbridge.com](mailto:melanie.book@enbridge.com)

Attachment: Notice of Study Commencement and Virtual Open House

c. Tanya Turk, Advisor, Environment, Enbridge Gas  
Laura Hill, Project Manager, Stantec Consulting Ltd.

*APPENDIX B4*  
Open House Materials and Exit Questionnaires



**PROPOSED NPS 20 DON RIVER RELOCATION PROJECT  
ENVIRONMENTAL REPORT**

**2018-2020 Consultation Materials**



**EXIT QUESTIONNAIRE**  
**Public Information Session – Tuesday, May 29, 2018**  
**Toronto/Enoch Turner Schoolhouse**

Please look over the display panels, and then take a few moments to provide your comments below. Your input is welcomed and appreciated. If you require any assistance or clarification while completing the questionnaire please speak with an Enbridge or Stantec representative. Completed questionnaires can be returned to a Stantec representative or mailed to Stantec Consulting Ltd. by **June 29, 2018**. Postage paid, self-addressed envelopes are available at the registration table.

**1. How did you hear about this Public Information Session? (check all that apply)**

- |   |   |
|---|---|
| <input type="checkbox"/> Newspaper ad (which one?) _____            | <input type="checkbox"/> Local media            |
| <input type="checkbox"/> From a friend or neighbour (word of mouth) | <input type="checkbox"/> Mail flyer             |
| <input type="checkbox"/> Other (please specify): _____              | <input type="checkbox"/> Direct mail invitation |

**2. Which best describes your interest in the project?**

- |  |   |                                       |   |  |
|--|---|---------------------------------------|---|--|
| <input type="checkbox"/> Directly affected landowner | <input type="checkbox"/> Adjacent landowner | <input type="checkbox"/> Gov't agency | <input type="checkbox"/> Local business | <input type="checkbox"/> Other (please specify): _____ |
|--|---|---------------------------------------|---|--|

**3. Did a project representative adequately address your questions? If no, please list your questions below and provide a description on how you think we can best address them?**

- Yes       No – please explain       Partly – please explain

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**4. Were you provided with an adequate understanding of the Ontario Energy Board (OEB) review and approval process?**

- Yes       No

**5. Do you require additional information about the process (please explain)?**

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6. Please identify any environmental or socio-economic features in the Study Area which are either incorrectly mapped, omitted or that you feel are important to consider during the study (please state your reasons).

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7. Considering the location of the Preliminary Preferred Route shown on the display panels, please indicate whether there are any potential effects to you, your property, or business that would need to be addressed prior to construction and operation of the pipeline.

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8. Do you have any other interests about this potential project that you would like to bring to our attention for consideration? If you would like to meet or be contacted to discuss any outstanding questions or concerns, please describe the issue below, provide your name, address and telephone number so we may follow up with you.

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*Thank you for completing this questionnaire*

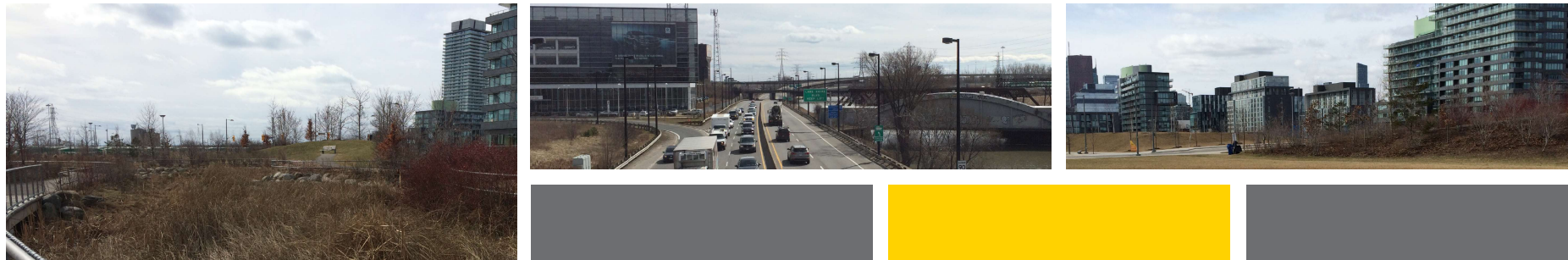
If you would like someone to contact you about any items identified above please provide us with your contact information.

<b>Name:</b>	
<b>Group/Organization:</b>	
<b>Mailing Address:</b>	
<b>Telephone:</b>	
<b>E-mail Address:</b>	

Information on the proposed project can also be found at: <https://www.enbridgegas.com/about/pipeline-and-construction-projects/>

*Thank you for your participation. Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of informing the Project referred to as "Proposed 20 Inch Natural Gas Pipeline Replacement". With the exception of personal information, all comments may become part of the record.*

# Proposed 20 Inch Natural Gas Pipeline Replacement



## Welcome to Enbridge's Information Session on the 20 Inch Natural Gas Pipeline Replacement Project

Thank you for coming. We invite you to view the display boards, speak to members of Enbridge Gas Distribution Inc. (Enbridge) and/or Stantec Consulting Ltd. (Stantec), and complete a questionnaire providing your feedback.

Please sign in at the front desk to have your attendance recorded as part of the environmental study and to receive future project updates.

### Our Commitment

Enbridge is committed to involving community members in this proposed project. We are dedicated to providing you with up-to-date information in an open, honest and respectful manner and will carefully consider your input.

Enbridge provides safe and reliable delivery of natural gas to more than 2 million residential, commercial, and industrial customers across Ontario. We are committed to environmental stewardship and conduct all of our operations in an environmentally responsible manner.



# Proposed 20 Inch Natural Gas Pipeline Replacement



## Purpose of the Information Session

The purpose of this Public Information Session is to:

- Consult with the public, Indigenous communities and regulatory authorities regarding the proposed Preliminary Preferred Route, alternative routes and potential impacts;
- Provide an opportunity for affected landowners and the public to discuss the proposed project with representatives of Enbridge and Stantec. Stantec is a third party environmental consulting company that has been engaged by Enbridge to undertake the environmental assessment; and
- Receive input from affected landowners and the general public regarding any issues to be addressed.



# Proposed 20 Inch Natural Gas Pipeline Replacement



## Project Background

Enbridge is proposing to replace a segment of a natural gas pipeline that supplies the City of Toronto.

The 20 Inch Natural Gas Pipeline Replacement Project ("the Project") will include the replacement and abandonment of a segment of Nominal Pipe Size (NPS) 20 (inch) vital natural gas main.

## Project Need

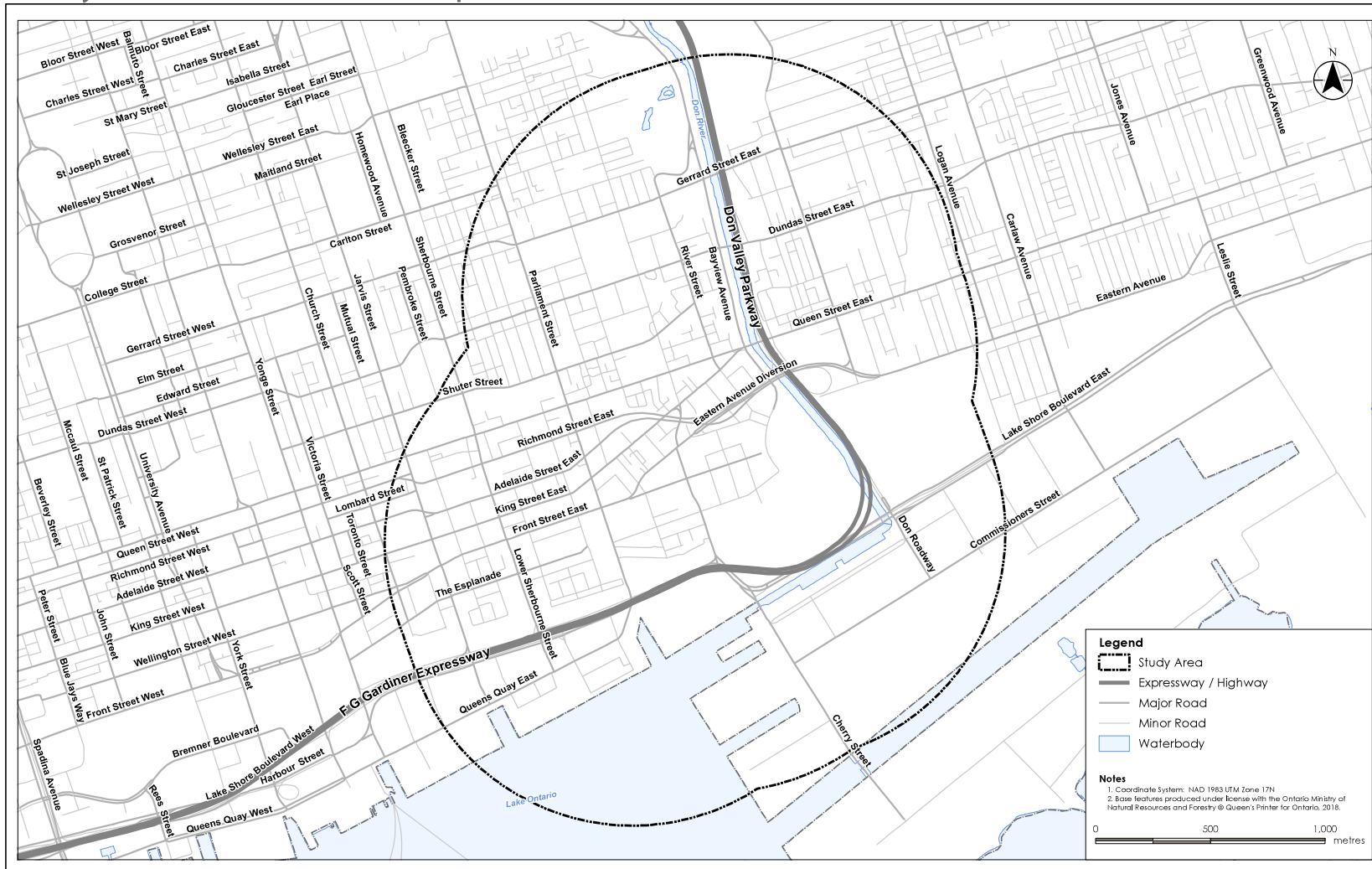
The segment of pipeline that will be replaced is located on the Keating Railway Bridge, an above ground river crossing that spans the Don River. The bridge is subject to risk from significant weather events and other elements. Where possible, the proposed pipeline will be located within the right-of-way of previously disturbed municipal roads and entirely below ground.



# Proposed 20 Inch Natural Gas Pipeline Replacement



## Study Area for the 20 Inch Replacement





# Proposed 20 Inch Natural Gas Pipeline Replacement



## Environmental Study

The environmental study and subsequent Environmental Report for the proposed project will be completed in accordance with the OEB “Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario (2016)”.

The study will:

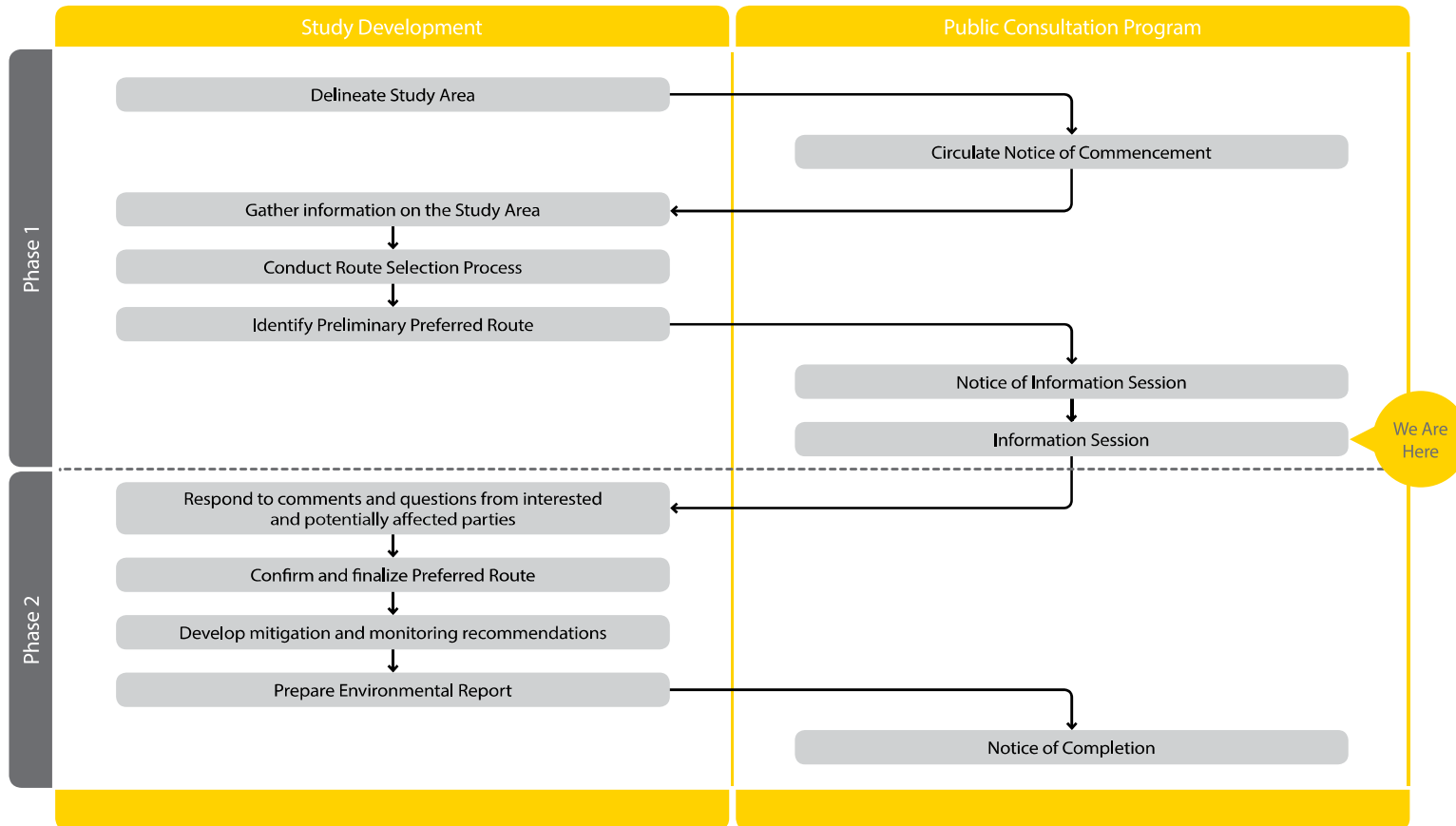
- Be undertaken during the earliest phase of the project;
- Identify potential impacts of the construction and operation of the proposed 20 Inch Natural Gas Replacement pipeline on environmental, socio-economic and archaeological features;
- Identify an environmentally acceptable route for the NPS 20 Replacement pipeline;
- Undertake consultation to understand the views of interested and potentially affected parties;
- Assess the potential cumulative effects of the project in conjunction with other projects that are planned for the area;
- Develop mitigation and protective measures to avoid or minimize impacts; and
- Develop appropriate inspection, monitoring and follow-up programs for the project, to ensure the success of mitigation and protective measures.



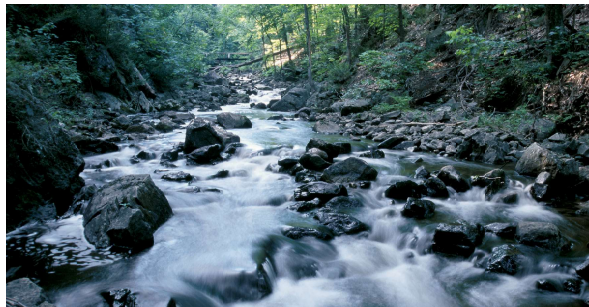
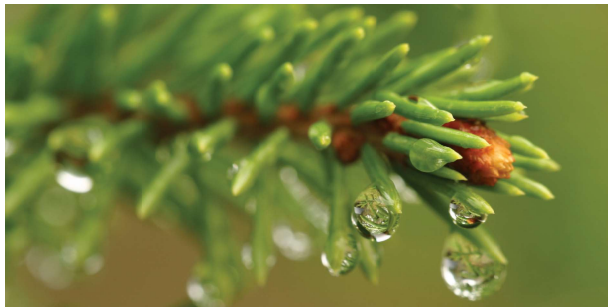
# Proposed 20 Inch Natural Gas Pipeline Replacement



## Environmental Study Process



# Proposed 20 Inch Natural Gas Pipeline Replacement



## Public Consultation

Public consultation is a key component of the Environmental Report.

The consultation program helps identify and address stakeholder concerns and issues, and provides the public with an opportunity to receive information about the project, and have meaningful participation into the project review and development process.

Public input from this information session will be used to help finalize the preferred pipeline route and mitigation plans to be implemented during construction.

Once the LTC (Leave-to-Construct) application is made to the OEB, any party with an interest in the Project, including members of the public, can participate in the process.





# Proposed 20 Inch Natural Gas Pipeline Replacement



## Indigenous Peoples Policy

Enbridge recognizes the diversity of Indigenous peoples who live where we work and operate. We understand that the history of Indigenous peoples has included social and economic exclusion, and Enbridge recognizes the importance of reconciliation between Indigenous communities and broader society. Positive relationships with Indigenous peoples, based on mutual respect and focused on achieving common goals, will create constructive outcomes for Indigenous communities and for Enbridge.

Enbridge commits to pursue sustainable relationships with Indigenous communities in proximity to where Enbridge conducts business. To achieve this, Enbridge will govern itself by the following principles:

- We recognize the legal and constitutional rights possessed by Indigenous peoples, and the importance of the relationship between Indigenous peoples and their traditional lands and resources. We commit to working with Indigenous communities in a manner that recognizes and respects those legal and constitutional rights and the traditional lands and resources to which they apply, and we commit to ensuring that our projects and operations are carried out in an environmentally responsible manner.
- We recognize the importance of the United Nations Declaration on the Rights of Indigenous Peoples in the context of existing Canadian law and the protection of indigenous peoples under the Canadian Constitution.
- We engage in forthright and sincere consultation with Indigenous peoples about Enbridge's projects and operations through processes that seek to achieve early and meaningful engagement so their input can help define our projects that may occur on lands traditionally occupied by Indigenous peoples.
- We commit to working with Indigenous peoples to achieve benefits for them resulting from Enbridge's projects and operations, including opportunities in training and education, employment, procurement, business development, and community development.
- We foster understanding of the history and culture of Indigenous peoples among Enbridge's employees and contractors, in order to create better relationships between Enbridge and Indigenous communities.

This commitment is a shared responsibility involving Enbridge and its affiliates, employees and contractors, and we will conduct business in a manner that reflects the above principles. Enbridge will provide ongoing leadership and resources to ensure the effective implementation of the above principles, including the development of implementation strategies and specific action plans.

Enbridge commits to periodically review this policy to ensure it remains relevant and meets changing expectations.



# Proposed 20 Inch Natural Gas Pipeline Replacement



## Ontario Energy Board (OEB) and Approval Process

The OEB regulates the natural gas industry in Ontario in the public's interest. Under Section 90 of the Ontario Energy Board Act, the OEB's review and approval are required before the project can proceed.

Enbridge plans to complete the report for the environmental study in July of 2018 and pending a feasibility analysis, Enbridge may file a LTC application for the proposed replacement pipeline with the OEB in October, 2018. This application will include comprehensive information on the project, including: the need for the project, alternatives, project costs and economics, pipeline specifications, pipeline construction, environmental mitigation measures, land requirements, and public, regulator and Indigenous consultation.

The OEB will then hold a public hearing to review the project. Notification of the hearing includes notices in local newspapers and letters to directly affected landowners. The hearing provides an opportunity for the general public and landowners to ask and submit questions regarding the project. The OEB will then issue a written decision regarding the project.

If the OEB finds the project is in the public interest, it will approve construction of the pipelines. If the project is approved, the OEB normally attaches conditions to its approval with which Enbridge will comply during the construction and post construction restoration process.



# Proposed 20 Inch Natural Gas Pipeline Replacement



## Preliminary Preferred Route Selection Process

The Preliminary Preferred Route for the proposed pipeline will be selected through a five-step process.

### Step 1

**Constraints and Opportunities**  
Inventory of environmental and socio-economic features.

### Step 2

The generation of Route Options is influenced by the following:

- Avoidance to the extent feasible of sensitive socio-economic and environmental features such as communities, rivers, etc.
- Avoidance to the extent feasible of areas which may present construction difficulties or the potential for long-term maintenance/ remedial work (i.e., new buildings, rail lines, etc.).
- Utilizing to the extent feasible existing linear infrastructure, such as road right-of-ways (ROWs) and property lines.
- The length of the pipeline and associated costs of construction and operation may influence route generation.
- Constraints in the study area (i.e., other utilities, bridges, sanitary sewers, new residential developments, etc.) may also influence route generation.
- Routes should follow a reasonably direct path between start and end points, if feasible.

### Step 3

**Route Evaluation**  
An evaluation of the Route Options will be conducted based on:

1. A quantitative comparative evaluation of impacts to environmental and socio-economic features.
2. A qualitative comparative evaluation based on stakeholder input and the experience of the Project Team in routing linear infrastructure.
3. A qualitative comparative assessment of construction constraints along each of the routes.

Once complete, a Preliminary Preferred Route will be identified.

### Step 4

**Input on the Preliminary Preferred Route**  
The Preliminary Preferred Route is subject to input through a variety of communication and consultation activities, such as an Information Session.

### Step 5

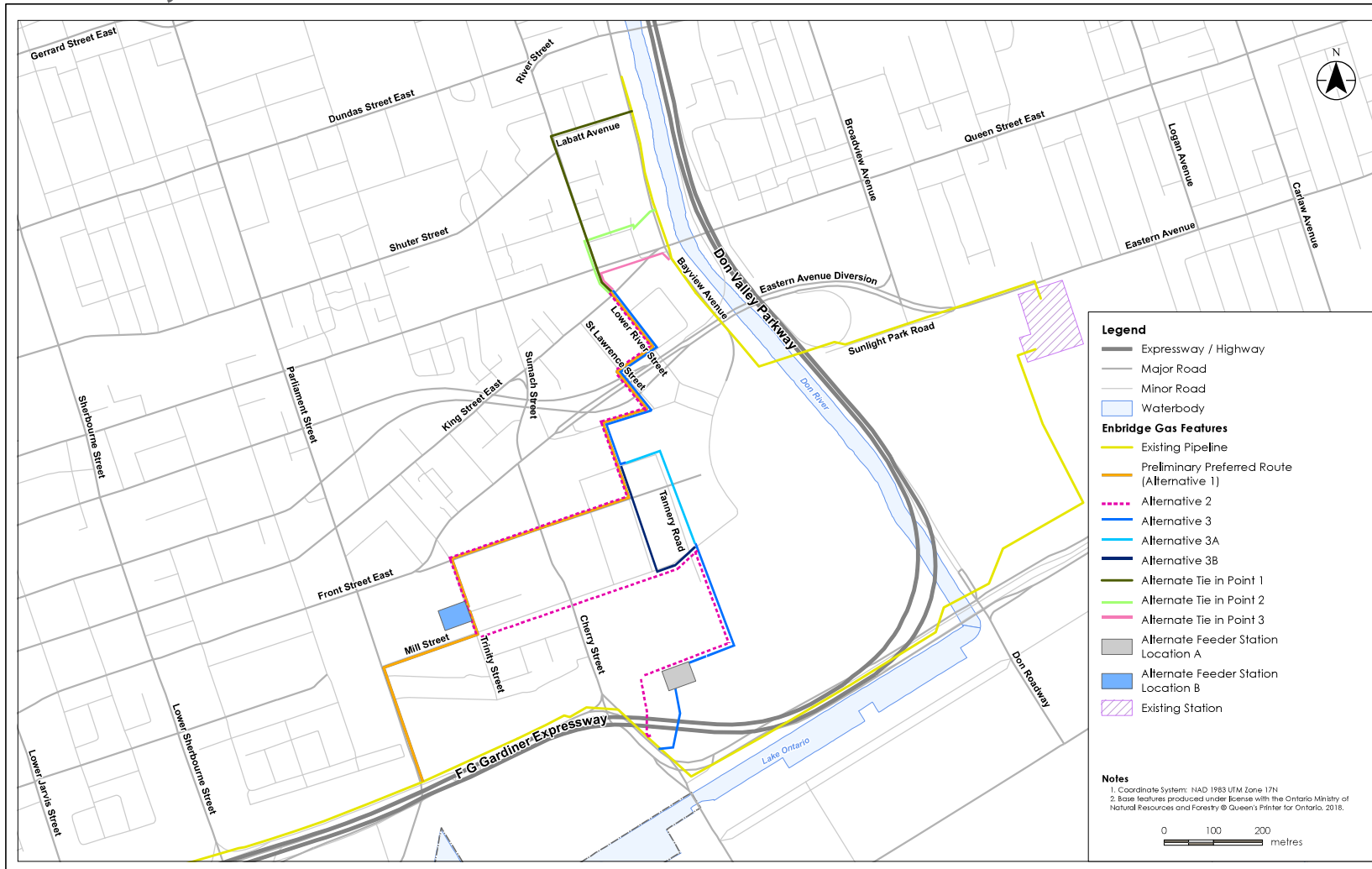
**Confirmation of the Preferred Route**  
A Preferred Route will be confirmed. The Preferred Route may require minor changes as the project moves forward based on the results of pre-construction field investigations, landowner requests, and/or engineering considerations.



# Proposed 20 Inch Natural Gas Pipeline Replacement



## Preliminary Preferred Route and Alternatives



# Proposed 20 Inch Natural Gas Pipeline Replacement



## Existing Features

Information on existing features for the Study Area has been collected from a number of external sources including but not limited to agencies, aerial photography, official plan mapping, natural features mapping and site visits. This information has been used in the justification of the preliminary preferred route.

Additional data collection and agency consultation will continue after this Information Session to confirm the Preliminary Preferred Route.

Environmental and socio-economic features within the Study Area, relevant to pipeline planning, construction and operation, have been outlined in the following map. The Preliminary Preferred Route avoids sensitive environmental and socio-economic features where feasible. Where features cannot be avoided, mitigation and protection measures will be employed during pipeline construction and operation.







# Proposed 20 Inch Natural Gas Pipeline Replacement



## Environment, Health & Safety Policy

### Our Commitment

Enbridge is committed to protecting the health and safety of all individuals affected by our activities, including our employees, contractors and the public. We will provide a safe and healthy working environment, and will not compromise the health and safety of any individual. Our goal is to have no incidents and mitigate impacts on the environment by working with our stakeholders, peers and others to promote responsible environmental practices and continuous improvement.

We are committed to environmental protection and stewardship and we recognize that pollution prevention, biodiversity and resource conservation are key to a sustainable environment, and will effectively integrate these concepts into our business decision-making.

All employees are responsible and accountable for contributing to a safe working environment, for fostering safe working attitudes, and for operating in an environmentally responsible manner.



# Proposed 20 Inch Natural Gas Pipeline Replacement



Enbridge Gas Distribution provides safe, reliable delivery of natural gas.



## Pipeline Design

The high-grade steel pipeline is designed to meet and/or exceed the regulations of the Canadian Standards Association (Z662 Oil and Gas Pipeline Systems) and the applicable regulations of the Technical Standards & Safety Association (TSSA).

## Pipeline Safety and Integrity

We take many steps to ensure safe, reliable operation of our network of natural gas pipelines, such as:

- Design, construct, and test our pipelines to meet or exceed requirements set by industry standards and regulatory authorities;
- Continuously monitor the entire network; and
- Perform regular field surveys to detect leaks and confirm corrosion prevention methods are working as intended.

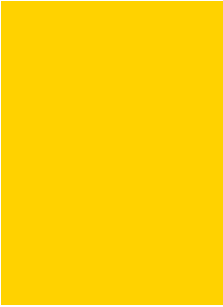
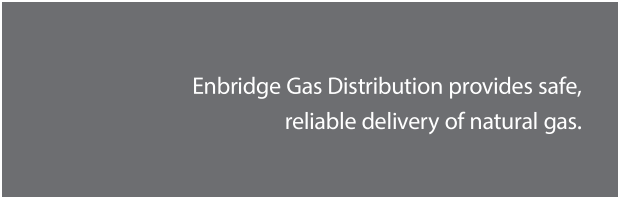




# Proposed 20 Inch Natural Gas Pipeline Replacement



Enbridge Gas Distribution provides safe, reliable delivery of natural gas.



## Pipeline Construction



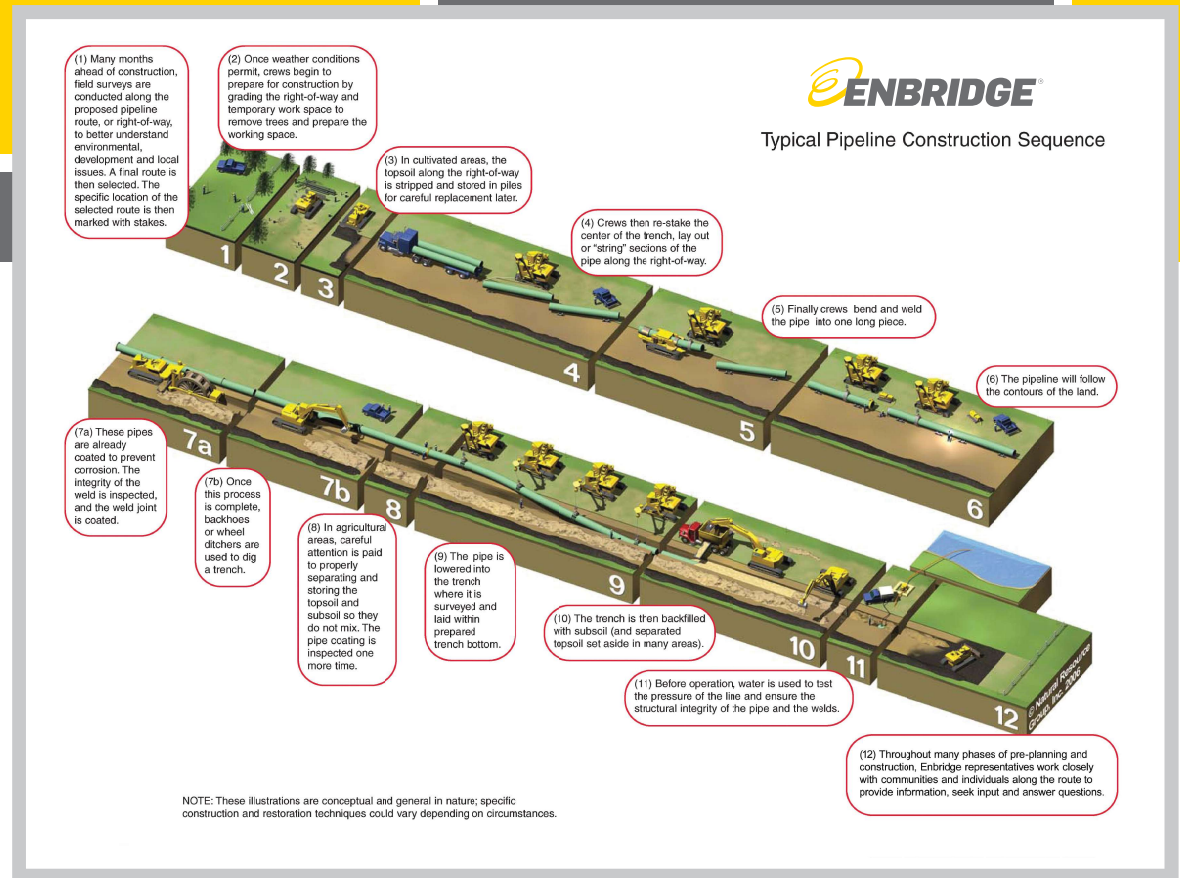
# Proposed 20 Inch Natural Gas Pipeline Replacement



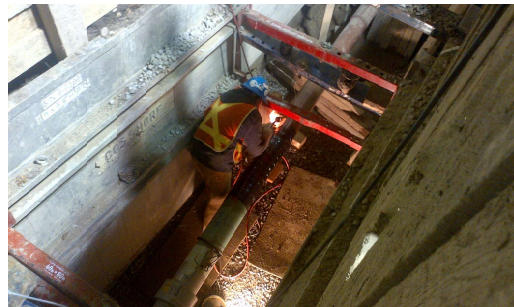
## Pipeline Construction

### Procedures

- Preparation of the right-of-way (ROW);
- Trenching, pipe delivery, welding together pipe sections, and lowering the pipeline into the trench; and
- Backfilling, pressure testing, clean-up, and long-term monitoring.



# Proposed 20 Inch Natural Gas Pipeline Replacement



## Pipeline Construction

### Trenching

- Trenches are dug by backhoes or other excavation machines.
- Trench depth is determined by Canadian Standards Association (Z662 Oil and Gas Pipeline Systems) and Enbridge standards.
- Pipelines are usually buried at a minimum depth of approximately 1.0 metre (3.3 feet) from the top of the pipe to the ground surface.
- The amount of open trench at any given time is kept to a minimum to ensure safety and minimize environmental impact.
- Where agriculturally productive lands are encountered, topsoil, and subsoil would be stripped and stockpiled separately to avoid topsoil and subsoil mixing.
- When rock excavation is required, mechanical equipment will be used. Blasting may be required but as a last resort.

### Welding

Pipeline welds are examined by a third-party company using radiography (X-rays) before the line is lowered into the trench.

### Trenchless Techniques

Trenchless technologies may be used to cross under major roads, the Don River, or other pipelines and environmentally sensitive features.

### Backfilling

Excavated material is either replaced or properly disposed of and large stones are removed from the clean backfill material. The construction area is carefully cleaned up after the trench is backfilled. All construction materials are removed and cultivated and landscaped areas are restored.





# Proposed 20 Inch Natural Gas Pipeline Replacement



Enbridge Gas Distribution provides safe, reliable delivery of natural gas.



## Pipeline Construction

### Hydrostatic Testing

The new pipeline would be hydrostatically tested. Hydrostatic testing is when we seal the gas line and then it is filled with water and then pressured up to a pressure higher than actual operating pressures.

Hydrostatic testing checks for leaks and confirms pipeline strength. Water for the test may be obtained from the City of Toronto or other approved sources.

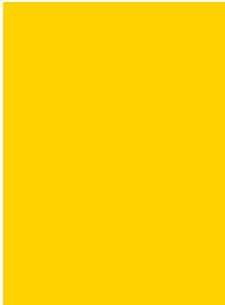
Afterward, the water is disposed of or released according to Ministry of the Environment and Climate Change permits and guidelines to ensure it does not cause erosion or sedimentation of watercourses.



# Proposed 20 Inch Natural Gas Pipeline Replacement



Enbridge Gas Distribution provides safe, reliable delivery of natural gas.



## Environmental Considerations

### Clean Up

All construction materials are removed and a final grading of the area is performed. Anything removed or disturbed by construction (such as fences or pavement) are repaired or replaced.

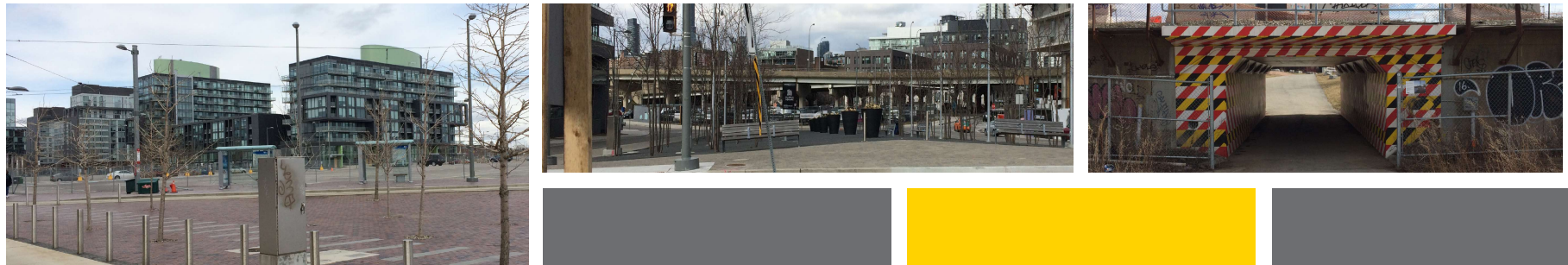
Any disturbed soils are restored and seeded with an appropriate seed mix. Erosion and sediment control measures are installed as required until the area is revegetated.

### Ongoing Monitoring

Slope erosion and re-establishment of vegetation are carefully monitored following roadside construction. Enbridge will be fully responsible for the remedial work necessary to address such issues following pipeline construction.



# Proposed 20 Inch Natural Gas Pipeline Replacement



## Next Steps

After this Information Session, we intend to pursue the following schedule of activities:

1. Analyze public, Indigenous and stakeholder input, respond to comments/questions received, and confirm the Preliminary Preferred Route (May/June 2018)
2. Complete Environmental Report (July 2018)
3. OEB application and regulatory process (October 2018)
4. Subject to OEB approval:
  - a. Pre-Construction activities (2018)
    - Topographic Land Survey (2018)
    - Pipeline Design (2018/2019)
    - Acquire Permits (2018/2019)
  - b. Construction (September 2019)\*
  - c. Post Construction Activities (2020)

\* If the steps above progress quicker than expected, construction could start earlier.



# Proposed 20 Inch Natural Gas Pipeline Replacement



## Thank you!

We sincerely hope this Information Session has provided you with an opportunity to:

- Discuss your areas of interest related to the proposed project with representatives from Enbridge and Stantec;
- Provide your input regarding the existing conditions (environmental and socio-economic features) identified within the study area; and
- Comment on the 'Preliminary Preferred Route' and site specific protection and mitigation measures.

Input from stakeholders and Indigenous communities will be used to confirm the existing environmental, socio-economic and archaeological conditions and the Preferred Pipeline Route.

If you wish to stay informed about the progress of the project and the preparation of the Environmental Report, and have not previously identified yourself to Enbridge or Stantec, please provide your name, postal address, email address, and any group affiliation to either:

### **Kelsey Mills**

Environmental Advisor  
Enbridge Gas Distribution Inc.  
3rd Floor, 101 Honda Blvd  
Markham, ON L6C 0M6  
Ph: (905) 927-3145  
Email: kelsey.mills@enbridge.com

### **Rooly Georgopoulos, B.Sc.**

Senior Project Manager  
Stantec Consulting Ltd.  
300-675 Cochrane Drive West Tower  
Markham, ON L3R 0B8  
Ph: (905) 415-6367  
Email: replacement20.EA@stantec.com

Please provide any comments, questions or concerns regarding this project by **June 29, 2018**.

Please visit the following website to view current projects including the Proposed 20 Inch Natural Gas Pipeline Replacement: <https://www.enbridgegas.com/about/pipeline-and-construction-projects>.

**Thank you for your participation.**





**PROPOSED NPS 20 DON RIVER RELOCATION PROJECT  
ENVIRONMENTAL REPORT**

**2021 Consultation Materials**



# NPS 20 Don River Relocation Project Virtual Open House



## Welcome

- This presentation will take you 15 minutes to complete.
- Press the next button to navigate to the next slide at any time.
- To return to the previous slide, press the previous button.
- You can mute the audio at any time by pressing the speaker icon.
- The presentation slides as well as the audio script are available for download (see the Resources tab in the top right corner).
- Questions and comments can be submitted by completing the questionnaire found in the Resources tab.
- If you would like to receive future Project updates, please complete the "Contact Information" section of the questionnaire.

## Our commitment

- Enbridge Gas is committed to involving Indigenous communities, agencies, interest groups and community members.
- We will provide up-to-date information in an open, honest and respectful manner, and will carefully consider your input.
- Enbridge Gas provides safe and reliable delivery of natural gas to more than 3.8 million residential, commercial, and industrial customers across Ontario.
- Enbridge Gas is committed to environmental stewardship and conducts all of its operations in an environmentally responsible manner.





NPS 20 Don River Relocation Project

# NPS 20 Don River Relocation Project

Welcome to the Virtual Open House for the Enbridge Gas Inc.  
NPS 20 Don River Relocation Project.

[FA-Replacement20@stantec.com](mailto:FA-Replacement20@stantec.com) (613) 784-2256

Project Map



Interactive NPS 20 Don River Relocation Project Map

## Home

Welcome / Navigating the Virtual Open House

- To view a recorded presentation of the website content, click [here](#).
- The presentation slides as well as the audio script are available for download (see the Resources tab).
- Questions and comments can be submitted by completing the questionnaire (see the Comments & Contacts tab).
- If you would like to receive future Project updates, please complete the "Contact Information" section of the questionnaire.

---

## Our Commitment

“ Enbridge Gas is committed to involving Indigenous communities, agencies, interest groups and community members. ”

- We will provide up-to-date information in an open, honest and respectful manner, and will carefully consider your input.
- Enbridge Gas provides safe and reliable delivery of natural gas to more than 3.8 million residential, commercial, and industrial customers across Ontario.
- Enbridge Gas is committed to environmental stewardship and conducts all of its operations in an environmentally responsible manner.

---

## Purpose of the Virtual Open House

- Provide a safe alternative to an in-person meeting due to current social distancing requirements set out by the Province of Ontario and the Government of Canada.
- Consult with Indigenous communities, and engage with members of the public, and regulatory authorities, regarding the



proposed preliminary preferred, alternative routes, potential impacts, and proposed mitigation.

- Provide an opportunity for these individuals, any affected landowners, and the general public, to review the proposed Project, and to ask any questions and/or provide comments to representatives from Enbridge Gas and Stantec.



---

## Land Acknowledgement



We respectfully acknowledge that the proposed Project area is located within Treaty 13 and in the traditional territory of the Mississaugas of the Credit.

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## Indigenous People Policy

“ Enbridge Gas recognizes the diversity of Indigenous peoples who live where we work and operate. We understand from history the destructive impacts on the social and economic wellbeing of Indigenous Peoples. Enbridge Gas recognizes and realizes the importance of reconciliation between Indigenous communities and the broader society. Positive relationships with Indigenous peoples, based on mutual respect and focused on achieving common goals, will create positive outcomes for Indigenous communities. Enbridge Gas commits to pursue sustainable relationships with Indigenous Nations and groups in proximity to where Enbridge Gas conducts business. ”

To achieve this, Enbridge will govern itself by the following principles:



- We recognize the legal and constitutional rights possessed by Indigenous peoples, and the importance of the relationship between Indigenous Peoples and their traditional lands and resources. We commit to working with Indigenous communities in a manner that recognizes and respects those legal and constitutional rights and the traditional lands and resources to which they apply. We commit to ensuring that our projects and operations are carried out in an environmentally responsible manner.
- We understand the importance of the United Nations Declaration on the Rights of Indigenous Peoples in the context of existing Canadian law and the commitments that the government has made to protecting the rights of Indigenous Peoples.
- We engage in forthright and sincere consultation with Indigenous Peoples about Enbridge's projects and operations through processes that seek to achieve early and meaningful engagement. Indigenous engagement help define our projects that may occur on lands traditionally occupied by Indigenous Peoples.
- We commit to working with Indigenous Peoples to achieve benefits for them resulting from Enbridge's projects and operations, including opportunities in training and education, employment, procurement, business development, and community development.
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contractors, in order to create better relationships between Enbridge and Indigenous communities.

This commitment is a shared responsibility involving Enbridge and its affiliates, employees and contractors. We will conduct business in a manner that reflects the above principles. Enbridge will provide ongoing leadership and resources to effectively implement the above principles, including the development of implementation strategies and specific action plans. Enbridge commits to periodically review this policy so that it remains relevant and respects Indigenous culture and varied traditions.

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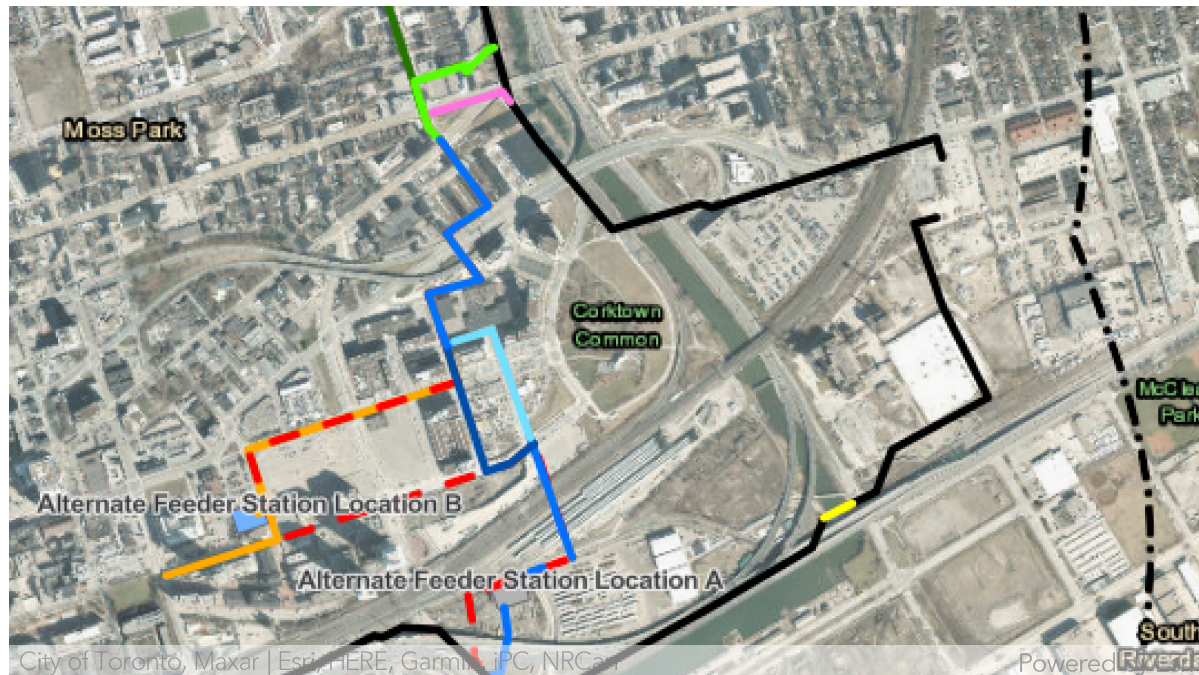
## Project Overview

- The preliminary preferred route proposes that nominal pipe size (“NPS”) 20 (20 inch) high pressure (“HP”) natural gas main is temporarily relocated from the existing Keating Railway Bridge to the newly widened Lake Shore bridge and then the same segment is constructed back onto a newly constructed utility corridor within the extended Keating Railway Bridge (the “Project”) in the City of Toronto.

The Project consists of two Phases:

1. A temporary by-pass located on Lake Shore Bridge of approximately 209 m of NPS 20 steel (“ST”) natural gas distribution pipeline; and

2. Permanent pipeline located on the Keating Railway Bridge of approximately 166 m of NPS 20 ST natural gas distribution pipeline.
- Three alternative routes have also been identified and evaluated. These can be viewed on the Project Map below.
  - Pending regulatory approval by the Ontario Energy Board (OEB), construction of the temporary relocation is planned to begin in early 2023 and be in service in Q2 2023. Construction of the permanent relocation is anticipated to begin in Q2 2024 and be in service by Q3 2024.



Interactive NPS 20 Don River Relocation Project Map

## Project History

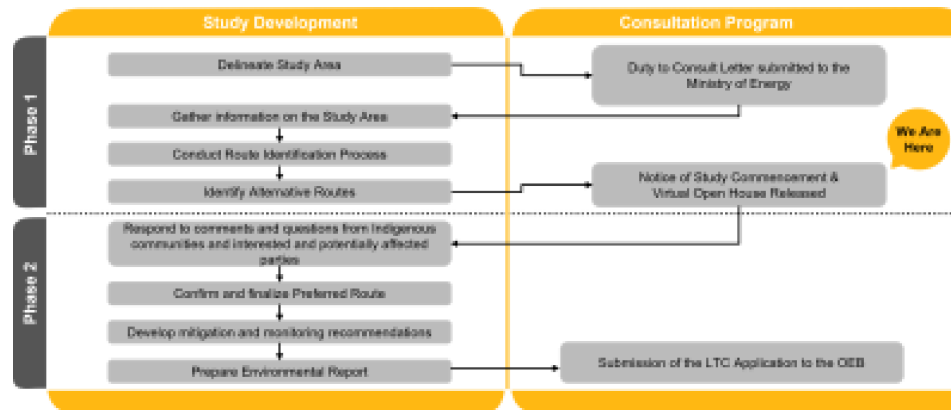
- Enbridge Gas previously filed an application with the OEB in 2020 to relocate and abandon the existing pipeline located on the Keating Railway Bridge.
  - Enbridge Gas completed an Environmental Study in 2020, including assessment of route alternatives, and consultation efforts.
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- 

## Environmental Study Process

“ The environmental study and Environmental Report will be completed as per the OEB's *“Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario (2016).”* ”

## The study will:

- Undertake engagement to understand the views of interested and potentially affected parties.
- Consult with Indigenous communities to understand interests and potential impacts.
- Be conducted during the earliest phase of the Project.
- Identify potential impacts of the Project.
- Develop environmental mitigation and protective measures to avoid or reduce potential impacts.
- Develop an appropriate environmental inspection, monitoring and follow-up program.



Environmental Study Process

---

## Ontario Energy Board (OEB) Review and Approval Process

The application to the OEB will include the following information on the Project:

- The need for the Project
- Environmental Report and mitigation measures
- Facility alternatives
- Project costs and economics
- Pipeline design and construction
- Land requirements
- Consultation with Indigenous communities



The OEB will then hold a public hearing to review the Project.

If the OEB determines that the Project is in the public interest, it will approve construction of the Project.

Additional information about the OEB process can be found at:

[www.ontarioenergyboard.ca](http://www.ontarioenergyboard.ca)

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## Route Selection Process

- Pipeline routing constraints include natural environmental features, slope, topography, and socio-economic features and landscapes. Opportunities include the ability to follow existing linear infrastructure such as road right-of-ways (ROWs).



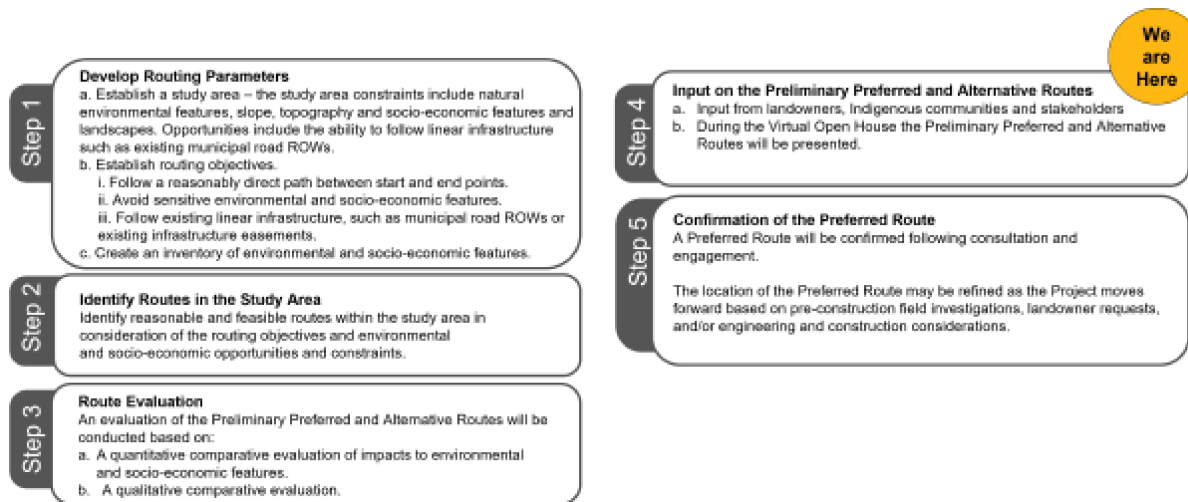
- The proposed preliminary preferred route and alternative routes follow existing linear infrastructure such as existing municipal road ROWs and avoid, to the extent possible, existing environmental and socio-economic features.
- An interactive map that shows the preliminary preferred route and the alternative routes can be found above.

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## Preferred Route Selection Process

The Preferred Route for the proposed pipeline will be selected through a five-step process.

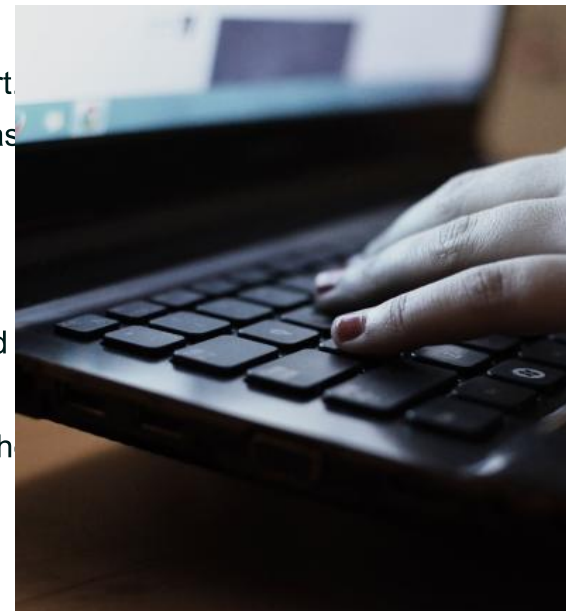




### Preferred Route Selection Process

## Consultation and Engagement

- Consultation and engagement are key components of the Environmental Report
- At the outset of the Project, Enbridge Gas submits a Project Description to the Ministry of Energy; upon review the Ministry of Energy determines potential impacts on aboriginal or treaty rights and identify Indigenous communities that Enbridge Gas must consult with during the entirety of the Project.
- The consultation and engagement program helps identify and address Indigenous community and stakeholder



concerns and issues, provides information about the Project to the stakeholders, and allow for participation in the Project review and development process.

- Input will be used to help finalize the preferred pipeline route and mitigation plans for the project.
- Once the Leave-to-Construct (LTC) application is made to the OEB, any party with an interest in the Project, including members of the public, can participate in the process.

---

## Environment, Health and Safety Policy

### Our commitment

“ Enbridge Gas is committed to protecting the health and safety of all individuals affected by our activities. ”



- Enbridge Gas will provide a safe and healthy working environment and will not compromise the health and safety of any individual.
- Our goal is to have no incidents and mitigate impacts on the environment by working with our stakeholders, peers and others to promote responsible environmental practices and continuous improvement.

- Enbridge Gas is committed to environmental protection and stewardship, and we recognize that pollution prevention, biodiversity and resource conservation are key to a sustainable environment.
  - All employees are responsible and accountable for contributing to a safe working environment, for fostering safe working attitudes, and for operating in an environmentally responsible manner.
-



## Access and Land Requirements

- While the Preliminary Preferred and Alternative Routes would be constructed within municipal ROWs, some circumstances such as requiring Temporary Working Space (TWS) during construction could result in the need for additional land outside of the municipal ROWs.

•Enbridge Gas has a comprehensive Landowner Relations Program that uses a dedicated Lands Advisor who would:

- Provide direct contact & liaison between landowners and Enbridge Gas.
- Be available to the landowner during the length of the Project and throughout construction activities.
- Address the concerns and questions of the landowner.
- Act as a singular point of contact for all landowners.
- Address any landowner questions and any legal matters relating to temporary use of property, access agreements, permanent easements and impacts or remedy to property.



## Socio-economic Features

The Project will be constructed through or along road right of ways, private business areas, recreational paths and residential land, and land regulated by the Toronto Region Conservation Authority.

## Potential Effects

- Temporary increases in noise, dust and air emissions.

- Increased construction traffic volumes.
- Temporary impairment of the use and enjoyment of property.
- Vegetation clearing in temporary workspace.

### **Example Mitigation Measures**

- Provide access across the construction area.
- Restrict construction to daylight hours and adhere to applicable noise by-laws.
- Develop and implement a Traffic Control Plan.
- Place fencing at appropriate locations for safety.
- Making contact information for a designated Enbridge Gas representative available prior to and throughout construction.
- Dust control measures.
- Re-vegetation of cleared areas (seeding/planting).





## Cultural Heritage Resources

During construction, cultural heritage features such as archaeological finds, buildings, fences and landscapes may be encountered. Detailed field surveys will be conducted by independent, third-party archaeologists and cultural heritage professionals, if required.

## Potential Effects

- Damage or destruction of archaeological, or historical resources.

### **Example Mitigation Measures**

- Archaeological assessment of the construction footprint, with review and comment from the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI).
- Cultural heritage assessment (for built heritage features and cultural heritage landscapes) of the construction right-of-way, with review and comment from MHSTCI.
- Reporting of any previously unknown archaeological or historical resources uncovered, or suspected of being uncovered, during excavation.



## Aquatic Resources

Enbridge Gas understands the importance of protecting watercourses and associated wildlife during construction and therefore will implement recognized mitigation measures to minimize possible environmental effects.

## Potential Effects

- Increased erosion, sedimentation, and/or turbidity.

### Example Mitigation Measures

- Install erosion and sediment control measures.
  - Obtain all agency permits and approvals.
  - Restore and seed disturbed areas to establish habitat and reduce erosion.
  - Replant vegetation along waterways, if necessary.
- 

### Pipeline Design

“ The high-grade plastic and steel pipeline is designed to meet and/or exceed the regulations of the Canadian Standards Association Z662 Oil and Gas Pipeline Systems) and the applicable regulations of the Technical Standards & Safety Association (TSSA). ”

### Pipeline Safety and Integrity

We take many steps to ensure safe, reliable operation of our network of natural gas pipelines, such as:

- Design, construct, and test our pipelines to meet or exceed requirements set by industry standards and regulatory authorities,
  - Continuously monitor the entire network, and
  - Perform regular field surveys to detect leaks and confirm corrosion prevention methods are working as intended.
- 

## Next Steps

After this Virtual Open House, we intend to pursue the following schedule of activities:



Proposed Schedule of Activities

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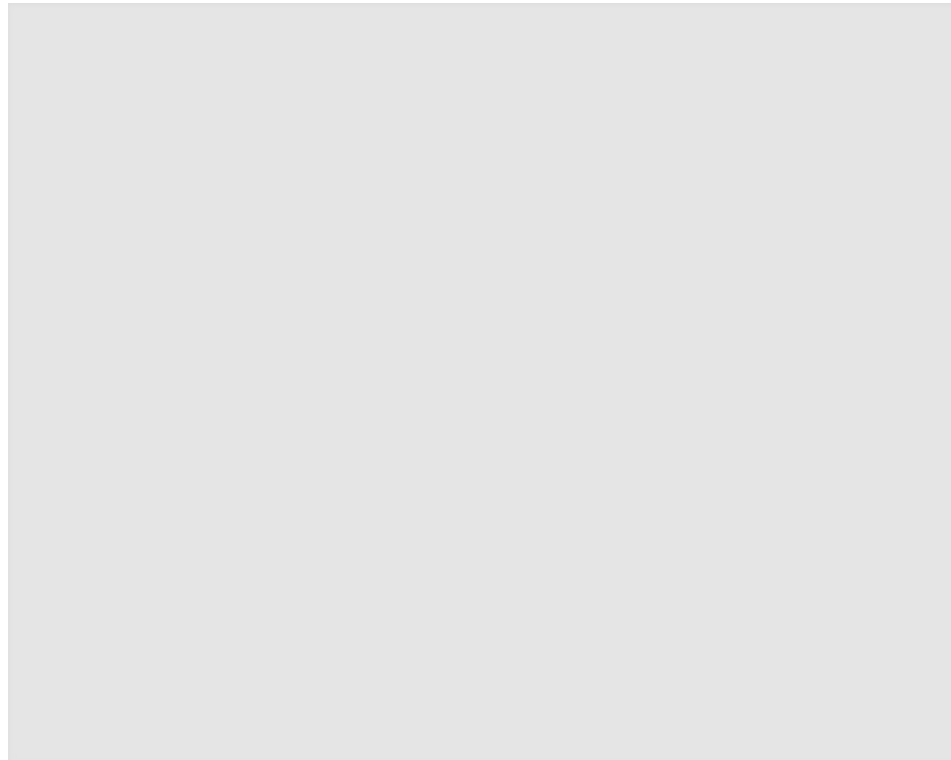
## Submit your Comments & Get in Touch

On behalf of the Project team, thank-you for taking the time to participate in the Virtual Open House presentation. Please complete the Questionnaire by **November 14, 2021**, for your comments to be considered as part of the Environmental Report.

Comments can be submitted via the questionnaire available below,  
or by downloading the questionnaire [here](#) and sending it to the  
project team by email at:

**EA-Replacement20@stantec.com**

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NPS 20 Questionnaire

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**NPS 20 Don River Relocation Project Team**

Phone: (613) 784-2256

Email: EA-Replacement20@stantec.com

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### **Tanya Turk**

Advisor, Environment. Enbridge

101 Honda Boulevard, Markham, ON L6C 0M6

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### **Laura Hill**

Project Manager. Stantec Consulting Ltd.

300W-675 Cochrane Drive, Markham, Ontario L3R 0B8

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For more information about the proposed project, please visit our project website at: <https://www.enbridgegas.com/donriver>

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## **Resources**

- Materials available / download:
- Click [here](#) to view a recorded version of the presentation.
- Click [here](#) to view the transcript of the presentation.



- Click [here](#) to view the slide deck presentation.
- Click [here](#) to view Newspaper notification.
- Click [here](#) to download a copy of the questionnaire that can be emailed to the project team at EA-  
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*“ On behalf of the Project team, thank-you  
for taking the time to participate in the  
Virtual Open House! ”*

# NPS 20 Don River Relocation Project Virtual Open House



## Purpose of the Virtual Open House

- Provide a safe alternative to an in-person meeting due to current social distancing requirements set out by the Province of Ontario and the Government of Canada.
- Consult with Indigenous communities, and engage with members of the public, and regulatory authorities, regarding the proposed preliminary preferred, alternative routes, potential impacts, and proposed mitigation.
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# NPS 20 Don River Relocation Project Virtual Open House



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# NPS 20 Don River Relocation Project

## Virtual Open House



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# NPS 20 Don River Relocation Project

## Virtual Open House



## Project Overview

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  - (a) A temporary by-pass located on Lake Shore Bridge of approximately 209 m of NPS 20 steel (“ST”) natural gas distribution pipeline; and
  - (b) Permanent pipeline located on the Keating Railway Bridge of approximately 166 m of NPS 20 ST natural gas distribution pipeline.
- Three alternative routes have also been identified and evaluated. These can be viewed on the Project Map.
- Pending regulatory approval by the Ontario Energy Board (OEB), construction of the temporary relocation is planned to begin in early 2023 and be in service in Q2 2023. Construction of the permanent relocation is anticipated to begin in Q2 2024 and be in service by Q3 2024.



# NPS 20 Don River Relocation Project Virtual Open House



## Project History

- Enbridge Gas previously filed an application with the OEB in 2020 to relocate and abandon the existing pipeline located on the Keating Railway Bridge.
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# NPS 20 Don River Relocation Project Virtual Open House



## Environmental Study Process

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The study will:

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# NPS 20 Don River Relocation Project Virtual Open House



## Ontario Energy Board (OEB) Review and Approval Process

The application to the OEB will include the following information on the Project:

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- Pipeline design and construction
- Land requirements
- Consultation with Indigenous communities

The OEB will then hold a public hearing to review the Project.

If the OEB determines that the Project is in the public interest, it will approve construction of the Project.

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process can be found at:  
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# NPS 20 Don River Relocation Project Virtual Open House



## Route Selection Process

- Pipeline routing constraints include natural environmental features, slope, topography, and socio-economic features and landscapes. Opportunities include the ability to follow existing linear infrastructure such as road right-of-ways (ROWs).
- The proposed preliminary preferred route and alternative routes follow existing linear infrastructure such as existing municipal road ROWs and avoid, to the extent possible, existing environmental and socio-economic features.

An interactive map that shows the preliminary preferred route and the alternative routes can be accessed at: <http://www.solutions.ca/NPS20WaterfrontRelocation>



# NPS 20 Don River Relocation Project

## Virtual Open House

### Preferred Route Selection Process

The Preferred Route for the proposed pipeline will be selected through a five-step process.



**Step 1**

**Develop Routing Parameters**

- a. Establish a study area – the study area constraints include natural environmental features, slope, topography and socio-economic features and landscapes. Opportunities include the ability to follow linear infrastructure such as existing municipal road ROWs.
- b. Establish routing objectives.
  - i. Follow a reasonably direct path between start and end points.
  - ii. Avoid sensitive environmental and socio-economic features.
  - iii. Follow existing linear infrastructure, such as municipal road ROWs or existing infrastructure easements.
- c. Create an inventory of environmental and socio-economic features.

**Step 2**

**Identify Routes in the Study Area**

Identify reasonable and feasible routes within the study area in consideration of the routing objectives and environmental and socio-economic opportunities and constraints.

**Step 3**

**Route Evaluation**

An evaluation of the Preliminary Preferred and Alternative Routes will be conducted based on:

- a. A quantitative comparative evaluation of impacts to environmental and socio-economic features.
- b. A qualitative comparative evaluation.

**Step 4**

**Input on the Preliminary Preferred and Alternative Routes**

- a. Input from landowners, Indigenous communities and stakeholders
- b. During the Virtual Open House the Preliminary Preferred and Alternative Routes will be presented.

**Step 5**

**Confirmation of the Preferred Route**

A Preferred Route will be confirmed following consultation and engagement.

The location of the Preferred Route may be refined as the Project moves forward based on pre-construction field investigations, landowner requests, and/or engineering and construction considerations.

# NPS 20 Don River Relocation Project Virtual Open House



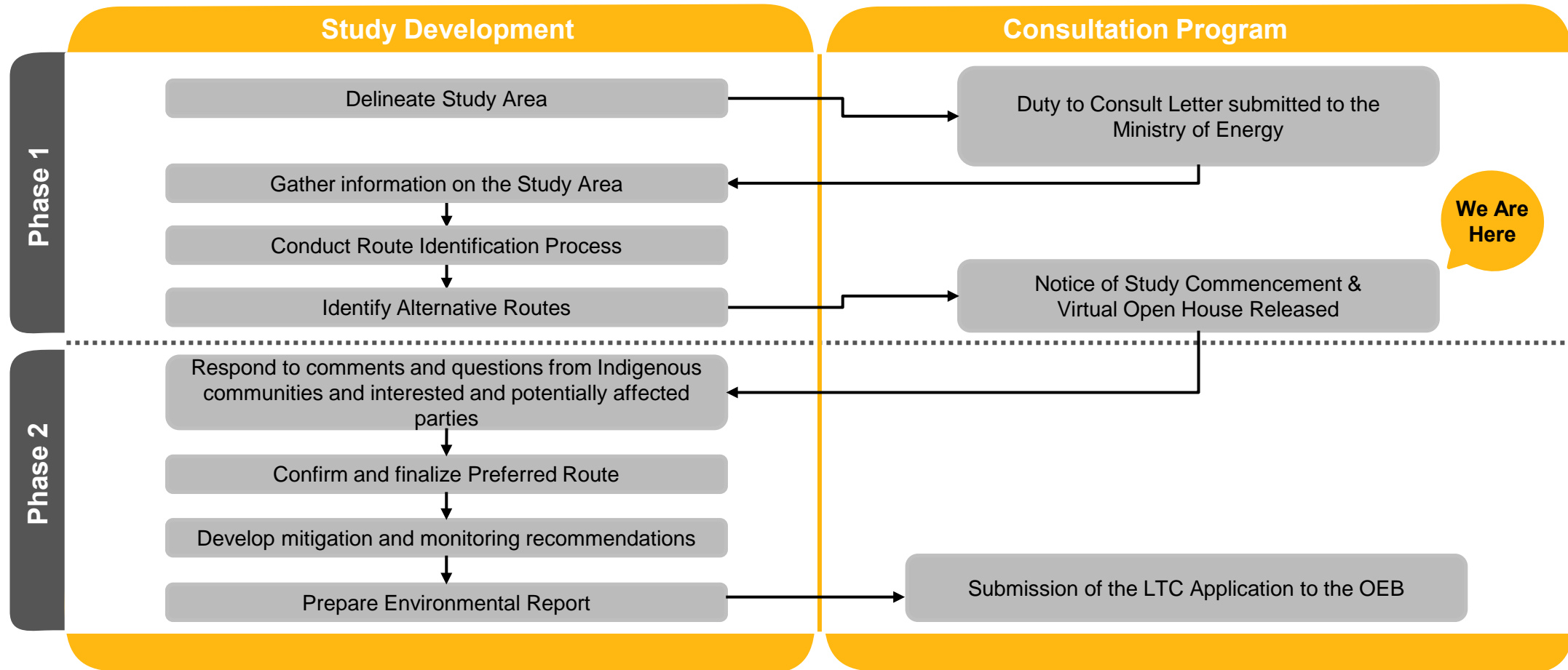
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- Once the Leave-to-Construct (LTC) application is made to the OEB, any party with an interest in the Project, including members of the public, can participate in the process.



# NPS 20 Don River Relocation Project Virtual Open House

## Environmental Study Process



# NPS 20 Don River Relocation Project Virtual Open House



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# NPS 20 Don River Relocation Project Virtual Open House



## Socio-economic Features

The Project will be constructed through or along road right of ways, private business areas, recreational paths and residential land, and land regulated by the Toronto Region Conservation Authority.

### Potential Effects

- Temporary increases in noise, dust and air emissions.
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## Example Mitigation Measures

- Provide access across the construction area.
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# NPS 20 Don River Relocation Project Virtual Open House



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### Potential Effects

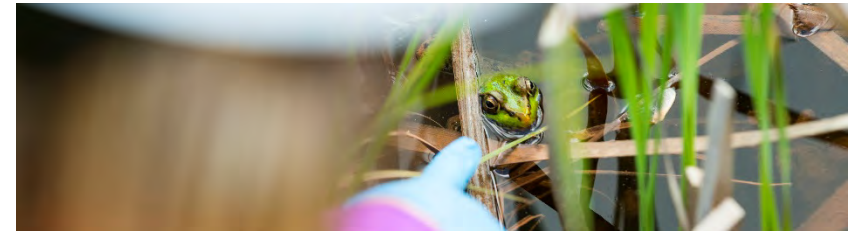
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### Example Mitigation Measures

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The high-grade steel pipeline is designed to meet and/or exceed the regulations of the Canadian Standards Association (Z662 Oil and Gas Pipeline Systems) and the applicable regulations of the Technical Standards & Safety Association (TSSA).

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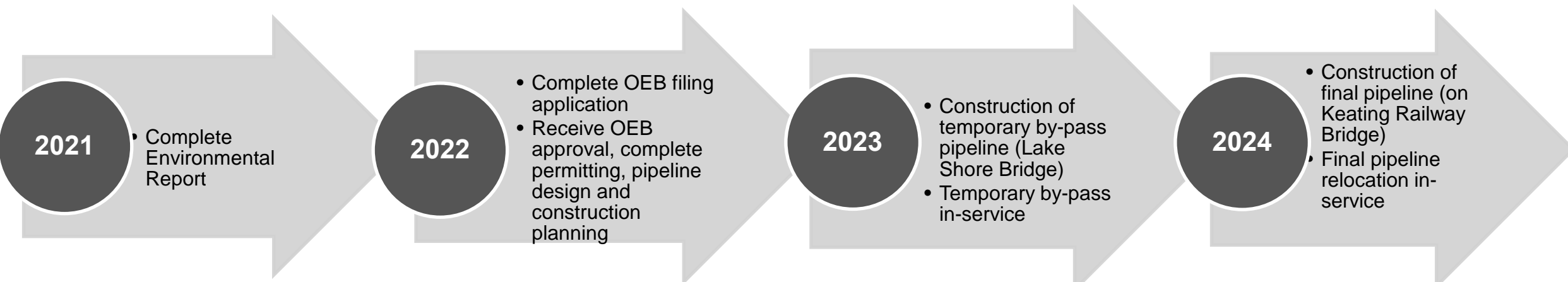


# NPS 20 Don River Relocation Project Virtual Open House



## Next Steps

After this Virtual Open House, we intend to pursue the following schedule of activities:



# NPS 20 Don River Relocation Project Virtual Open House



## Thank-you!

On behalf of the Project team, thank-you for listening to the Virtual Open House presentation. Please complete the Questionnaire, located in the Resources Tab. Comments submitted by November 14, 2021, will be considered as part of the Environmental Report.

### **Laura Hill**

Project Manager

Stantec Consulting Ltd.

300W-675 Cochrane Drive

Markham, Ontario L3R 0B8

Phone: (613) 784-2256

Email: EA-Replacement20@stantec.com

### **Tanya Turk**

Advisor, Environment

Enbridge

101 Honda Boulevard

Markham, ON L6C 0M6

Phone: (416) 495-3103

For more information about the proposed project, please visit our project website at:  
<https://www.enbridgegas.com/about-enbridge-gas/projects/don-river-relocation-project>



Slide #	Slide Theme	Script
1	Welcome/ Our Commitment	<p><b>Welcome</b></p> <p>Thank-you for viewing the Virtual Open House for the NPS 20 Don River Relocation Project. This presentation will take you 15 minutes to complete. You may pause the presentation at any time to read over the presentation slides. A copy of the presentation slides is available for download from the Resources Tab. Questions and comments can be submitted using the questionnaire, also found on the Resources tab, and an Enbridge Gas or Stantec representative will respond.</p> <p>If you would like to receive future Project updates, please complete the "Contact Information" section of the questionnaire.</p> <p><b>Our Commitment</b></p> <p>Enbridge Gas is committed to involving Indigenous communities, agencies, interest groups and community members in this proposed project by providing you with up-to-date information in an open, honest and respectful manner, and will carefully consider your input.</p> <p>Enbridge Gas provides safe and reliable delivery of natural gas to more than 3.8 million residential, commercial, and industrial customers across Ontario. Enbridge Gas is committed to environmental stewardship and conducts all operations in an environmentally responsible manner.</p>
2	Purpose of the Virtual Open House	<p>Enbridge Gas is committed to the health and safety of the public and its workers. As a result of the COVID-19 pandemic and physical distancing requirements set out by the Province of Ontario and the Government of Canada, Enbridge Gas is providing a Virtual Open House as a safe alternative to an in-person information session.</p> <p>The Purpose of the Virtual Open House is to consult with Indigenous communities, and engage with members of the public, and regulatory authorities regarding the proposed preliminary preferred, and alternative routes, potential impacts, and proposed mitigation. The Virtual Open House also provides an opportunity for individuals to ask any questions and provide comments to representatives from Enbridge Gas and Stantec.</p>
3	Land Acknowledgement	<p>We respectfully acknowledge that the proposed Project area is located within Treaty 13 and in the traditional territory of the Mississauga of the Credit First Nation.</p>
4	Indigenous Peoples Policy	<p>Enbridge Gas recognizes the diversity of Indigenous peoples who live where we work and operate. We understand from history the destructive impacts on the social and economic wellbeing of Indigenous Peoples. Enbridge Gas recognizes and realizes the importance of reconciliation between Indigenous communities and the broader society. Positive relationships with Indigenous peoples, based on mutual respect and focused on achieving common goals, will create positive outcomes for Indigenous communities. Enbridge Gas commits to pursue sustainable relationships with Indigenous Nations in proximity to where</p>



		<p>Enbridge Gas conducts business. To achieve this, Enbridge Gas will govern itself by the following principles as seen on this slide.</p>
5	Project Overview	<p>The preliminary preferred route proposes that nominal pipe size (“NPS”) 20 (20 inch) high pressure (“HP”) natural gas main is temporarily relocated from the existing Keating Railway Bridge to the newly widened Lake Shore bridge and then the same segment is constructed back onto a newly constructed utility corridor within the extended Keating Railway Bridge (the “Project”) in the City of Toronto.</p> <p>The Project consists of two Phases:</p> <ul style="list-style-type: none"> <li>(a) A temporary by-pass located on Lake Shore Bridge of approximately 209 m of NPS 20 steel (“ST”) natural gas distribution pipeline; and</li> <li>(b) Permanent pipeline located on the Keating Railway Bridge of approximately 166 m of NPS 20 ST natural gas distribution pipeline.</li> </ul> <p>Three alternative routes have also been identified and evaluated. These can be viewed on the Project Map.</p> <p>Pending regulatory approval by the Ontario Energy Board (OEB), construction of the temporary relocation is planned to begin in early 2023 and be in service in Q2 2023. Construction of the permanent relocation is anticipated to begin in Q2 2024 and be in service by Q3 2024.</p>
6	Project History	<p>Enbridge Gas previously filed an application with the OEB in 2020 to relocate and abandon the existing pipeline located on the Keating Railway Bridge. At that time, Enbridge Gas completed an Environmental Study, including assessment of route alternatives, and consultation efforts. Enbridge Gas withdrew the application to assess alternatives that were made possible by an adjustment to Waterfront Toronto’s construction schedule, which led to the identification of the current preliminary preferred route.</p>
7	Environmental Study Process	<p>The environmental study and Environmental Report will be completed according to the Ontario Energy Board’s Environmental Guidelines.</p> <p>The study will:</p> <ul style="list-style-type: none"> <li>• Undertake engagement to understand the views of interested and potentially affected parties.</li> <li>• Consult with Indigenous communities and key stakeholders to understand interests and potential impacts.</li> <li>• Be conducted during the earliest phase of the Project.</li> <li>• Identify potential impacts of the Project.</li> <li>• Develop environmental mitigation and protective measures to avoid or minimize potential impacts; and,</li> <li>• Develop an appropriate environmental inspection, monitoring, and follow-up program.</li> </ul>

8	OEB Review and Approval Process	<p>The Ontario Energy Board is the body that regulates the natural gas industry in Ontario in the interest of the public. Enbridge Gas will submit an application for this Project to the Board. This application is called a Leave to Construct application, and will include comprehensive information on the Project including:</p> <ul style="list-style-type: none"> <li>• The need for the Project</li> <li>• An Environmental Report and mitigation measures</li> <li>• Facility alternatives</li> <li>• Project costs and economics</li> <li>• Pipeline design and construction</li> <li>• Land requirements, and</li> <li>• Consultation with Indigenous Communities and key stakeholders</li> </ul> <p>The Ontario Energy Board will then hold a public hearing to review the Project. If the Board determines that the Project is in the public interest it will approve construction of the Project.</p> <p>Additional information about the Ontario Energy Board process can be found on their website.</p>
9	Route Selection Process	<p>Pipeline routing constraints within the study area include natural environment features, slope, topography, socio-economic features, including cultural heritage features, and landscapes. Opportunities include the ability to follow existing linear infrastructure such as road Right-of-Ways.</p> <p>The proposed preliminary preferred route and alternative routes follow existing linear infrastructure such as existing municipal road right-of-ways (ROWs) and avoid, to the extent possible, existing environmental and socio-economic features.</p> <p>An interactive map that shows the entire proposed Route and the alternative segments can be accessed at the website link found on this slide.</p>
10	Preferred Route Selection Process	<p>The Preferred Route for the proposed pipeline will be selected through a five-step process:</p> <p>Step 1 includes developing routing parameters such as establishing a study area and routing objectives and creating an inventory of environmental and socio-economic features.</p> <p>Step 2 will identify potential Routes in the study area using the routing parameters developed in Step 1.</p> <p>Step 3 includes a route evaluation conducted based on a quantitative and qualitative comparative evaluation of impacts to environmental and socio-economic features. Once complete, preliminary preferred routes and alternative routes will be determined.</p> <p>Step 4 includes gathering input on the preliminary preferred routes and alternative routes.</p>

		<p>Step 5 will result in confirmation of a Preferred Route following consultation with Indigenous communities, the City of Toronto and engagement with the public and regulatory authorities.</p>
11	Consultation and Engagement	<p>Consultation and engagement are a key component of the Environmental Report being completed as part of the Leave to Construct Application. It helps to identify and address Indigenous community and stakeholder concerns in the early stages of a project.</p> <p>Enbridge Gas submits a Project Description to the Ministry of Energy who then use this Project Description to determine potential impacts on aboriginal and treaty rights and identify Indigenous communities that Enbridge Gas must consult with during the entirety of the Project.</p> <p>Input from this Virtual Open House will be used to help finalize the preferred route and to create mitigation plans to be implemented in the final design and construction.</p> <p>Once the Leave to Construct application is submitted to the Ontario Energy Board, any party with an interest in the Project can participate in their review process.</p>
12	Environmental Study Process	<p>This slide shows the environmental study process that Enbridge Gas follows as part of the Ontario Energy Board's Environmental Guidelines. Enbridge Gas is currently nearing the end of Phase 1.</p>
13	Environment, Health and Safety Policy	<p>Enbridge Gas is committed to protecting the health and safety of all individuals affected by our activities.</p> <p>Enbridge Gas will provide a safe and healthy working environment and will not compromise the health and safety of any individual.</p> <p>Our goal is to have no incidents and mitigate impacts on the environment by working with our stakeholders, peers and others to promote responsible environmental practices and continuous improvement.</p> <p>Enbridge Gas is committed to environmental protection and stewardship and we recognize that pollution prevention, biodiversity and resource conservation are key to a sustainable environment.</p> <p>All employees are responsible and accountable for contributing to a safe working environment, for fostering safe working attitudes, and for operating in an environmentally responsible manner.</p>
14	Access and Land Requirements	<p>While the Preliminary Preferred and Alternative Routes will be constructed within municipal right-of-ways (ROWs); some circumstances such as requiring Temporary Working Space (TWS) during construction could result in the need for additional land outside of the municipal right-of-ways (ROWs).</p>

		<p>Enbridge Gas has a comprehensive Landowner Relations Program that uses a dedicated Lands Advisor who would:</p> <ul style="list-style-type: none"> <li>• Provide direct contact &amp; liaison between landowners and Enbridge Gas.</li> <li>• Be available to the landowner during the length of the Project and throughout construction activities.</li> <li>• Address the concerns and questions of the landowner.</li> <li>• Act as a singular point of contact for all landowners.</li> <li>• Address any landowner questions and any legal matters relating to temporary use of property, access agreements, permanent easements and impacts or remedy to property.</li> </ul>
15	Socio-economic Features	<p>The Project will be constructed through or along road right of ways, private business areas, recreational paths and residential land, and land regulated by the Toronto Region Conservation Authority.</p> <p>Potential socio-economic effects of construction include temporary increases in noise, dust and air emissions, increased construction traffic, temporary impairment of property use and vegetation clearing.</p> <p>Some of the mitigation measures that could be implemented during construction include providing access across construction areas, restricting construction to daylight hours, adhering to applicable noise by-laws, and re-vegetating cleared areas. Additional examples are provided on this slide for your review.</p>
16	Cultural Heritage Resources	<p>During construction, cultural heritage features such as archaeological finds, buildings, fences, and landscapes may be encountered. Detailed field surveys, if required, will be conducted by independent, third-party archaeologists and cultural heritage professionals prior to construction.</p> <p>Potential effects of construction on cultural heritage resources include damage or destruction of archaeological, or historical resources.</p> <p>There are several mitigation measures that will be employed to minimize the potential effects construction could have on cultural heritage, as approved by the Ministry of Heritage, Sport, Tourism and Culture Industries, including completing archaeological and cultural heritage assessments prior to construction and reporting any previously unknown resources uncovered during excavation.</p>
17	Aquatic Resources	<p>Enbridge Gas understands the importance of protecting watercourses and associated wildlife during construction and therefore will implement recognized mitigation measures to minimize possible environmental effects.</p> <p>Potential Effects to aquatic environments include increased erosion, sedimentation, and/or turbidity.</p> <p>The following are examples of mitigation measures that may be implemented to minimize the potential effects of construction:</p>

		<ul style="list-style-type: none"> <li>• Install erosion and sediment control measures.</li> <li>• Obtaining all agency permits and approvals.</li> <li>• Restore and seed areas to establish habitat and reduce erosion; and</li> <li>• Replant vegetation along waterways.</li> </ul>
18	Pipeline Design	<p>The high-grade steel pipeline is designed to meet or exceed the regulations of the Canadian Standards Association and the applicable regulations of the Technical Standards &amp; Safety Association.</p> <p>Enbridge Gas takes many steps to ensure safe, reliable operation of the network of natural gas pipelines, such as designing, constructing, and testing pipelines to meet or exceed requirements set by industry standards and regulatory authorities, continuously monitoring the entire network, and perform regular field surveys to detect leaks and confirm corrosion prevention methods are working as intended.</p>
19	Next Steps	<p>Serving hundreds of communities in Ontario, we at Enbridge Gas consider ourselves strong community partners who believe in and are committed to consultation and engagement.</p> <p>During the planning stages for this Project, we have consulted and will continue to consult with Indigenous communities and engage with local landowners, government agencies and other interested parties that could be impacted by the Project.</p> <p>After this Virtual Open House is complete, we plan to complete our Environmental Report. When complete, we will submit it to the Ontario Energy Board along with other Leave to Construct documents. We anticipate we'll receive a response from the OEB by the end of 2022. Permitting, pipeline design and construction planning will then take place. We would plan to start construction of the temporary by-pass in 2023. Construction of the final pipeline is planned to take place in 2024.</p>
20	Thank-you	<p>On behalf of the Project team, thank-you for listening to the Virtual Open House presentation for the NPS 20 Don River Relocation Project.</p> <p>If you have any questions or comments, or you would like to be kept up to date on the Project please complete the Questionnaire located in the Resources Tab. Comments submitted by November 14, 2021, will be considered as part of the Environmental Report that will be submitted to the Ontario Energy Board.</p> <p>To return to a specific slide, please press the "menu" button and select the slide you wish to review. To close the presentation, please press the "save and exit" button.</p> <p>For more information about the proposed project, please visit our project website at the website link shown on this slide.</p>



# NPS 20 Don River Relocation Project Virtual Open House Questionnaire



Thank you for attending the NPS 20 Don River Relocation Project Virtual Open House! We hope the session was informative and we would appreciate your comments and feedback. If you require any assistance or clarification while completing the questionnaire, please send an email to [EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com) or call (613) 784-2256 and leave a detailed message. If you have a question that requires a response, please fill out the **Contact Information** section at the end of this form and a representative will respond as soon as possible.

Please complete this questionnaire by **November 14, 2021**, to be considered as part of the Environmental Report submitted to the Ontario Energy Board. Your feedback is important and will also be considered during the planning and permitting stages of the Project.

**1. What is your interest in this project?**

- Directly affected landowner
- Business owner
- Surrounding landowner
- Interested citizen
- Member of interest group
- Government official
- Other: \_\_\_\_\_

**2. What is your view of the proposed project?**

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**3. Please indicate if the project will have any potential impacts to you, your property, or your business that you would like addressed (i.e., access, noise, dust, traffic, etc.).**

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**4. Please identify any features along the Preliminary Preferred Route or Alternative Routes that you feel are important to consider during the environmental study.**

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## NPS 20 Don River Relocation Project Virtual Open House Questionnaire

5. **Were you provided with an adequate understanding of the Project, the Environmental Assessment, and the Ontario Energy Board (OEB) review / approval process?**

Yes

No

6. **Do you require additional information about the process? Please note below:**

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7. **Did the content provided in the Virtual Open House meet your needs?**

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8. **How did you hear about the Virtual Open House? Check all that apply:**

Newspaper Advertisement

Project Notification Letter

Social Media Post (i.e., Facebook)

Word of Mouth

9. **Do you have any questions or comments about this project not addressed above that you would like to bring to our attention?**

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## NPS 20 Don River Relocation Project Virtual Open House Questionnaire

Thank you for completing this questionnaire. If you would like to be informed of project updates, please provide us with your full contact information. If you have a question about the project that has not been addressed or for which you would like more information, please email us at:

[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com) or dial (613) 784-2256 and leave a detailed message.

### Contact Information

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_  
Phone: (\_\_\_\_) \_\_\_\_\_

*Information will be collected and used in accordance with the Freedom of Information and Protection of Privacy Act. This information will be used to assist Enbridge Gas Inc. in meeting applicable approval requirements. This material will be maintained on file for use during the study and may be included in project documentation. Unless indicated otherwise, personal information and all comments will become part of the public record and may be publicly released as part of project documentation.*



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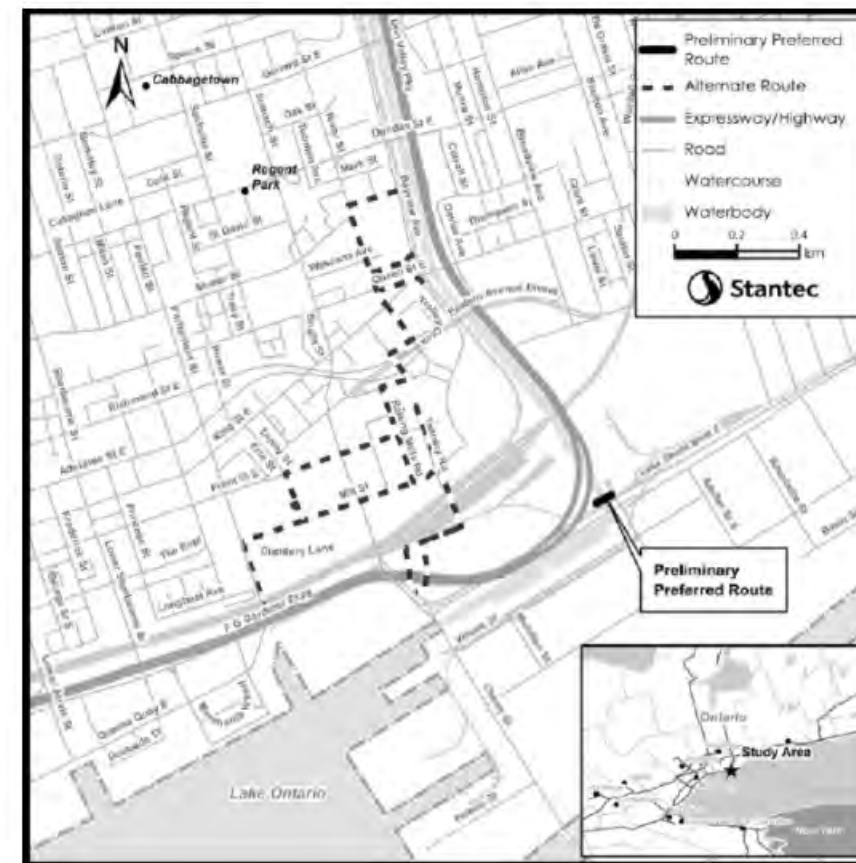
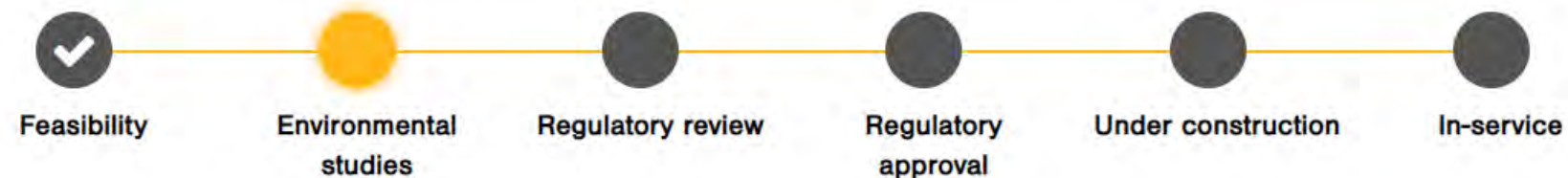
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# Don River Relocation Project

Enbridge Gas Inc. ("Enbridge") has identified that a segment of 20-inch vital natural gas main that supplies the City of Toronto needs to be relocated to facilitate the widening of the Keating Railway Bridge as part of Waterfront Toronto's Port Lands Flood Protection Enabling Infrastructure Project. The work is proposed to be completed in two phases: Phase 1 will include the temporary installation of a pipeline above-grade on the south side of the newly built and widened Lake Shore Bridge, and Phase 2 will relocate the temporary pipeline to its permanent location within a dedicated utility corridor on the north side of the Keating Railway Bridge

## Project status/timeline





# Project information

<b>Project calendar</b>
Project consultation
Regulatory information
Contact information

## Project calendar

The tasks and timelines for the project are presented below:

Task	Undertakings	Proposed Timeline/Date
<b>Selection of the New Location for the Pipeline</b>	Enbridge Gas assessment of current and future network demand. System analysis and network design confirms potential locations.	2018-2021
<b>Consultation</b>	Meetings and / or correspondence with provincial and municipal representatives and agencies, and other key stakeholders Receive input from stakeholders to influence the Environmental Report	Fall 2021
<b>Preparation of Environmental Report</b>	Prepare the Environmental Report based on collected data. Report includes impact assessment, and mitigation recommendations.	Fall 2021
<b>Circulation to Ontario Pipelines Coordinating Committee (OPCC)</b>	Enbridge Gas to file the Environmental Report with the OPCC. The purpose of the OPCC is to coordinate the Ontario government review of facilities projects in Ontario requiring approval from the OEB, with the goal of minimizing negative impacts	December 2021
<b>OEB Leave to Construct Application</b>	Enbridge Gas to file a Leave to Construct Application with the OEB.	January/February 2022
<b>Notice of Application</b>	OEB issues the Notice of Application	Summer 2022
<b>Potential Construction Start</b>	Begin construction activities pending receipt of all permit and approvals.	January 2023
<b>Potential Construction Finish</b>	Construction completion including remediation activities.	TBD

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# Project information

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<b>Project consultation</b>
Regulatory information
Contact information

## Indigenous and community engagement

For Leave-to-Construct (LTC) projects, the collective input from Indigenous communities and Métis, government agencies, municipalities, stakeholders, the public and landowners play an integral role in the route and site selection process.

Prior to construction, public input is obtained so that the community is advised of the proposed project, and to involve the public in the decision-making process. Public consultation is a key component of the Environmental Report.

By providing the public with an opportunity to receive information about the Project, the consultation program helps identify and address stakeholder concerns, and have meaningful participation into the Project review and development process.

Public input from the Virtual Open House will be used to help finalize the project and mitigation plans to be implemented during construction.

Once the LTC application is made to the OEB, any party with an interest in the Project, including members of the public, can participate in the process.

### Public Notification

#### Newspaper Advertisements

The [Notice of Study Commencement and Virtual Open House](#) for the Don River Relocation Project appeared in The Toronto Star the week of October 25, 2021.

#### Virtual Open House

Indigenous consultation and stakeholder engagement is an important part of this study. Members of indigenous communities, the public, regulatory agencies, and other stakeholders are invited to navigate through the Virtual Open House to review the project and provide comments.

To see the virtual open house and provide comment, [www.solutions.ca/NPS20DonRiverRelocation](http://www.solutions.ca/NPS20DonRiverRelocation) (accessible November 1-14, 2021).

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Once the virtual open house is closed, copies of the material (including presentation boards, transcript, and questionnaire) will be available below, and we will be accepting feedback and comments on the proposed Project. Comments received up to and including November 14, 2021 will be included in the Environmental Report for the Project and comments received after this date will still be considered and included, as required, during the Project planning stages.

## Public Notification

### Newspaper Advertisements

The [Notice of Study Commencement and Virtual Open House](#) for the Don River Relocation Project appeared in The Toronto Star the week of October 25, 2021.

### Virtual Open House

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Once the virtual open house is closed, copies of the material (including presentation boards, transcript, and questionnaire) will be available below, and we will be accepting feedback and comments on the proposed Project. Comments received up to and including November 14, 2021 will be included in the Environmental Report for the Project and comments received after this date will still be considered and included, as required, during the Project planning stages.

The presentation boards will be made available here for viewing after November 14, 2021.

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## Regulatory information

The Don River Relocation Project is regulated by the Ontario Energy Board (OEB), an independent government agency that regulates the electricity and natural gas sectors. After a public review and hearing, the OEB is able to approve our application. In this section, you can review all regulatory files about the project.

## Environment report

In accordance with the [OEB's "Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipeline and Facilities in Ontario, 7th Edition 2016"](#), Enbridge Gas retained the services of Dillon Consulting, an independent environmental consultant, to complete an environmental assessment for the proposed project.

The purpose of the environmental assessment is to: identify any potential impacts of the proposed project on the social, economic and natural environments; identify local or provincial concerns regarding the proposed project; determine preferred routing of the pipeline segments; gather input from agencies, stakeholders, First Nations and Métis, affected landowners, and the public. As well, it will recommend mitigation measures to limit impacts on the social, economic and natural environments. It is important to minimize potential negative impacts of the proposed natural gas distribution pipelines and associated facilities on the environment. The data, analysis and results of the environmental assessment will be detailed in an Environmental Report.

The Environmental Report will be posted here when available.

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## Contact information

### For matters related to the environmental contact:

Laura Hill  
Environmental Advisor  
Stantec Consulting Ltd.  
Ottawa, ON  
613-784-2256  
[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com)

### Other contact:

Tanya Turk  
Environmental Advisor  
Enbridge Gas Inc.  
416-495-3103  
[tanya.turk@enbridge.com](mailto:tanya.turk@enbridge.com)

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*APPENDIX B5*  
**Project Correspondence**



**PROPOSED NPS 20 DON RIVER RELOCATION PROJECT  
ENVIRONMENTAL REPORT**

**2018-2020 Consultation Materials**



**PROPOSED 20 INCH NATURAL GAS PIPELINE WATERFRONT RELOCATION PROJECT**

**Appendix B5 – Project Correspondence: Public**

Line Item	Date	Name	Method of Communication	Comment	Date of Response	Response and Issue Resolution (if applicable)	Follow-up Required	Attachment
<b>Notice of Information Session sent via Canada Post – May 17, 2018</b>								
1	May 24, 2018	[REDACTED]	Email	The correspondent requested a larger copy of the map distributed as part of the Notice.	May 25, 2018	“Stantec Consulting Ltd.” (Stantec) provided a larger version of the map as requested.	-	Pub_1
2	May 25, 2018	[REDACTED]	Email	The correspondent provided their address and inquired as to whether their street would be affected.	May 28, 2018	Stantec responded stating that the correspondents address is not along any of the alternative routes.	-	Pub_2
<b>Notice of Project Change sent via email – January 22, 2020; sent via Canada Post unaddressed mail – February 24, 2020</b>								
3	Jan 22, 2020	[REDACTED]	Email	The correspondent thanked the Project team for providing an update.	-	-	-	Pub_3
<b>Notice of Project change sent via Canada Post unaddressed mail – March 23, 2020</b>								

PROPOSED 20 INCH NATURAL GAS PIPELINE WATERFRONT RELOCATION PROJECT

Appendix B5 – Project Correspondence – Public Meeting May 29, 2018

Line Item	Date of Contact	Name	Type	Comment	Date of Response	Response and Issue Resolution (if applicable)	Follow-up Required	Attachment
<b>Notice of Study Commencement and Information Session (NPS 30) published – November 23, 2017 and November 30, 2017</b>								
1	December 5, 2017	Michael Noble City of Toronto	Verbal Discussion	Discussed separation of NPS 20 and NPS 30 replacement projects.	--	Meeting was held between Enbridge and City of Toronto December 14, 2017	--	--
2	December 5, 2017	Tony To & Meg St. John TRCA	Verbal Discussion	Discussed separation of NPS 20 and NPS 30 replacement projects.	--	--	--	--
<b>Notice of Study Commencement and Information Session published – May 17, 2018</b>								
3	May 29, 2018	██████████	Exit Questionnaire	Noted concern with alternative route 1, suggested the route pass travel between the Foundry and the Canary Condo along Bayview Avenue.  Noted preference for alternative route 3A.  Noted disappointment that the Don River NPS 30-inch Project progress was not included in the Information Session materials.  Identified parking issues may arise when work begins on Old Eastern Avenue, a major length of St. Lawrence and Trolley Crescent.	--	--	--	IS-1
4	May 29, 2018	Unknown	Exit Questionnaire	Noted that they are not affected by the preliminary preferred Route	--	--	--	IS-2
5	May 29, 2018	██████████ Corktown Residents & Business Association	Exit Questionnaire	Requests confirmation of the final route before the Project is a “done deal”.  Noted concern that the necessary agencies involved in planning works within the next 1-25 years have not been properly consulted and coordinated, requested to know if the location of the building adjacent to the rail lines has been adequately researched.  Requested no disruption to Front Street, Mill Street or Parliament Street.  Noted preference for Alternatives 3A and 3B.	--	--	--	IS-3
6	May 29, 2018	██████████ Gooderham Worts Neighbourhood Association	Exit Questionnaire	Requested email updates when timelines are established and when the final route is selected.  Noted that the intersection of Trinity Street and Mill Street is very busy during the spring and summer months, and when the Christmas Market is running.  Noted the following potential effects: traffic control (vehicle and pedestrian), noise and night time work lights.  Requested Gooderham Worts Neighbourhood Association (GWNA) be added to the Project contact list.	--	--	--	IS-4
7	May 29, 2018	██████████	Exit Questionnaire	Noted preference for alternative route 5A.	--	--	--	IS-5

**PROPOSED 20 INCH NATURAL GAS PIPELINE WATERFRONT RELOCATION PROJECT**

**Appendix B5 – Project Correspondence – Public Meeting May 29, 2018**

Line Item	Date of Contact	Name	Type	Comment	Date of Response	Response and Issue Resolution (if applicable)	Follow-up Required	Attachment
8	May 29, 2018	[REDACTED] West Don Lands Committee	Verbal Discussion	Identified confusion that the NPS 20 and Don River NPS 30 are separate projects.	--	--	--	IS-6
9	May 29, 2018	[REDACTED]	Verbal Discussion	Asked if permit holders of parking spots would lose their spots during construction along Mill Street.	--	--	--	IS-7
10	May 29, 2018	[REDACTED]	Verbal Discussion	Asked the following questions: if there will be any issues with groundwater, what the type of soil around the pipe is, what the process is for restoring the area after construction, why the Project is being proposed now, and what does the station do.	--	--	--	IS-8
11	May 29, 2018	[REDACTED]	Verbal Discussion	Requested a copy of the final Environmental Report. Identified concern for the impacts of construction and related activities (specifically noise).	--	--	Enbridge to notify when the final Environmental Report is available.	IS-9
12	May 29, 2018	[REDACTED]	Verbal Discussion	Identified concern for the impacts of construction and related activities. Identified concern for the Cooperage Street area is residents in the buildings are on fixed income and these residents may require physical support in the event of an emergency evacuation due to low mobility issues. Requested a follow-up response (safety/evacuation concerns) via email and will reply via phone call.	--	--	--	IS-10
13	May 29, 2018	[REDACTED] West Don Lands Committee	Verbal Discussion	Identified preference for alternative route 3A, second choice is alternative route 3B. Identified concern with crossing of Richmond Street (identified in all alternative routes) as this is the only street parking in the area.	--	--	--	IS-11
14	May 29, 2018	[REDACTED]	Verbal Discussion	Identified concern with the proposed depth of the pipe and if the pipeline will interfere with the TTC relief line.	--	--	--	IS-12
15	May 29, 2018	Anthony Kittle, City of Toronto	Verbal Discussion	Identified that there will be a new development as part of the Cherry Street realignment project that may conflict with the Alternate Tie-in Points 2 and 3.	--	--	--	-
16	May 29, 2018	Marc Kramer, City of Toronto	Verbal Discussion	Inquired about Enbridge's running line relative to Underpass Park (Adelaide) and Diamond Jubilee Park (Front Street), both which are within the existing preferred route location. Enbridge communicated that at this time we are still in the preliminary stages of design and could not provide details (i.e. proposed running line side of the road, distance from running line to Park, methods of construction through the parks). Enbridge will provide more details when available.	--	--	--	-
<p><b>Notice of Project Change sent via email – January 22, 2020; sent via Canada Post – February 24, 2020</b></p>								

PROPOSED 20 INCH NATURAL GAS PIPELINE WATERFRONT RELOCATION PROJECT

Appendix B5 – Project Correspondence: Federal

Line Item	Date of Contact	Name	Type	Comment	Date of Response	Response and Issue Resolution (if applicable)	Follow-up	Attachment
<b>Notice of Study Commencement and Information Session sent – May 17, 2018</b>								
1	May 29, 2018	Caitlin Cafaro, Administrative Officer Canadian Environmental Assessment Agency	Email	The correspondent responded to the Notice of Commencement and provided a response letter (dated May 28, 2018 from the Director, Ontario Region) requesting that Enbridge review the <i>Regulations Designating Physical Activities</i> to confirm applicability to the proposed Project.	May 29, 2018	Stantec Consulting Ltd. (“Stantec”) acknowledged the response and confirmed that Project is not on Schedule 1 of the Regulations and is not subject to CEAA 2012	N/A	Federal_1
2	July 11, 2018	Environmental Assessment Program Transport Canada	Email	The correspondent noted Transport Canada (TC) does not require receipt of all individual or Class Environmental Assessment (EAs) related notifications – only those that will interact with a federal property and/or waterway and will require approval and/or authorization under any Acts administered by TC.	--	--	--	Federal_2
<b>Notice of Project Change sent via email – January 22, 2020</b>								

**PROPOSED 20 INCH NATURAL GAS PIPELINE WATERFRONT RELOCATION PROJECT**

**Appendix B5 – Project Correspondence: Provincial Agencies**

Line Item	Date	Name	Method of Communication	Comment	Date of Response	Response and Issue Resolution (if applicable)	Follow-up Required	Attachment
<b>Notice of Study Commencement and Information Session (NPS 30) sent – November 23, 2017</b>								
1	June 16, 2017	Ministry of Tourism, Culture and Sport Heritage Program Unit	Email	-	-	Stantec Consulting Ltd. (“Stantec”) contacted the Ministry of Tourism, Culture and Sport (“MTCS”) regarding heritage resources within the Project area.	-	Prov_1
2	June 16, 2017	Ontario Heritage Trust	Letter and Email	-	-	Stantec contacted the Ontario Heritage Trust (“OHT”) regarding heritage resources within the Project area.	-	Prov_2
3	June 19, 2017	Ontario Heritage Trust (OHT)	Letter and Email	The OHT representative provided a reply to the information request sent on June 16, 2017 (see line item 2).	-	-	-	Prov_3
4	June 21, 2017	Ministry of Tourism, Culture and Sport (MTCS) Heritage Program Unit	Email	The MTCS representative provided a reply to the information request sent on June 16, 2017 (see line item 1).	-	-	-	Prov_1
5	December 22, 2017	Laura Hatcher Heritage Planner, Ministry of Tourism, Culture and Sport	Email	The MTCS representative noted the ministry’s interest in the Project (archeological resources, built heritage resources and cultural heritage landscapes) and requested the following be completed and sent to the MTCS for review: <ul style="list-style-type: none"> <li>Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes</li> <li>Info Sheet #5: Heritage Impact Assessments and Conservation Plans</li> </ul> The MTCS representative requested that the ministry be advised of any technical heritage studies and that the MTCS be notified before commencement of work on site.	January 2, 2018	Stantec thanked the MTCS representative and noted the email and its contents have been provided to the Project’s archeologist and heritage specialist.	-	Prov_4
6	July 26, 2017	Endangered Species Assessment (ESA), Aurora District Ontario Ministry of Natural Resources and Forestry (MNRF)	Email	-	-	Stantec sent the Information Request Form to the Ontario Ministry of Natural Resources and Forestry (“MNRF”)’s Endangered Species Assessment Aurora District office.	-	Prov_5 Prov_6
7	July 31, 2017	Endangered Species Assessment, Aurora District Ontario Ministry of Natural Resources and Forestry	Letter (via Email)	The MNRF representative provided a reply to the Information Request sent on July 26, 2017.	-	-	-	Prov_7 Prov_8



**PROPOSED 20 INCH NATURAL GAS PIPELINE WATERFRONT RELOCATION PROJECT**

**Appendix B5 – Project Correspondence: Provincial Agencies**

Line Item	Date	Name	Method of Communication	Comment	Date of Response	Response and Issue Resolution (if applicable)	Follow-up Required	Attachment
8	August 16, 2017	Metrolinx, Infrastructure Ontario, City of Toronto, Waterfront Toronto, Toronto District School Board, and Toronto and Region Conservation Authority	Meeting	Enbridge Gas Inc. (“Enbridge”), Metrolinx, Infrastructure Ontario, City of Toronto, Waterfront Toronto, Toronto District School Board, and Toronto and Region Conservation Authority (“TRCA”) representatives met to discuss planned and future projects within the study area of Project.	-	-	-	-
9	September 15, 2017	Toronto and Region Conservation Authority, City of Toronto and Waterfront Toronto	Meeting	Enbridge, TRCA, City of Toronto, and Waterfront Toronto representatives met to discuss the following projects: NPS 20 and NPS 30. As a result of this meeting, the two proposed pipelines were separated into two projects.	-	-	-	Prov_9 Prov_10
10	October 5, 2017	Toronto and Region Conservation Authority	Letter (via Email)	TRCA provided a written response to the September 15, 2017 meeting (see line item 8).	November 16, 2017	Enbridge provided a written letter in response to the TRCA letter dated October 5, 2017.	-	Prov_11 Prov_12
11	November 8, 2017	Toronto and Region Conservation Authority	Meeting	Enbridge representatives provided background information, alternative routes and presented responses to the letter dated October 5, 2017 (response letter is Attachment Prov_12).	-	-	-	Prov_13 Prov_14
12	November 28, 2017	Emma Sharkey Indigenous Energy Policy Ministry of Energy	Letter (via Email)	The Ministry of Energy (MOE) representative responded to the Duty to Consult letter submitted by Enbridge on October 10, 2017.  The MOE representative provided the contact information for the Aboriginal communities that should be consulted regarding the Project.	-	-	-	Prov_15
<b>Notice of Study Commencement and Information Session sent – May 17, 2018</b>								
13	May 18, 2018	John Whitehead, Senior Project Manager Waterfront Toronto	Email	Requested a larger copy of the map showing the alternate routes.	May 22, 2018	Stantec Consulting Ltd (“Stantec”) provided a larger copy of the requested map.	-	Prov_16
14	May 22, 2018	Alyssa Roth, Coordinator II Toronto and Region Conservation Authority	Letter (via email)	The TRCA representative provided a letter via email related to source water protection considerations. The letter stated that the study area for the Project transects intake protection zone and highly vulnerable aquifers and the Environmental Report should considered the CTC Source Protection Plan.	May 25, 2018	Stantec responded thanking TRCA for the information and stated that the information provided will be taken into consideration when developing mitigation measures in the Environmental Report.	-	Prov_17

PROPOSED 20 INCH NATURAL GAS PIPELINE WATERFRONT RELOCATION PROJECT

Appendix B5 – Project Correspondence: Provincial Agencies

Line Item	Date	Name	Method of Communication	Comment	Date of Response	Response and Issue Resolution (if applicable)	Follow-up Required	Attachment
15	May 24, 2018	Laura Hatcher, Heritage Planner Ministry of Tourism, Culture and Sport	Email	<p>The MTCS representative noted the ministry's interest in the Project (archeological resources, built heritage resources and cultural heritage landscapes) and requested the following be completed and sent to the MTCS for review:</p> <ul style="list-style-type: none"> <li>Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes</li> <li>Info Sheet #5: Heritage Impact Assessments and Conservation Plans</li> </ul> <p>The MTCS representative requested that the ministry be advised of any technical heritage studies and that the MTCS be notified before commencement of work on site.</p> <p>The MTCS attached a copy of the email correspondence regarding the Project study area from June 2017 (see above).</p>	-	-	-	Prov_18
16	May 30, 2018	Tony To, Planner I, Toronto and Region Conservation Authority	Letter (via email)	<p>The TRCA representative provide a letter via email in response to the Notice of Commencement. The letter outlined TRCA Areas of Interest, and recommendations regarding the selection of alternatives and TRCA's <i>Living City Policies</i>, O. Reg. 166/06.</p>	June 13, 2018	<p>Enbridge responded to the letter stating that the areas of interest within the study area as indicated by the TRCA will be reviewed and consideration of the TRCA's Living City Policies will be included while assessing the alternative routes. The detailed design and summary of detailed design commitments will be addressed during the permitting and approval phase of the project.</p> <p>Enbridge also provided a copy of the presentation boards from the Information Session.</p>	-	Prov_19
17	August 3, 2018	Toronto and Region Conservation Authority	Email	-	-	<p>Enbridge sent an email notifying the TRCA that additional investigative work was recently completed on a segment of the pipeline and as a result, there is no near term requirement for replacement of the pipeline.</p> <p>The email stated that the Leave to Construct application will be put on hold until a new timeline is determined at which time Enbridge will be in touch to provide an update.</p>	-	Prov_20

**PROPOSED 20 INCH NATURAL GAS PIPELINE WATERFRONT RELOCATION PROJECT**

**Appendix B5 – Project Correspondence: Provincial Agencies**

Line Item	Date	Name	Method of Communication	Comment	Date of Response	Response and Issue Resolution (if applicable)	Follow-up Required	Attachment
18	August 16, 2018	Leonard Ng Waterfront Toronto	Email	Waterfront Toronto requested a meeting to discuss the Project.	August 22, 2018	Enbridge and Waterfront had a meeting via phone conference to discuss why the Project was put on hold. Waterfront Toronto discussed identification of conflict with proposed works on Keating Railway Bridge.		Prov_21
19	August 24, 2018	Demitri Koutsoukis Waterfront Toronto	Email	Waterfront Toronto provided staging plans for the Lake Shore Bridge works scheduled for July 2020 – November 2022.	September 24, 2018	Enbridge responded stating that there is an objection to the proposed works and provided minimum clearance requirements that must be met.	-	Prov_22
20	October 10, 2018	Waterfront Toronto	Meeting	Enbridge and Waterfront Toronto met to discuss proposed conflicts.	-	-	-	Prov_23 Prov_24
21	April 23, 2019	Waterfront Toronto	Workshop	Enbridge and Waterfront Toronto met to discuss relocation options.	-	-	-	Prov_25 Prov_26
22	July 18, 2019	Waterfront Toronto	Mail	Waterfront Toronto sent Enbridge a letter suggesting different options for relocations (Cantilever Bridge)	August 16, 2019	Enbridge responded to Waterfront Toronto letter, stating that the proposed options had been reviewed by Enbridge's Engineering and Operations teams and that Enbridge was not supportive of the options based on the risk to assets. Relocation options would be discussed during future meetings with Waterfront Toronto	-	Prov_27 Prov_28
23	July 29, 2019	Waterfront Toronto	Meeting	Enbridge and Waterfront Toronto met to discuss additional relocation options.	-	-	-	Prov_29
24	December 3, 2019	Waterfront Toronto	Meeting	Enbridge and Waterfront Toronto met to discuss the status of the project, reviewed the City of Toronto's preferred route option and Enbridge's preferred route option and project timelines.	-	-	-	Prov_30
<b>Notice of Project Change sent via email – January 22, 2020</b>								
25	January 22, 2020	Michael Helfinger Ministry of Economic Development, Job Creation and Trade (MEDJCT)	Email	The MEDJCT representative requested that Michael Falconi be removed from Stantec's contact lists with regard to the MEDJCT as he is no longer with the area of the Ministry responsible for environmental assessment reviews.	January 22, 2020	Stantec replied noting the contact will be removed from contact lists with regards to MEDJCT.	-	Prov_31

**PROPOSED 20 INCH NATURAL GAS PIPELINE WATERFRONT RELOCATION PROJECT**

**Appendix B5 – Project Correspondence: Provincial Agencies**

Line Item	Date	Name	Method of Communication	Comment	Date of Response	Response and Issue Resolution (if applicable)	Follow-up Required	Attachment
26	January 22, 2020	Joseph Vecchiolla Ministry of Government and Consumer Services (MGCS)	Email	The MGCS representative asked if the Project was known by another name, specifically the Cherry St to Bathurst project.	January 22, 2020	Stantec replied noting the Proposed 20 Inch Natural Gas Pipeline Waterfront Relocation Project and the Cherry to Bathurst Project are two different projects. A copy of the original Notice of Study Commencement and Information Session was attached for reference.	-	Prov_32
27	January 23, 2020	Barb Slattery Ministry of the Environment, Conservation and Parks (MECP)	Email	The MECP representative asked why the Notice of Project Change (NoPC) was sent to MECP Regional offices that are not within the actual affected areas of the Project.	January 23, 2020	Stantec replied noting that the 2018 project contact list was used to distribute the Notice of Project Change and the list contained several MECP staff and members of the Ontario Pipeline Coordinating Committee (OPCC). Stantec asked if there are specific individuals that should be removed from this project's contact list.	-	Prov_33
28	January 23, 2020	Barb Slattery MECP	Email	The MECP representative responded noting that the OPCC contains each of the Regional APEP Supervisors who never meet or coordinate efforts, therefore circulation to only the appropriate region(s) within which the project is physically located is sufficient.	-	-	-	-
29	January 23, 2020	Emma Beattie on behalf of Suze Morrison Member of Provincial Parliament (MPP) – Toronto Centre	Email	On behalf of the MPP, the representative requested a briefing on the project and provided MPP Morrison's availability.	February 10, 2020	Enbridge met with MPP Morrison to discuss the Project. Enbridge presented an overview of the Project. MPP Morrison provided additional interest groups contact information that should be consulted with regards to the Project and suggested sending a construction notification prior to construction.	-	Prov_34 Prov_35
30	January 24, 2020	Kouros Manouchehri Technical Standards and Safety Authority (TSSA)	Email	The TSSA representative responded to the Notice of Project Change and noted the TSSA has not yet received the Application for Review of Pipeline Project with regards to this project and provided a web link to the form.	-	-	-	Prov_36

**PROPOSED 20 INCH NATURAL GAS PIPELINE WATERFRONT RELOCATION PROJECT**

**Appendix B5 – Project Correspondence: Provincial Agencies**

Line Item	Date	Name	Method of Communication	Comment	Date of Response	Response and Issue Resolution (if applicable)	Follow-up Required	Attachment
31	March 5, 2020	Nathan Jenkins, Planner I TRCA	Email	<p>The TRCA provided a response to the NoPC and notified the following areas of interest: TRCA Program and Policy Areas, Provincial Program Areas, and Federal Programs Areas. The TRCA noted that impacts and opportunities for the following should be addressed by Enbridge: flooding, erosion or slope instability, existing landforms, features and functions, aquatic and terrestrial habitat and functions, including connectivity, TRCA property and heritage resources, environmental best management practices that support climate change mitigation and adaptation, and community and public realm benefits.</p> <p>The TRCA provided a list of submission requirements in order to complete their review and comment.</p>	March 12, 2020	Enbridge thanked the TRCA for providing their comments and acknowledged that the final Environmental Report will be circulated to the OPCC as part of the OEB regulatory requirements, and that a permit under O. Reg. 166/06 will be required prior to any construction.	-	Prov_37
32	April 13, 2020	Nathan Jenkins, Planner I TRCA	Email	<p>The TRCA thanked Enbridge for incorporating their comments in the environmental assessment process. The TRCA requested to review a copy of the draft Environmental Report before it is finalized and released to the public.</p>	April 13, 2020	Enbridge thanked the TRCA for providing their response and noted that the TRCA will be included as part of the Ontario Pipeline Coordinating Committee (OPCC) review process. Enbridge also informed TRCA that the report will only be available electronically, to limit possible exposure to COVID-19.	-	Prov_38

**PROPOSED 20 INCH NATURAL GAS PIPELINE WATERFRONT RELOCATION PROJECT**

**Appendix B5 – Project Correspondence - Municipal**

Line Item	Date	Name	Method of Communication	Comment	Date of Response	Response and Issue Resolution (if applicable)	Follow-up	Attachment
1	August 16, 2017	Metrolinx, Infrastructure Ontario, City of Toronto, Waterfront Toronto, Toronto District School Board, and Toronto and Region Conservation Authority	Meeting	Enbridge Gas Inc. (“Enbridge”), Metrolinx, Infrastructure Ontario, City of Toronto, Waterfront Toronto, Toronto District School Board, and Toronto and Region Conservation Authority (“TRCA”) representatives met to discuss planned and future projects within the study area of the NPS 20 and NPS 30 projects.	-	-	-	-
2	September 15, 2017	Toronto and Region Conservation Authority, City of Toronto and Waterfront Toronto	Meeting	Enbridge, TRCA, City of Toronto, and Waterfront Toronto representatives met to discuss the following projects: NPS 20 and NPS 30. As a result of this meeting, the two proposed pipelines were separated into two projects.	-	-	-	Prov_9 Prov_10
3	May 9, 2018	Michael Noble Project Manager, Waterfront Secretariat City of Toronto	Email	Enbridge emailed a City of Toronto representative to show the proposed routes in advance of circulation of the Notice of Commencement.	May 9, 2018	The City of Toronto representative requested a description of the Station B alternative and why the location was determined.	Enbridge responded to the City of Toronto representative via telephone to provide the responses to their questions.	Mun_1
<b>Notice of Study Commencement and Information Session sent – May 17, 2018</b>								
4	July 13, 2018	David Stonehouse, Director Waterfront Secretariat, City Planning City of Toronto	Letter	The City of Toronto sent a letter on behalf of City Planning and Engineering and Construction Services divisions. The letter outlined that the Preliminary Preferred Route, including Alternate Feeder Location B has fewer conflicts than other routes and reflects the input of the City through the process so far. The letter also outlined the City’s recommendations for construction and traffic coordination, community consultation, decommissioning and removal of existing pipelines and the coxwell bypass project.  The letter also included an attached letter from the City’s Parks, Forestry & Recreation department. This letter outlined that permanent easements cannot be granted over City parkland and therefore the route must be designed accordingly.	-	-	-	Mun_2
5	August 3, 2018	City of Toronto	Email	-	-	Enbridge sent an email notifying the city that additional investigative work was recently completed on a segment of the pipeline and as a result, there is no near term requirement for replacement of the pipeline.  The email stated that the Leave to Construct application will be put on hold until a new timeline is determined at which time Enbridge will be in touch to provide an update.	-	Mun_3

**PROPOSED 20 INCH NATURAL GAS PIPELINE WATERFRONT RELOCATION PROJECT**

**Appendix B5 – Project Correspondence - Municipal**

Line Item	Date	Name	Method of Communication	Comment	Date of Response	Response and Issue Resolution (if applicable)	Follow-up	Attachment
<b>Notice of Project Change sent via email – January 22, 2020</b>								
6	March 9, 2020	City of Toronto	Email	The City of Toronto provided comments related to the Notice of Project Change (NoPC).	March 10, 2020	Enbridge acknowledged receipt of the email and attached comments.		Mun_4
7	March 24, 2020	City of Toronto	Email	The City of Toronto sent a follow up email regarding the comments sent on March 9, 2020. In the comments provided by the City of Toronto, a coordination meeting was suggested for Q2 2020. Due to the current social distancing requirements set out by the Province of Ontario and the Government of Canada, the City of Toronto advised that a Q2 meeting will likely not occur. The City of Toronto suggested a check-in at the end of April.	-	-	-	Mun_4



**PROPOSED 20 INCH NATURAL GAS PIPELINE WATERFRONT RELOCATION PROJECT**

**Appendix B5 – Project Correspondence - Indigenous**

Line Item	Date	Name	Method of Communication	Comment	Date of Response	Response and Issue Resolution (if applicable)	Follow-up Required	Attachment
<b>Notice of Study Commencement and Information Session sent – May 23, 2018</b>								
<b>Notice of Project Change sent via email – January 21, 2020</b>								
1	January 21, 2020	Fawn Sault Mississaugas of the Credit First Nation (MCFN)	Email	-	-	Enbridge Gas Inc. (Enbridge) emailed the MCFN to provide an update on the Project and included the Notice of Project Change and original Delegation Letter from the Ministry of Energy (dated March 25, 2018). Enbridge noted that based on previous correspondence that MCFN would be interested in having an archaeological and environmental monitor to participate in any planned surveys and requested a copy of the final Environmental Report (ER) and Stage 1 Archaeological Assessment (Stage 1 AA) be provided.  Enbridge will contact MCFN regarding any archaeological and/or environmental opportunities as the Project progresses.	-	Ind_1
2	February 25, 2020	Fawn Sault Darin Wybenga Hilary Harrison MCFN	Meeting	Representatives from MCFN and Enbridge met to discuss two projects: NPS 20 Cherry to Bathurst and NPS 20 Waterfront Relocation. Representatives from MCFN asked questions related to project timeline, field and/or natural studies completed for the project including Stage 1 AAs.  Enbridge will provide the following deliverables to MCFN for both projects discussed: Stage 1 AA and final ER. Enbridge also commits to ongoing engagement on community questions and concerns.	-	-	-	Ind_2



**PROPOSED 20 INCH NATURAL GAS PIPELINE REPLACEMENT**

**Appendix B5 – Project Correspondence: Interest Groups**

Line Item	Date	Name	Method of Communication	Comment	Date of Response	Response and Issue Resolution (If applicable)	Follow-up Required	Attachment
<b>Notice of Study Commencement and Information Session sent/published – May 17, 2018</b>								
1	May 24, 2018	Sean Jahanafar HDR Inc.	Telephone	Stantec received a telephone call requesting that the contact information be replaced with a new representative from HDR Inc.	-	-	-	-
2	August 3, 2018	John O’Keefe Castlepoint	Email	-	-	Enbridge sent an email notifying the stakeholder that additional investigative work was recently completed on a segment of the pipeline and as a result, there is no near term requirement for replacement of the pipeline.  The email stated that the Leave to Construct application will be put on hold until a new timeline is determined at which time Enbridge will be in touch to provide an update.	-	IG_1
3	August 3, 2018	Paul Millett, Carmelo Tancioco Toronto Transit Commission	Email	-	-	Enbridge sent an email notifying the stakeholder that additional investigative work was recently completed on a segment of the pipeline and as a result, there is no near term requirement for replacement of the pipeline.  The email stated that the Leave to Construct application will be put on hold until a new timeline is determined at which time Enbridge will be in touch to provide an update.	-	IG_2
4	August 3, 2018	Derek Goring, Dana Roebuck First Gulf Corporation	Email	-	-	Enbridge sent an email notifying the stakeholder that additional investigative work was recently completed on a segment of the pipeline and as a result, there is no near term requirement for replacement of the pipeline.  The email stated that the Leave to Construct application will be put on hold until a new timeline is determined at which time Enbridge will be in touch to provide an update.	-	IG_3
5	August 13, 2018	Derek Goring First Gulf Corporation	Email	In response to the Project being put on hold, First Gulf requested a meeting to discuss.	August 28, 2018	Enbridge met with First Gulf to discuss why the Project was put on hold (no current need to replace the existing NPS 20 gas main based on investigative work). Action items from the meeting include: First Gulf to provide the plans and project timing of their work to Enbridge to determine conflict and need for relocation, First Gulf to provide letter confirming the existing gas main conflicts with their proposed development, and Enbridge to send plans through to mark-ups.		IG_4 IG_5
<b>Notice of Project Change sent via email – January 22, 2020</b>								
6	January 22, 2020	David Evans R.V. Anderson Associates Limited	Email	The representative from R.V. Anderson Associates Limited responded noting they received the Notice of Project Change in error.	January 22, 2020	Stantec responded noting that the representative’s contact information was included in the project’s contact list from 2018 and noted if requested they can be removed from the contact list.	-	IG_6

**PROPOSED 20 INCH NATURAL GAS PIPELINE REPLACEMENT**

**Appendix B5 – Project Correspondence: Interest Groups**

<b>Line Item</b>	<b>Date</b>	<b>Name</b>	<b>Method of Communication</b>	<b>Comment</b>	<b>Date of Response</b>	<b>Response and Issue Resolution (If applicable)</b>	<b>Follow-up Required</b>	<b>Attachment</b>
7	January 22, 2020	David Evans R.V. Anderson Associates Limited	Email	The representative stated they do not have any connection to the Project and requested that they be removed from the contact list.	-	-	-	IG_6

**PROPOSED 20 INCH NATURAL GAS PIPELINE WATERFRONT RELOCATION PROJECT**

**Appendix B5 – Project Correspondence: Third-party**

Line Item	Date of Contact	Name	Type	Comment	Date of Response	Response and Issue Resolution (if applicable)	Follow-up	Attachment
<b>Notice of Study Commencement and Information Session sent – May 17, 2018</b>								
1	May 31, 2018	Jenny Seo, Network management Officer Hydro One Networks Inc.	Email	In response to the notice of commencement, Hydro One Networks Inc. confirmed that they have a high voltage transmission facility in the study area and requested that Enbridge provide more details of the proposed project once they are known.	June 1, 2018	Stantec responded stating that Enbridge will be consulting with Hydro One once more details are available for this project including selection of the Preferred Route.	-	TPU_1
2	August 3, 2018	Roman Dorfman, Real Estate Manager Hydro One Networks Inc.	Email	-	-	Enbridge sent an email notifying the stakeholder that additional investigative work was recently completed on a segment of the pipeline and as a result, there is no near term requirement for replacement of the pipeline.  The email stated that the Leave to Construct application will be put on hold until a new timeline is determined at which time Enbridge will be in touch to provide an update.	-	TPU_2
3	August 3, 2018	Adam Snow, Warren D'Andrade, Dean Bragg Metrolinx	Email	-	-	Enbridge sent an email notifying the stakeholder that additional investigative work was recently completed on a segment of the pipeline and as a result, there is no near term requirement for replacement of the pipeline.  The email stated that the Leave to Construct application will be put on hold until a new timeline is determined at which time Enbridge will be in touch to provide an update.	-	TPU_3
<b>Notice of Project Change sent via email – January 22, 2020</b>								



**From:** [Georgopoulos, Rooly](#)  
**To:** [Ontario Region / Region d'Ontario \(CEAA/ACEE\)](#)  
**Cc:** [Environmental Assessment, Replacement 20](#); [Kelsey Mills \(Kelsey.Mills@enbridge.com\)](mailto:Kelsey.Mills@enbridge.com)  
**Subject:** RE: Email - Stantect - Gas Pipeline Replacement - 2018-05-29  
**Date:** Tuesday, May 29, 2018 1:45:10 PM

---

Good afternoon Caitlin, thank you for the email and letter you provided. I can confirm that this proposed project is not on Schedule 1 of the Regulations and is not subject to CEAA 2012, as such as requested we will remove CEAA from our distribution list.

Regards,  
Rooly

**Rooly Georgopoulos** B.Sc.,  
Senior Associate

Direct: 905-415-6367  
Mobile: 416-729-2300  
Fax: 905-474-9889  
[rooly.georgopoulos@stantec.com](mailto:rooly.georgopoulos@stantec.com)

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**From:** Ontario Region / Region d'Ontario (CEAA/ACEE) [mailto:CEAA.ontario.ACEE@ceaa-acee.gc.ca]  
**Sent:** Tuesday, May 29, 2018 10:11 AM  
**To:** Georgopoulos, Rooly <[Rooly.Georgopoulos@stantec.com](mailto:Rooly.Georgopoulos@stantec.com)>  
**Subject:** Email - Stantect - Gas Pipeline Replacement - 2018-05-29

Dear Mr. Georgopoulos,

Please find attached letter regarding the above mentioned project.

Regards,  
Caitlin

Caitlin Cafaro  
A/ Administrative Officer, Ontario  
Canadian Environmental Assessment Agency / Government of Canada  
[caitlin.cafaro@ceaa-acee.gc.ca](mailto:caitlin.cafaro@ceaa-acee.gc.ca) / Tel: [416-952-1576](tel:416-952-1576)

Caitlin Cafaro  
Adjointe administrative/ I, Ontario  
Agence canadienne d'évaluation environnementale / Gouvernement du Canada  
[caitlin.cafaro@ceaa-acee.gc.ca](mailto:caitlin.cafaro@ceaa-acee.gc.ca) / Tél. : [416-952-1576](tel:416-952-1576)





**From:** [EnviroOnt](#)  
**To:** [Environmental Assessment, Replacement 20](#)  
**Subject:** NEATS 47881  
**Date:** Wednesday, July 11, 2018 10:28:16 AM  
**Attachments:** [NEATS 47881.pdf](#)

---

Greetings,

Thank you for your correspondence.

Please note Transport Canada **does not** require receipt of all individual or Class EA related notifications. We are requesting project proponents to self-assess if their project:

1. Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property, available at [www.tbs-sct.gc.ca/dfrp-rbif/](http://www.tbs-sct.gc.ca/dfrp-rbif/); **and**
2. Will require approval and/or authorization under any Acts administered by Transport Canada\* available at <http://www.tc.gc.ca/eng/acts-regulations/menu.htm>.

Projects that will occur on federal property prior to exercising a power, performing a function or duty in relation to that project, will be subject to a determination of the likelihood of significant adverse environmental effects, per Section 67 of the *Canadian Environmental Assessment Act, 2012*.

If the aforementioned does not apply, the Environmental Assessment program should not be included in any further correspondence and future notifications will not receive a response. If there is a role under the program, correspondence should be forwarded *electronically* to: [EnviroOnt@tc.gc.ca](mailto:EnviroOnt@tc.gc.ca) with a **brief description of Transport Canada's expected role**.

\*Below is a summary of the most common Acts that have applied to projects in an Environmental Assessment context:

- **Navigation Protection Act (NPA)** – the Act applies primarily to works constructed or placed in, on, over, under, through, or across scheduled navigable waters set out under the Act. The Navigation Protection Program administers the NPA through the review and authorization of works affecting scheduled navigable waters. Information about the Program, NPA and approval process is available at: <http://www.tc.gc.ca/eng/programs-621.html>. Enquiries can be directed to [NPPONT-PPNONT@tc.gc.ca](mailto:NPPONT-PPNONT@tc.gc.ca) or by calling (519) 383-1863.
- **Railway Safety Act (RSA)** – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: <https://www.tc.gc.ca/eng/railsafety/menu.htm>. Enquiries can be directed to [RailSafety@tc.gc.ca](mailto:RailSafety@tc.gc.ca) or by calling (613) 998-2985.
- **Transportation of Dangerous Goods Act (TDGA)** – the transportation of dangerous goods

by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: <https://www.tc.gc.ca/eng/tdg/safety-menu.htm>. Enquiries can be directed to [TDG-TMDOntario@tc.gc.ca](mailto:TDG-TMDOntario@tc.gc.ca) or by calling (416) 973-1868.

- **Aeronautics Act** – Transport Canada has sole jurisdiction over aeronautics, which includes aerodromes and all related buildings or services used for aviation purposes. Aviation safety in Canada is regulated under this Act and the Canadian Aviation Regulations (CARs). Elevated Structures, such as wind turbines and communication towers, would be examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. The *Land Use In The Vicinity of Aerodromes* publication recommends guidelines for and uses in the vicinity of aerodromes, available at: <https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm>. Enquires can be directed to at [tc.aviationservicesont-servicesaviationont.tc@tc.gc.ca](mailto:tc.aviationservicesont-servicesaviationont.tc@tc.gc.ca) or by calling 1 (800) 305-2059 / (416) 952-0230.

Please advise if additional information is needed.

Thank you,

**Environmental Assessment Program**, Ontario Region

Transport Canada / Government of Canada / 4900 Yonge St., Toronto, ON M2N 6A5  
[EnviroOnt@tc.gc.ca](mailto:EnviroOnt@tc.gc.ca) / Facsimile : (416) 952-0514 / TTY: 1-888-675-6863

**Programme d'évaluation environnementale**, Région de l'Ontario

Transports Canada / Gouvernement du Canada / 4900, rue Yonge, Toronto, ON, M2N 6A5  
[EnviroOnt@tc.gc.ca](mailto:EnviroOnt@tc.gc.ca) / télécopieur: (416) 952-0514

---

**From:** Sonia Fazari <Sonia.Fazari@enbridge.com>  
**Sent:** Tuesday, January 21, 2020 1:49 PM  
**To:** Kelsey Mills <Kelsey.Mills@enbridge.com>  
**Subject:** FW: Enbridge Gas NPS 20 Waterfront Relocation - Notice  
**Importance:** High

Hey Kelsey,

For your consultation records.

---

**Sonia Fazari**

Sr. Advisor, Municipal and Indigenous Affairs, Eastern Region  
Public Affairs and Communications

**ENBRIDGE GAS INC.**

TEL: 416-753-6962 | CELL: 416-525-2497

500 Consumers Road  
North York, ON M2J 1P8

enbridge.com

**Integrity. Safety. Respect.**

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**From:** Sonia Fazari <[Sonia.Fazari@enbridge.com](mailto:Sonia.Fazari@enbridge.com)>  
**Sent:** Tuesday, January 21, 2020 1:48 PM  
**To:** 'Fawn Sault' (<[Fawn.Sault@mncfn.ca](mailto:Fawn.Sault@mncfn.ca)> <[Fawn.Sault@mncfn.ca](mailto:Fawn.Sault@mncfn.ca)>  
**Subject:** Enbridge Gas NPS 20 Waterfront Relocation - Notice  
**Importance:** High

Hi Fawn,

Happy 2020!! Am I still allowed to say happy new year? Regardless, I hope you are doing well.

For the time being, I've been pulled in to support this project and would like to provide you with some advance notice regarding the waterfront project. I understand that project related

information was originally provided to MCFN by Stantec Consulting Inc. in May 2018 but in August 2018, the project was put on hold.

As of recently, the project is back on and I have attached a Notice of Change and Delegation Letter from the Ministry of Energy for your information and reference. I also understand based on previous correspondence from MCFN that MCFN would be interested in having an archaeological and environmental monitor participate in any planned surveys and a copy of the final ER and Stage 1 AA be provided.

We are still in the preliminary stages of the project but will reach out to you and Megan regarding any archaeological and/or environmental opportunities available to engage an MCFN monitor. Let me know if you have any questions.

Kind regards,  
Sonia

---

**Sonia Fazari**

Sr. Advisor, Municipal and Indigenous Affairs, Eastern Region  
Public Affairs and Communications

**ENBRIDGE GAS INC.**

TEL: 416-753-6962 | CELL: 416-525-2497

500 Consumers Road  
North York, ON M2J 1P8

enbridge.com

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---



Enbridge  
500 Consumers Road  
North York, Ontario M2J 1P8  
Canada

## Meeting Summary- Mississaugas of the Credit First Nation

FEBRUARY 25, 2020 10H30-12H00

### **BACKGROUND:**

Meeting was sought by the community seeking additional information on the NPS 20 Cherry to Bathurst pipeline project, including timelines and any assessments that had been completed and/or were to take place. Enbridge also presented information on a related project situated in the Downtown Toronto area, 20-Inch Waterfront Toronto Relocation project.

### **PARTICIPANTS:**

<b>COMMUNITY REPRESENTATIVES-</b>	<b>ENBRIDGE REPRESENTATIVES-</b>
<b>Fawn D. Sault- Consultation Coordinator, Department Of Consultation And Accommodation (Doca)- Mississaugas Of The Credit First Nation</b>	Melanie Book- Senior Advisor, Community & Indigenous Engagement, Enbridge
<b>Darin Wybenga- Traditional Knowledge And Land Use Coordinator- Mississaugas Of The Credit First Nation</b>	Kevin Berube- Senior Advisor, Community & Indigenous Engagement, Enbridge
<b>Hilary Harrison - Administration</b>	Kelsey Mills- Environmental Advisor, Enbridge

### **OBJECTIVES:**

- Provide an overview of the proposed 20-Inch Waterfront Toronto Relocation Project and the proposed NPS 20 Replacement Cherry to Bathurst Project;
- Seek community-specific concerns related to the proposed projects so that answers / solutions could be provided to questions associated with specific areas and interests of concern;
- Identify opportunities for ongoing engagement and information sharing.

### **SUMMARY OF DISCUSSION:**

-Community representative provided the Enbridge team with an overview of the community's history and current rights-based claims open with the Federal Government;

-Enbridge provides community consultation representatives with an overview of two proposed gas-related projects in downtown Toronto: 20-Inch Waterfront Toronto Relocation Project and NPS 20 Replacement Cherry to Bathurst Project;

-Enbridge provided information on the studies conducted for both projects and of the project timelines.

**SPECIFIC QUESTIONS:**

-Does the 20-Inch Waterfront Toronto Relocation Project involve a waterbody crossing?

**Enbridge response-** No.

-What studies were conducted for the 20-Inch Waterfront Toronto Relocation Project?

**Enbridge response-** An Environmental Assessment and Stage 1 Archaeological Assessment are currently being conducted. We await the conclusions of this report surrounding additional field work or studies.

-What is the timeline associated with the 20-Inch Waterfront Toronto Relocation Project?

**Enbridge response-** We are currently in the consultation phase of the Project, but hope to finalize the Environmental Report for submission in March/April 2020. We would like to make the submission to the OEB in late spring 2020. Construction would be slated for the Spring 2021 timeframe.

-Were there any field studies or natural studies completed for the 20-Inch Waterfront Toronto Relocation Project?

**Enbridge response-** No, due to the disturbed and extremely urban nature of the area in question.

-Can you provide the Stage One Archaeological Reports for the 20-Inch Waterfront Toronto Relocation Project?

**Enbridge response-** Yes, as soon as it is available. If you have questions or concerns, it would be helpful to have this information as soon as possible.

-Which route is the preferred route at this point for the NPS 20 Cherry to Bathurst pipeline project?

**Enbridge response-** As part of the Environmental Assessment all three routes are currently being reviewed. Enbridge is taking into account consultation feedback around the potential routes, including Queens Quay, and using other route evaluation principles to determine the preferred route. The preferred route will be confirmed once the Environmental Report is finalized.

- What studies were conducted for the NPS 20 Cherry to Bathurst Project?

**Enbridge response-** An Environmental Assessment and Stage 1 Archaeological Assessment are currently being conducted. We await the conclusions of this report surrounding additional field work or studies.

-Who did the Archaeological work on the NPS 20 Cherry to Bathurst Project?

**Enbridge response-** Dillion and subcontractor TMHC.

- What is the timeline associated with the NPS 20 Cherry to Bathurst Project?

**Enbridge response-** We are targeting an Environmental Report submission by late March 2020 and would like to make the submission to the OEB in April 2020.



-Can you provide the Environmental Report for the NPS 20 Cherry to Bathurst Project?

**Enbridge response-** Yes, once finalized. Consultation with communities is ongoing, however.

-Were there any SARA associated with this project?

**Enbridge response-** There was butternut and select avian and mammal species identified as having the potential to occur in the area. However, construction is not expected to impact any Species at Risk. . There are no watercourse crossings along the preferred route.

-Where is the closest soil contaminant disposal location?

**Enbridge response-** The location for the disposal of contaminated soil depends on the hauler contracted for the Project.

**DELIVERABLES:**

- Provide the Stage One Archaeological Reports for both, NPS 20 Cherry to Bathurst Project and 20-Inch Waterfront Toronto Relocation Project, once available (Kevin)
- Provide the final ER for both, NPS 20 Cherry to Bathurst Project and 20-Inch Waterfront Toronto Relocation Project, once available; (Kevin)
- Commit to ongoing engagement on community questions and concerns. (Enbridge)





**EXIT QUESTIONNAIRE**  
**Public Information Session – Tuesday, May 29, 2018**  
**Toronto/Enoch Turner Schoolhouse**

Please look over the display panels, and then take a few moments to provide your comments below. Your input is welcomed and appreciated. If you require any assistance or clarification while completing the questionnaire please speak with an Enbridge or Stantec representative. Completed questionnaires can be returned to a Stantec representative or mailed to Stantec Consulting Ltd. by **June 29, 2018**. Postage paid, self-addressed envelopes are available at the registration table.

**1. How did you hear about this Public Information Session? (check all that apply)**

- Newspaper ad (which one?) \_\_\_\_\_
- From a friend or neighbour (word of mouth)
- Other (please specify): \_\_\_\_\_
- Local media
- Mail flyer
- Direct mail invitation

**2. Which best describes your interest in the project?**

- Directly affected landowner
- Adjacent landowner
- Gov't agency
- Local business
- Other (please specify): Area Resident

**3. Did a project representative adequately address your questions? If no, please list your questions below and provide a description on how you think we can best address them?**

- Yes
- No – please explain
- Partly – please explain

I'm not confident that the consultant team has a strong knowledge of the neighbourhood of new/planned projects all around it. But I'd guess they must already know?

**4. Were you provided with an adequate understanding of the Ontario Energy Board (OEB) review and approval process?**

- Yes
- No

**5. Do you require additional information about the process (please explain)?**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



6. Please identify any environmental or socio-economic features in the Study Area which are either incorrectly mapped, omitted or that you feel are important to consider during the study (please state your reasons).

Can't you get between the Foundry and the Canary Condo on Bayview? Seems odd to come up Tannery on 3A (my preferred route) and then go around the Foundry when there's a good 30m gap on the east side between the historic Foundry buildings and the new condo's northern wedge. See map.

7. Considering the location of the Preliminary Preferred Route shown on the display panels, please indicate whether there are any potential effects to you, your property, or business that would need to be addressed prior to construction and operation of the pipeline.

Alternative 1 is less desirable than Alternative 3A. In either case, my favourite Corktown streets are being affected, and there will be parking chaos in my area during your work. St. Lawrence, Old Eastern & Trolley Lane are all critical parking spots that aren't readily found elsewhere nearby.

8. Do you have any other interests about this potential project that you would like to bring to our attention for consideration? If you would like to meet or be contacted to discuss any outstanding questions or concerns, please describe the issue below, provide your name, address and telephone number so we may follow up with you.

I'm very disappointed that there's no mention of the simultaneous 30-inch pipe project in the SAME NEIGHBOURHOOD. Same consultant, same proponent, similar project leads, yet little indication that anything is being coordinated between the two projects to limit local disruption as

Thank you for completing this questionnaire

If you would like someone to contact you about any items identified above please provide us with your contact information.

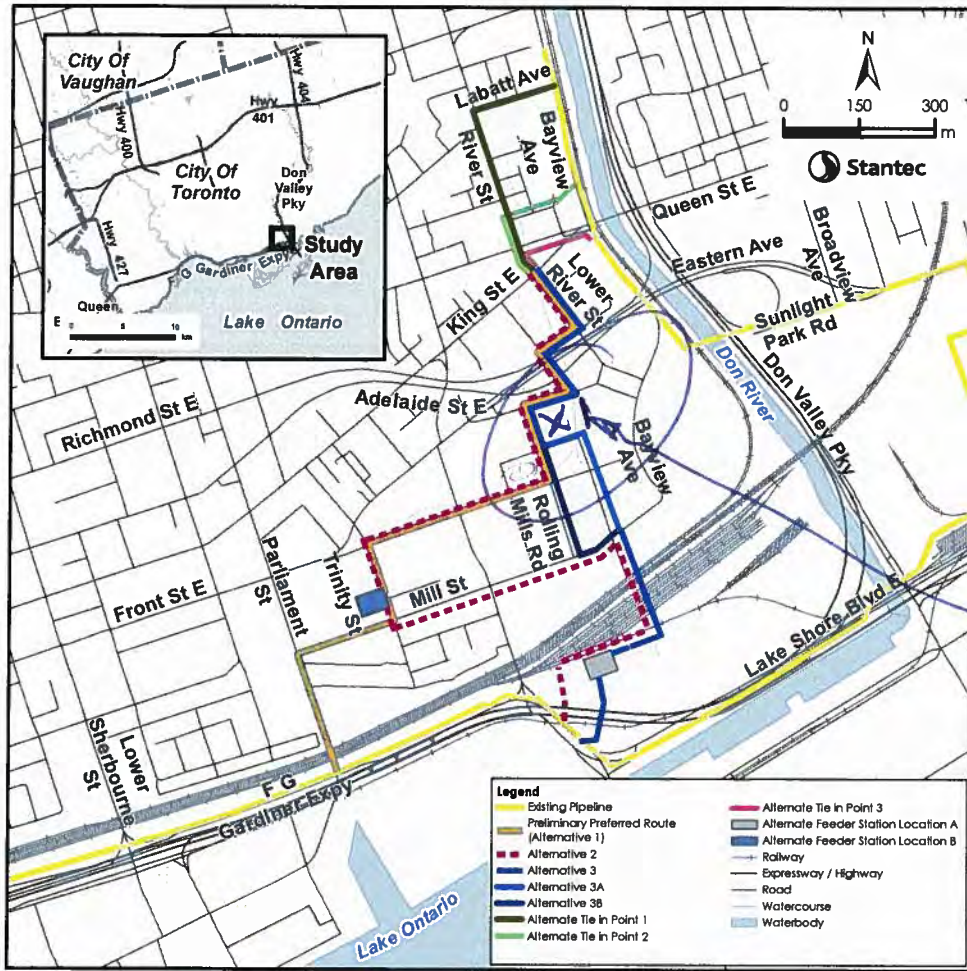
Name:	[Redacted]
Group/Organization:	[Redacted]
Mailing Address:	[Redacted]
Telephone:	[Redacted]
E-mail Address:	[Redacted]

next as possible.

Information on the proposed project can also be found at: <https://www.enbridgegas.com/about/pipeline-and-construction-projects/>

Thank you for your participation. Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of informing the Project referred to as "Proposed 20 Inch Natural Gas Pipeline Replacement". With the exception of personal information, all comments may become part of the record.





Why not go between the Foundry (+) and the wedge of the canal?

Prefer 3A

Please be wary of the parking issues for my part of Corktown when you work on old Eastern, a major length of St Lawrence, and brand new, lovely paved Trolley Crescent (which is attached at grade, no fences to a popular children's playground.

Playground.





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- Newspaper ad (which one?) \_\_\_\_\_
- From a friend or neighbour (word of mouth)
- Other (please specify): EMAIL
- Local media
- Mail flyer
- Direct mail invitation

**2. Which best describes your interest in the project?**

- Directly affected landowner
- Adjacent landowner
- Gov't agency
- Local business
- Other (please specify): I live in the neighbourhood

**3. Did a project representative adequately address your questions? If no, please list your questions below and provide a description on how you think we can best address them?**

- Yes
- No – please explain
- Partly – please explain

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**4. Were you provided with an adequate understanding of the Ontario Energy Board (OEB) review and approval process?**

- Yes
- No

**5. Do you require additional information about the process (please explain)?**

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6. Please identify any environmental or socio-economic features in the Study Area which are either incorrectly mapped, omitted or that you feel are important to consider during the study (please state your reasons).

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7. Considering the location of the Preliminary Preferred Route shown on the display panels, please indicate whether there are any potential effects to you, your property, or business that would need to be addressed prior to construction and operation of the pipeline.

*I am not affected by the Preliminary Preferred Route*

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8. Do you have any other interests about this potential project that you would like to bring to our attention for consideration? If you would like to meet or be contacted to discuss any outstanding questions or concerns, please describe the issue below, provide your name, address and telephone number so we may follow up with you.

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**Thank you for completing this questionnaire**

If you would like someone to contact you about any items identified above please provide us with your contact information.

<b>Name:</b>	
<b>Group/Organization:</b>	
<b>Mailing Address:</b>	
<b>Telephone:</b>	
<b>E-mail Address:</b>	

Information on the proposed project can also be found at: <https://www.enbridgegas.com/about/pipeline-and-construction-projects/>

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**Public Information Session – Tuesday, May 29, 2018**  
**Toronto/Enoch Turner Schoolhouse**

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- Newspaper ad (which one?) \_\_\_\_\_
- From a friend or neighbour (word of mouth)
- Other (please specify): \_\_\_\_\_
- Local media
- Mail flyer
- Direct mail invitation

**2. Which best describes your interest in the project?**

- Directly affected landowner
- Adjacent landowner
- Gov't agency
- Local business
- Other (please specify): LOCAL RESIDENTS ASSOC.

**3. Did a project representative adequately address your questions? If no, please list your questions below and provide a description on how you think we can best address them?**

- Yes
- No – please explain
- Partly – please explain

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**4. Were you provided with an adequate understanding of the Ontario Energy Board (OEB) review and approval process?**

- Yes
- No

**5. Do you require additional information about the process (please explain)?**

NEED CONFIRMATION OF FINAL REVIEW BEFORE IT IS  
A "DONE DEAL" - THERE NEEDS TO BE PROPER REVIEW  
OF THE FINAL PLAN PRIOR TO APPROVAL

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6. Please identify any environmental or socio-economic features in the Study Area which are either incorrectly mapped, omitted or that you feel are important to consider during the study (please state your reasons).

CONCERNED THAT ALL THE NECESSARY AGENCIES INVOLVED IN PLANNING WORK WITHIN THE NEXT 1 TO 25 YEARS HAVE BEEN PROPERLY CONSULTED AND COORDINATED

7. Considering the location of the Preliminary Preferred Route shown on the display panels, please indicate whether there are any potential effects to you, your property, or business that would need to be addressed prior to construction and operation of the pipeline.

YOU CANNOT DISRUPT FRONT STREET, MILL STREET OR PARLIAMENT STREET EXCEPT TO CROSS OVER. ALTERNATIVES 3A OR 3B LOOK TO BE THE BEST GENERALLY

8. Do you have any other interests about this potential project that you would like to bring to our attention for consideration? If you would like to meet or be contacted to discuss any outstanding questions or concerns, please describe the issue below, provide your name, address and telephone number so we may follow up with you.

IS THE "BUILDING" ADJACENT TO RAIL LINES ADEQUATELY RESEARCHED PER LOCATION OR DO OTHER AGENCIES KNOW THE LIMITS OF THE GAS MAIN. COORDINATION IS ESSENTIAL TO MINIMIZE DISRUPTION,

Thank you for completing this questionnaire

If you would like someone to contact you about any items identified above please provide us with your contact information.

Name:	[REDACTED]
Group/Organization:	CORKTOWN RESIDENTS & BUSINESS ASSOCIATION
Mailing Address:	[REDACTED]
Telephone:	[REDACTED]
E-mail Address:	[REDACTED]

Information on the proposed project can also be found at: <https://www.enbridgegas.com/about/pipeline-and-construction-projects/>

Thank you for your participation. Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of informing the Project referred to as "Proposed 20 Inch Natural Gas Pipeline Replacement". With the exception of personal information, all comments may become part of the record.





**EXIT QUESTIONNAIRE**  
**Public Information Session – Tuesday, May 29, 2018**  
**Toronto/Enoch Turner Schoolhouse**

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**1. How did you hear about this Public Information Session? (check all that apply)**

- |   |   |
|---|---|
| <input type="checkbox"/> Newspaper ad (which one?) _____                      | <input type="checkbox"/> Local media            |
| <input type="checkbox"/> From a friend or neighbour (word of mouth)           | <input type="checkbox"/> Mail flyer             |
| <input checked="" type="checkbox"/> Other (please specify): <u>GWNA EMAIL</u> | <input type="checkbox"/> Direct mail invitation |

**2. Which best describes your interest in the project?**

- |   |   |                                       |   |  |
|---|---|---------------------------------------|---|--|
| <input checked="" type="checkbox"/> Directly affected landowner | <input type="checkbox"/> Adjacent landowner | <input type="checkbox"/> Gov't agency | <input type="checkbox"/> Local business | <input type="checkbox"/> Other (please specify): _____ |
|---|---|---------------------------------------|---|--|

**3. Did a project representative adequately address your questions? If no, please list your questions below and provide a description on how you think we can best address them?**

- Yes       No – please explain       Partly – please explain

YES, I ASKED WHEN AND HOW LONG AND IT WAS EXPLAINED  
(VERBALLY AND IN PRINT) SEPT.'19 TO MAR.'20, THANKS.

**4. Were you provided with an adequate understanding of the Ontario Energy Board (OEB) review and approval process?**

- Yes       No

**5. Do you require additional information about the process (please explain)?**

WOULD LIKE EMAIL UPDATES AS OPTIONS ARE CHOSEN AND  
DEADLINES ARE COMMITTED TO, THANKS.

6. Please identify any environmental or socio-economic features in the Study Area which are either incorrectly mapped, omitted or that you feel are important to consider during the study (please state your reasons).

TRINITY AND MILL IS INCREDIBLY BUSY THROUGH SPRING AND SUMMER (AND CHRISTMAS MARKET)

7. Considering the location of the Preliminary Preferred Route shown on the display panels, please indicate whether there are any potential effects to you, your property, or business that would need to be addressed prior to construction and operation of the pipeline.

TRAFFIC CONTROL < VEHICLE AND PEDESTRIAN NOISE AND WORKLIGHTS (NEED QUIET AND DARKNESS AT NIGHT FOR SLEEPING)

8. Do you have any other interests about this potential project that you would like to bring to our attention for consideration? If you would like to meet or be contacted to discuss any outstanding questions or concerns, please describe the issue below, provide your name, address and telephone number so we may follow up with you.

WOULD LIKE EMAIL UPDATES AS OPTIONS ARE CHOSEN AND DEADLINES ARE COMMITTED TO, THANKS.

YOU SHOULD BE IN DIRECT CONTACT WITH THE G W N A TOO... GODERHAM WORKS NEIGHBOURHOOD ASSOC. WWW.gwna.ca Thank you for completing this questionnaire

If you would like someone to contact you about any items identified above please provide us with your contact information.

Form with fields: Name, Group/Organization, Mailing Address, Telephone, E-mail Address. Group/Organization contains handwritten text: G W N A / MEMBER... RESIDENT SINCE 2003

Information on the proposed project can also be found at: https://www.enbridgegas.com/about/pipeline-and-construction-projects/

Thank you for your participation. Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of informing the Project referred to as "Proposed 20 Inch Natural Gas Pipeline Replacement". With the exception of personal information, all comments may become part of the record.



**EXIT QUESTIONNAIRE**  
**Public Information Session – Tuesday, May 29, 2018**  
**Toronto/Enoch Turner Schoolhouse**

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**1. How did you hear about this Public Information Session? (check all that apply)**

- Newspaper, ad (which one?) \_\_\_\_\_
- From a friend or neighbour (word of mouth)
- Other (please specify): \_\_\_\_\_
- Local media
- Mail flyer
- Direct mail invitation

**2. Which best describes your interest in the project?**

- Directly affected landowner
- Adjacent landowner
- Gov't agency
- Local business
- Other (please specify): RESIDENT

**3. Did a project representative adequately address your questions? If no, please list your questions below and provide a description on how you think we can best address them?**

- Yes
- No – please explain
- Partly – please explain

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**4. Were you provided with an adequate understanding of the Ontario Energy Board (OEB) review and approval process?**

- Yes
- No

**5. Do you require additional information about the process (please explain)?**

Request Report Please.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

SA

MY PREFERRED ROUTE  
BLUE - ALTERNATIVE FEEDER STATION  
"A"



6. Please identify any environmental or socio-economic features in the Study Area which are either incorrectly mapped, omitted or that you feel are important to consider during the study (please state your reasons).

NOT AT THIS TIME

7. Considering the location of the Preliminary Preferred Route shown on the display panels, please indicate whether there are any potential effects to you, your property, or business that would need to be addressed prior to construction and operation of the pipeline.

No

8. Do you have any other interests about this potential project that you would like to bring to our attention for consideration? If you would like to meet or be contacted to discuss any outstanding questions or concerns, please describe the issue below, provide your name, address and telephone number so we may follow up with you.

No

Thank you for completing this questionnaire

If you would like someone to contact you about any items identified above please provide us with your contact information

Name:	[REDACTED]
Group/Organization:	[REDACTED]
Mailing Address:	[REDACTED]
Telephone:	[REDACTED]
E-mail Address:	[REDACTED]

Information on the proposed project can also be found at: <https://www.enbridgegas.com/about/pipeline-and-construction-projects/>

Thank you for your participation. Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of informing the Project referred to as "Proposed 20 Inch Natural Gas Pipeline Replacement". With the exception of personal information, all comments may become part of the record.





**Enbridge Gas Distribution Inc.**  
**Proposed 20 Inch Natural Gas Pipeline Replacement**  
 Public Information Session  
 May 29, 2018 (5:00 p.m. to 8:00 p.m.)  
 Enoch Turner Schoolhouse

COMMENTS RECORDED BY TEAM MEMBERS:

- Preferred route 3A
- Secondary route 3B
- best of both routes is the preferred route
- crossing of Richmond St by all routes is the only source of street parking in the area - concern.
- Not clear that the NPS 30 + NPS 20 are two diff projects

Comments Recorded By: Roxy Georgopoulos

Follow-Up Required: YES  NO

Details: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Contact Information:

Name:

Address: \_\_\_\_\_

City Prov, Postal Code: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Telephone Number: \_\_\_\_\_





**Enbridge Gas Distribution Inc.**  
**Proposed 20 Inch Natural Gas Pipeline Replacement**  
 Public Information Session  
 May 29, 2018 (5:00 p.m. to 8:00 p.m.)  
 Enoch Turner Schoolhouse

COMMENTS RECORDED BY TEAM MEMBERS:

*Mill Street Street Parking - concern  
 is permit holders would lose their  
 spots during construction*

Comments Recorded By: *Mark Gatens*

Follow-Up Required: YES  NO

Details: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Contact Info: \_\_\_\_\_  
 Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City Prov, Postal Code: \_\_\_\_\_  
 E-mail Address: \_\_\_\_\_  
 Telephone Number: \_\_\_\_\_





**Enbridge Gas Distribution Inc.**  
**Proposed 20 Inch Natural Gas Pipeline Replacement**  
 Public Information Session  
 May 29, 2018 (5:00 p.m. to 8:00 p.m.)  
 Enoch Turner Schoolhouse

*- Kelsey Mills*

COMMENTS RECORDED BY TEAM MEMBERS:

° will there be an issue with ground water of w the type of soil around the pipe? - EGD would manage any ground water in accordance w our Construction + Maintenance manual. procedunes and we don't expect it to affect our timelines.

° what is the process for restoring after construction?  
 - we do it in accordance w the C+M manual and we also try to restore to previous condition.

*cont*

Comments Recorded By: \_\_\_\_\_

Follow-Up Required: YES  NO

Details: Why are you doing this project now?

- we want to eliminate the bridge crossing and any risk from aging infrastructure.

What does a station do? - reduces the pressure of the gas so it can be brought serviced to customers.

Contact Information:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City Prov, Postal Code: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Telephone Number: \_\_\_\_\_





**Enbridge Gas Distribution Inc.**  
**Proposed 20 Inch Natural Gas Pipeline Replacement**  
 Public Information Session  
 May 29, 2018 (5:00 p.m. to 8:00 p.m.)  
 Enoch Turner Schoolhouse

COMMENTS RECORDED BY TEAM MEMBERS:

disruption to neighbourhood. - steel plates <sup>don't leave out</sup> for long.  
 final paving quickly. 108db inside apartment  
 h-vac noisy - Germany has mufflers on  
 h-vac trucks.

- have lived thru a lot of construct<sup>n</sup> activities  
 + want ~~the~~ impacts reduced / eliminated.

Comments Recorded By: Tara Kuuskman

Follow-Up Required: YES  NO

Details:

- GW + A association - have they been engaged?  
 - requesting copy of ER.

Contact Information:

Name:

Address:

City Prov, Postal Code:

E-mail Address:

Telephone Number:







**Enbridge Gas Distribution Inc.**  
**Proposed 20 Inch Natural Gas Pipeline Replacement**  
 Public Information Session  
 May 29, 2018 (5:00 p.m. to 8:00 p.m.)  
 Enoch Turner Schoolhouse

COMMENTS RECORDED BY TEAM MEMBERS:

Front + Couperage - lives there + fronts on  
 Front St. - Concern noise + irritation of  
 construction. concern Couperage area -  
 buildings on fixed income - need physical  
 support - safety - evacuation risk b/c  
 low mobility.

Comments Recorded By: Tara Kuuskman

Follow-Up Required: YES  NO

Details: follow up about safety/evacuation  
concerns. Adam is in a mobilized  
wheel chair.

\*preferred to be emailed + then will  
reply via phone call.

Contact Information:  
Name: [Redacted]

Address: [Redacted]

City Prov, Postal Code: [Redacted]

E-mail Address: [Redacted]

Telephone Number: [Redacted]





**Enbridge Gas Distribution Inc.**  
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 Public Information Session  
 May 29, 2018 (5:00 p.m. to 8:00 p.m.)  
 Enoch Turner Schoolhouse

COMMENTS RECORDED BY TEAM MEMBERS:

- Preferred route 3A
- Secondary route 3B
- best alternate route is the preferred route
- crossing of Richmond St by all routes is the only source of street parking in the area - concern.
- Not clear that the NPS 30 + NPS 20 are two diff projects

Comments Recorded By: Roxy Georgopoulos

Follow-Up Required: YES  NO

Details: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Contact Information

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City Prov, Postal Code: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Telephone Number: \_\_\_\_\_





**Enbridge Gas Distribution Inc.**  
**Proposed 20 Inch Natural Gas Pipeline Replacement**  
Public Information Session  
May 29, 2018 (5:00 p.m. to 8:00 p.m.)  
Enoch Turner Schoolhouse

COMMENTS RECORDED BY TEAM MEMBERS:

worked for a consulting firm assisting on the TTC relief line  
→ concerns with ~~how~~ how deep our pipe is going and if it interferes with the relief line depth.

Comments Recorded By: Kelsey Mills

Follow-Up Required: YES  NO

Details: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Contact Information: \_\_\_\_\_  
Name \_\_\_\_\_  
Address: \_\_\_\_\_  
City Prov, Postal Code: \_\_\_\_\_  
E-mail Address: \_\_\_\_\_  
Telephone Number: \_\_\_\_\_





**From:** [Melany Afara](#)  
**To:** [\[REDACTED\]@icokeefe.com](#)  
**Cc:** [Environmental Assessment, Replacement 20; Kelsey Mills](#)  
**Subject:** Enbridge Gas Distribution - NPS 20 Replacement Project - UPDATE  
**Date:** Friday, August 03, 2018 10:28:08 AM  
**Attachments:**

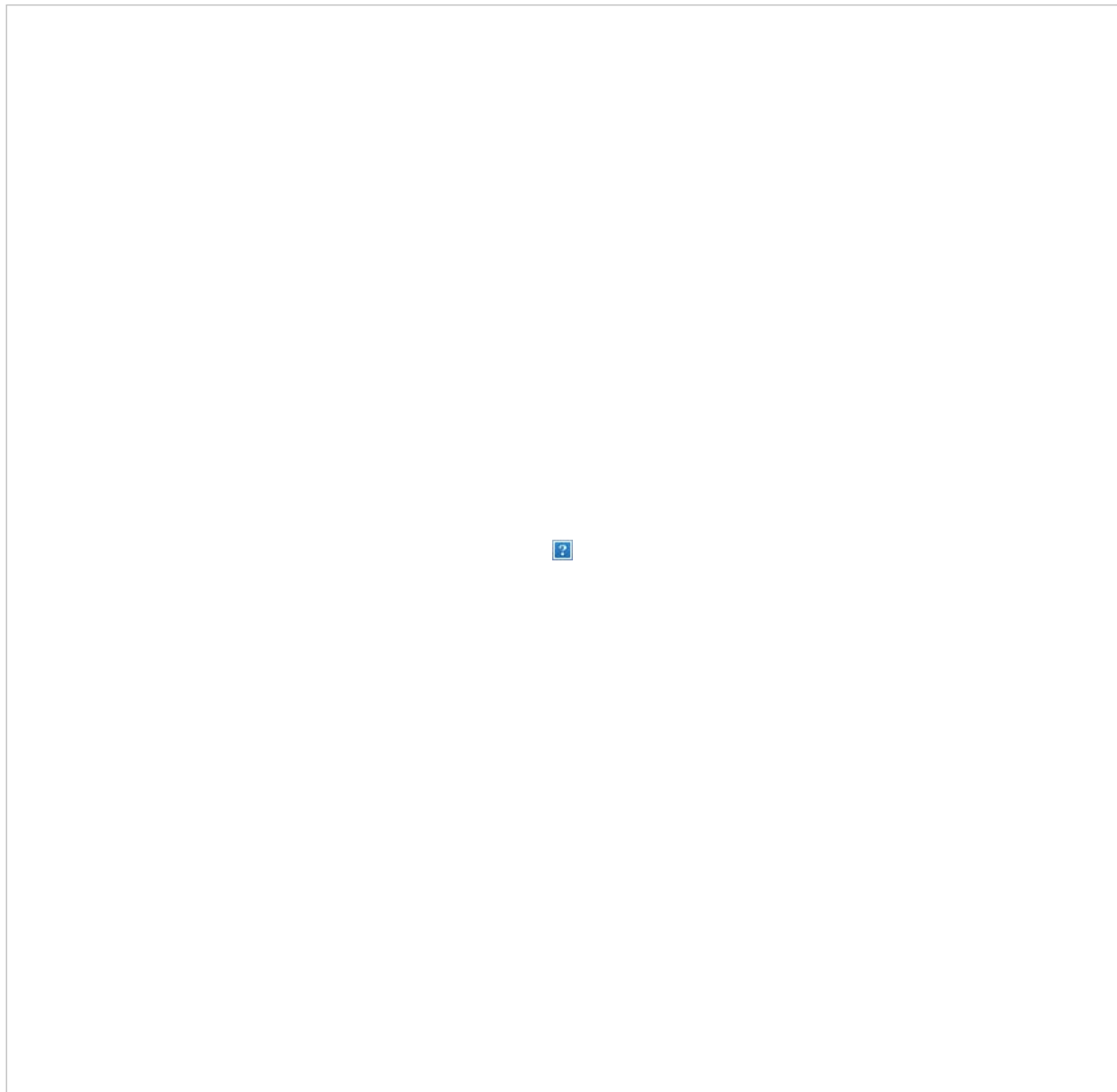
---

Hello,

Enbridge recently completed additional investigative work on a segment of **NPS 20 inch** Lakeshore natural gas pipeline east of Cherry Street. As a result of this work and the findings, there is no near term requirement for replacement of the pipeline. As Enbridge continues to further evaluate the pipeline, the project timing will be reassessed and updated accordingly.

The Leave to Construct application will be put on hold until a new timeline is determined at which time Enbridge will be in touch to provide an update.

Please contact me if you have any questions or concerns.



Thank you,

**Melany Afara, P. Eng.**  
Sr. Advisor Planning

Planning & Design

**ENBRIDGE GAS DISTRIBUTION**

TEL: 905-704-3791 | CELL: 437-991-7872  
3401 Schmon Pky Thorold, ON

[melany.afara@enbridge.com](mailto:melany.afara@enbridge.com)

[enbridgegas.com](http://enbridgegas.com)

**Integrity. Safety. Respect.**

**From:** [Melany Afara](#)  
**To:** [paul.millett@ttc.ca](mailto:paul.millett@ttc.ca); [Carmelo.tancioco@ttc.ca](mailto:Carmelo.tancioco@ttc.ca)  
**Cc:** [Environmental Assessment, Replacement 20; Kelsey Mills](#)  
**Subject:** Enbridge Gas Distribution - NPS 20 Replacement Project - UPDATE  
**Date:** Friday, August 03, 2018 10:26:38 AM  
**Attachments:**

---

Hello,

Enbridge recently completed additional investigative work on a segment of **NPS 20 inch** Lakeshore natural gas pipeline east of Cherry Street. As a result of this work and the findings, there is no near term requirement for replacement of the pipeline. As Enbridge continues to further evaluate the pipeline, the project timing will be reassessed and updated accordingly.

The Leave to Construct application will be put on hold until a new timeline is determined at which time Enbridge will be in touch to provide an update.

Please contact me if you have any questions or concerns.



Thank you,

**Melany Afara, P. Eng.**  
Sr. Advisor Planning

Planning & Design

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[melany.afara@enbridge.com](mailto:melany.afara@enbridge.com)

[enbridgegas.com](http://enbridgegas.com)

**Integrity. Safety. Respect.**

**From:** [Melany Afara](#)  
**To:** [dgoring@firstquf.com](mailto:dgoring@firstquf.com); [droebuck@firstquf.com](mailto:droebuck@firstquf.com)  
**Cc:** [Environmental Assessment, Replacement 20](#); [Kelsey Mills](#); [Georgopoulos, Rooly](#)  
**Subject:** Enbridge Gas Distribution - NPS 20 Replacement Project - UPDATE  
**Date:** Friday, August 03, 2018 10:09:06 AM  
**Attachments:**

---

Hello,

Enbridge recently completed additional investigative work on a segment of **NPS 20 inch** Lakeshore natural gas pipeline east of Cherry Street. As a result of this work and the findings, there is no near term requirement for replacement of the pipeline. As Enbridge continues to further evaluate the pipeline, the project timing will be reassessed and updated accordingly.

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Thank you,

**Melany Afara, P. Eng.**  
Sr. Advisor Planning

Planning & Design

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[melany.afara@enbridge.com](mailto:melany.afara@enbridge.com)

[enbridgegas.com](http://enbridgegas.com)

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**From:** [Alicia Persaud](#)  
**To:** [Melany Afara](#); [Derek Goring](#); [Dana Roebuck](#)  
**Cc:** [Environmental Assessment, Replacement 20](#); [Kelsey Mills](#); [Georgopoulos, Rooly](#)  
**Subject:** [External] RE: Enbridge Gas Distribution - NPS 20 Replacement Project - UPDATE  
**Date:** Wednesday, August 08, 2018 5:12:53 AM  
**Attachments:**

---

Hi everyone,

Derek is available for this meeting as follows:

Aug 13<sup>th</sup> – 1pm-3pm  
 Aug 14<sup>th</sup> – 3pm-5pm  
 Aug 15<sup>th</sup> --1.30-2.30pm  
 Aug 16<sup>th</sup> -- 3pm-5pm

Happy to send an invite along, once you confirm a preferred date.

Kind regards,  
 Alicia



Alicia Persaud  
 Senior Administrative Assistant  
 FIRST GULF  
 3751 Victoria Park Avenue | Toronto, Ontario M1W 3Z4  
 Direct Tel: 416.815.9395 | General: 416.491.7778  
 Fax: 416.491.1351 | Email: [apersaud@firstgulf.com](mailto:apersaud@firstgulf.com)

---

**From:** Derek Goring  
**Sent:** August-07-18 9:21 PM  
**To:** Melany Afara <[Melany.Afara@enbridge.com](mailto:Melany.Afara@enbridge.com)>; Dana Roebuck <[droebuck@firstgulf.com](mailto:droebuck@firstgulf.com)>  
**Cc:** [ea.replacement20@stantec.com](mailto:ea.replacement20@stantec.com); [Kelsey Mills](mailto:Kelsey.Mills@enbridge.com) <[Kelsey.Mills@enbridge.com](mailto:Kelsey.Mills@enbridge.com)>; Rooly Georgopolous <[rooly.georgopoulos@stantec.com](mailto:rooly.georgopoulos@stantec.com)>; Alicia Persaud <[apersaud@firstgulf.com](mailto:apersaud@firstgulf.com)>  
**Subject:** RE: Enbridge Gas Distribution - NPS 20 Replacement Project - UPDATE

Melany,

Thank you for your email. This is surprising and disappointing news. I would like to set up a meeting to discuss this further.

Alicia, please follow up with some options for meeting times.

Regards,  
 Derek



Derek Goring  
 Vice President, Development  
 FIRST GULF  
 3751 Victoria Park Avenue | Toronto, Ontario M1W 3Z4  
 Direct Tel: 416.473.1087 | General: 416.491.7778  
 Fax: 416.491.1351 | Email: [dgoring@firstgulf.com](mailto:dgoring@firstgulf.com)

---

**From:** Melany Afara <[Melany.Afara@enbridge.com](mailto:Melany.Afara@enbridge.com)>  
**Sent:** August 3, 2018 10:09 AM  
**To:** Derek Goring <[dgoring@firstgulf.com](mailto:dgoring@firstgulf.com)>; Dana Roebuck <[droebuck@firstgulf.com](mailto:droebuck@firstgulf.com)>  
**Cc:** [ea.replacement20@stantec.com](mailto:ea.replacement20@stantec.com); [Kelsey Mills](mailto:Kelsey.Mills@enbridge.com) <[Kelsey.Mills@enbridge.com](mailto:Kelsey.Mills@enbridge.com)>; Rooly Georgopolous <[rooly.georgopoulos@stantec.com](mailto:rooly.georgopoulos@stantec.com)>  
**Subject:** Enbridge Gas Distribution - NPS 20 Replacement Project - UPDATE

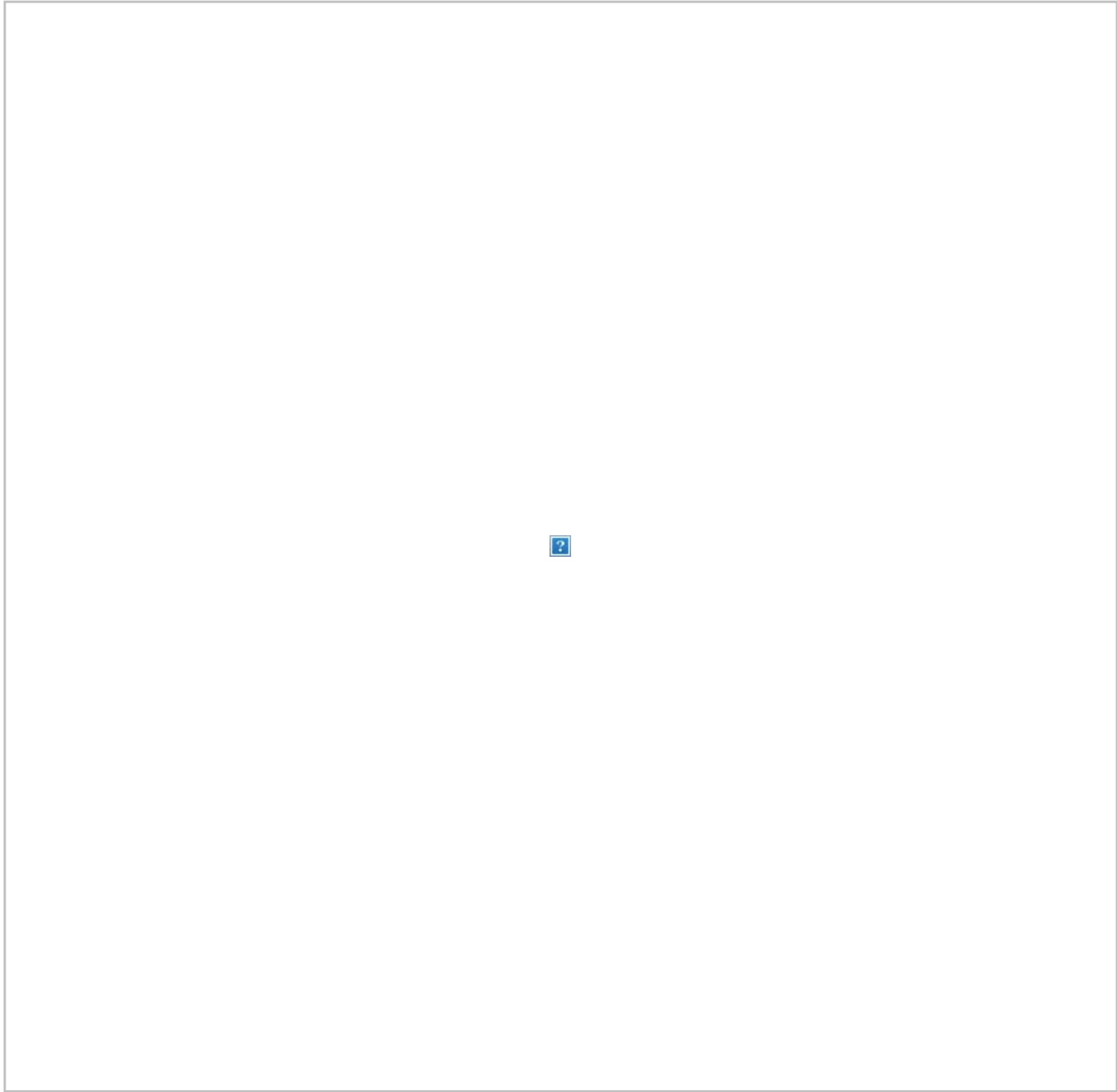
Hello,

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The Leave to Construct application will be put on hold until a new timeline is determined at which time Enbridge will be in touch to provide an update.



Please contact me if you have any questions or concerns.



Thank you,

**Melany Afara, P. Eng.**

Sr. Advisor Planning  
Planning & Design

**ENBRIDGE GAS DISTRIBUTION**  
TEL: 905-704-3791 | CELL: 437-991-7872  
3401 Schmon Pky Thorold, ON

[melany.afara@enbridge.com](mailto:melany.afara@enbridge.com)

[enbridgegas.com](http://enbridgegas.com)

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## Meeting with Enbridge & First Gulf

### Regarding the NPS 20 Existing Gas Main

August 28, 2018 10:00 – 11:00 am

**Attendees: Derek Goring, Melany Afara, Diana Krsek, Jim Arnott, Aron Murdoch**

- EGD reviewed the current status of the NPS 20 project explaining that there is no current need to replace the existing NPS 20 gas main based on recent investigative work that was done on the pipeline.
  - Leave to Construct (LTC) is currently on hold and stakeholders have been notified.
  - Enbridge is continuing to do investigative work on the pipeline and will provide updates to stakeholders if a new timeline is determined.
- First Gulf reviewed their proposed project plans. From the initial review:
  - Phase 1 is not in conflict with the existing NPS 20 gas main. Proposed timing Phase 1: 2019 or early 2020
  - Phase 2, as currently proposed, appears to be in conflict with EGD's existing NPS 20 gas main. First Gulf proposed timing for Phase 2: 2020/2021 with completion in 2023.
  - First Gulf is considering advancing Broadview Rd and East Harbour Blvd. Could be up and running by 2022-2023
- EGD explained that based on meetings with external stakeholders there are other possible conflicts with the existing NPS 20 gas main and next steps would be for stakeholders to provide EGD with proposed project details and timing.
  - Since EGD is aware of many proposed municipal and 3<sup>rd</sup> party developments in the area a number of high level route options have been reviewed as a way to address the possible conflicts from the stakeholder projects (i.e. completing the relocation project as a large relocation instead of piecemeal relocations).
  - Currently Enbridge has a confirmed conflict with the Keating Yard railway bridge on Lake Shore Blvd E (Waterfront Toronto).
  - 3 potential relocation routes were shown to First Gulf: 1. Route A New main and station route (preferred option at 20" replacement open house) 2. Route B Bayview Feeder Option 3. Route 3 Villiers Option
  - First Gulf preferred Route A as a possible relocation option.
- EGD explained cost sharing components at a high level. Through EGD's regular process the cost to do a relocation for the easement on First Gulf's property would be 100% rebillable. However further discussion would be required regarding cost especially if this is done as a larger relocation project that encompasses all conflicts.
  - First Gulf wants to meet further to discuss how much of the costs for the overall project they would be responsible for.
  - First Gulf would like to have a 3<sup>rd</sup> Party look at the proposed routes/cost estimate.

**Next Steps:**

- **Action Item:** First Gulf to provide the plans and project timing of the work to EGD to determine conflict and need for relocation.
- **Action Item:** First Gulf to provide letter confirming the existing gas main conflicts with their proposed development and request EGD to move the gas main
- **Action Item:** EGD to send plans through to mark-ups

**From:** [REDACTED]  
**To:** [Hartwig, Emily](#)  
**Subject:** RE: Notice of Project Change - Proposed 20-Inch Natural Gas Pipeline, Waterfront Relocation Project  
**Date:** Wednesday, January 22, 2020 4:21:59 PM  
**Attachments:**

I am thinking that happened by mistake. I don't have any connection to the project so please take me off the list,

Thanks,

Dave

---

**From:** Hartwig, Emily <Emily.Hartwig@stantec.com>  
**Sent:** January 22, 2020 3:55 PM  
**To:** [REDACTED]  
**Subject:** RE: Notice of Project Change - Proposed 20-Inch Natural Gas Pipeline, Waterfront Relocation Project

**[EXTERNAL EMAIL] DO NOT REPLY, CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.**

Hi [REDACTED],

Your contact information was included in the contact list for the project which commenced in 2018, so that is why you would be receiving this Notice of Project Change. If you would like, I can remove you from our contact list so you would not receive any further updates.

Regards,

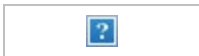
**Emily Hartwig** B.Sc., EP.  
 Environmental Consultant, Assessment and Permitting

Direct: 519 780-8186

Mobile: 226 979-4457

[Emily.Hartwig@stantec.com](mailto:Emily.Hartwig@stantec.com)

Stantec  
 1-70 Southgate Drive  
 Guelph ON N1G 4P5



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**From:** [REDACTED]  
**Sent:** Wednesday, January 22, 2020 3:44 PM  
**To:** Hartwig, Emily <[Emily.Hartwig@stantec.com](mailto:Emily.Hartwig@stantec.com)>  
**Subject:** RE: Notice of Project Change - Proposed 20-Inch Natural Gas Pipeline, Waterfront

Relocation Project

Hi Emily,

I am thinking this went to the wrong [REDACTED]

[REDACTED]  
*Senior Principal, Regional Manager*

**R.V. Anderson Associates Limited**

557 Southdale Road East, Suite 200  
London, ON N6E 1A2

T 519 681 9916 x 5022 | C 519-317-8824

[website](#) | [facebook](#) | [twitter](#) | [linkedin](#)

*Please consider the environment before printing this email.*

---

**From:** Hartwig, Emily <[Emily.Hartwig@stantec.com](mailto:Emily.Hartwig@stantec.com)>

**Sent:** January 22, 2020 10:14 AM

**To:** EA-Replacement20 <[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com)>

**Cc:** Georgopoulos, Rooly <[Rooly.Georgopoulos@stantec.com](mailto:Rooly.Georgopoulos@stantec.com)>

**Subject:** Notice of Project Change - Proposed 20-Inch Natural Gas Pipeline, Waterfront Relocation Project

**[EXTERNAL EMAIL]** DO NOT REPLY, CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.

---

**Sent on behalf of Rooly Georgopoulos (Stantec Consulting Ltd.)**

Good morning,

Please find attached a Notice of Project Change regarding the Enbridge Gas Inc. ("Enbridge") Proposed 20-Inch Natural Gas Pipeline Waterfront Relocation Project.

Regards,

**Emily Hartwig** B.Sc., EP.

Environmental Consultant, Assessment and Permitting

Direct: 519 780-8186

Mobile: 226 979-4457

[Emily.Hartwig@stantec.com](mailto:Emily.Hartwig@stantec.com)

Stantec

1-70 Southgate Drive

Guelph ON N1G 4P5



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**From:** [Melany Afara](#)  
**To:** [Environmental Assessment, Replacement 20](#)  
**Cc:** [Bertenshaw, Meghan](#); [Kelsey Mills](#)  
**Subject:** FW: Enbridge Gas Distribution - NPS 20 Replacement Project - Route Alternatives  
**Date:** Thursday, May 10, 2018 12:46:03 PM

EGD responded by phone explaining the routes to Mike Noble. This can be logged as pre-consultation.

**Melany Afara, P. Eng.**

Project Technical Specialist,  
Planning & Design

**ENBRIDGE GAS DISTRIBUTION**

TEL: 905-704-3791 | CELL: 437-991-7872  
3401 Schmon Pky Thorold, ON

[melany.afara@enbridge.com](mailto:melany.afara@enbridge.com)  
[enbridgegas.com](http://enbridgegas.com)

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---

**From:** Michael Noble [mailto:Michael.Noble@toronto.ca]  
**Sent:** Wednesday, May 09, 2018 6:46 PM  
**To:** Melany Afara  
**Cc:** Easton Gordon; Kate Goslett; Anthony Kittel; Marc Kramer; Shannon Baker (SBaker@waterfrontoronto.ca); Mira Shenker (MShenker@waterfrontoronto.ca); Renee Afoom-Boateng (rafoom-boateng@trca.on.ca); Tony To (tto@trca.on.ca); Ken Dion (kdion@trca.on.ca); Meg St John (mstjohn@trca.on.ca); Robert Chan (rchan@trca.on.ca); Brittany Hamilton; Kelsey Mills; Byron Madrid; Diana Krsek; Chuck Reaney; Mark Cairns; Jim Arnott  
**Subject:** [External] Re: Enbridge Gas Distribution - NPS 20 Replacement Project - Route Alternatives  
Hi Melany. That’s the first time I’ve seen the Station B alternative. Can you give some description on that location and why it was chosen?  
Thanks  
Michael

\*\*\*\*\*

**Michael Noble, MScPI, MCIP, RPP**  
Project Manager, Waterfront Secretariat  
City Planning, City of Toronto  
Toronto City Hall  
[100 Queen Street West](#)  
[12th Floor East Tower](#)  
Toronto, ON M5H 2N2  
Tel: [416-397-4816](tel:416-397-4816)  
Cel: [416-894-4363](tel:416-894-4363)  
Fax: [416-392-8805](tel:416-392-8805)  
Email: [michael.noble@toronto.ca](mailto:michael.noble@toronto.ca)

On May 9, 2018, at 2:33 PM, Melany Afara <[Melany.Afara@enbridge.com](mailto:Melany.Afara@enbridge.com)> wrote:

Hello,  
Attached is a map showing the route alternatives Enbridge is considering for the NPS

20 Replacement Project. As promised we are sharing these routes in advance of the Public Open House (which is scheduled for late May) and in advance of circulating Notice of Commencement letters, which will be coming out next week.

Please let me know if you have any questions.

Thank you,

**Melany Afara, P. Eng.**

Project Technical Specialist,  
Planning & Design

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[enbridgegas.com](http://enbridgegas.com)

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<160951037\_Newspaper\_Map\_NPS20\_Colour\_20180508.pdf>



Waterfront Secretariat  
David Stonehouse, Director

100 Queen Street West  
City Hall, 12<sup>th</sup> Floor, East Tower  
Toronto, ON  
M5H 2N2

Tel: (416) 392-8113  
Fax: (416) 392-8805

July 13, 2018

Ms. Kelsey Mills  
Environmental Advisor  
Enbridge Gas Distribution Inc.  
3rd Floor, 101 Honda Boulevard  
Markham, ON  
L6C 0M6

**Re: NOTICE OF STUDY COMMENCEMENT AND INFORMATION SESSION  
PROPOSED 20 INCH NATURAL GAS PIPELINE REPLACEMENT**

Dear Ms. Mills,

This letter is in response to the Notice Of Study Commencement and Information Session regarding the proposal from Enbridge Gas Distribution Inc. to replace and abandon a segment of 20 inch vital natural gas main that supplies the City of Toronto. These comments reflect the analysis of City Planning and Engineering and Construction Services divisions. A response from Parks, Forestry and Recreation is also attached.

Beginning in February 2017, the Waterfront Secretariat has been coordinating with City of Toronto staff across multiple divisions to work collaboratively with Enbridge Gas Distribution staff regarding the replacement of the NPS 20 inch gas main, as well as the NPS 30 inch gas main that has been the subject of a complementary study in the same area. The most recent in-person meeting on the projects was April 17, 2018. City Staff have also been in discussions with other stakeholders such as the Toronto Region Conservation Authority (TRCA) and Waterfront Toronto. The comments provided in this letter are limited to the NPS 20 project. Discussions regarding the NPS 30 inch gas main continue to proceed through that process.

City staff attended the Information Session on May 29, 2018 and have reviewed the related materials. We encourage Enbridge to continue working with City staff and other stakeholders to address outstanding items and required approval processes, and ensure that these projects are designed and implemented in a way that supports the ongoing long term revitalization of Toronto's waterfront. Below are our detailed comments at this time.

**Preferred Route**

**Preferred Route:** In comparison to other alternate routes identified, the route that Enbridge has identified as its preferred (attached – "Preliminary Preferred Route Alternative 1 with Alternative Tie in Point 1) has fewer conflicts and better reflects input submitted by the City through the process so far. Enbridge should explore opportunities to further refine this route and planned construction methodologies to reduce disruption.

**Preferred Feeder Station (Alternative Feeder Station Location B):** Enbridge has been in discussions with Toronto Building and City Planning regarding the modification of the existing Enbridge site at 60 Trinity Street. These discussions should continue in order to clearly define required next steps. This location is a better reflection of City staff input than alternatives requiring the establishment of a new Enbridge station in the Keating Precinct.

### Alternate Routes

**Alternative Routes and Alternative Feeder Station Location A:** Several of the options (Alternative 2 and Alternatives 3, 3A and 3B, Feeder Station Location A) are located within the Keating precinct. This is an area which has been and will continue to be the subject of significant physical change within the next decade, with major projects in different points of design and implementation. For example, the detailed design of the Gardiner Expressway and Lake Shore Boulevard has yet to be completed and the precise final alignment has not been finalized.

The Keating District Precinct Plan, which was approved in 2010, requires updating to reflect these changes. Ongoing projects include:

- Gardiner Expressway & Lake Shore Boulevard East - Rehabilitation and Realignment ;
- Port Lands Flood Protection and Enabling Infrastructure and Cherry Street Lake Filling;
- Metrolinx Union Station Rail Corridor, including changes to Don Yard and Wilson Yard;
- Coxwell Bypass Tunnel (Stage 1 of Don River & Central Waterfront Project);
- Waterfront Sanitary Servicing Master Plan Update (WSSMP);
- 3C Development Project (324 Cherry Street and 429 Lake Shore Boulevard East);
- Hydro Infrastructure Upgrades;
- Lower Don Bike Trail Realignment; and
- Keating District Precinct Plan Update.

It will be very difficult to integrate new pipelines and a feeder station into this complex and changing area in the near future. There are also specific issues with some of these options including:

- Alternative 2 is within a future private development block (currently old Cherry Street) that will be exchanged for the new Cherry Street alignment as part of the 3C mixed-use development. The construction of New Cherry Street and decommissioning of old Cherry Street will be undertaken between 2018 and 2021;
- Alternative 3 also impacts that 3C development block and is within proposed development blocks for Keating Channel – East Precinct;
- Engineering and Construction Services has concerns about conflicts between the potential Alternative Feeder Station Location B to the future alignment of the Gardiner Expressway and Lake Shore Road including safety concerns with the potential proximity of the feeder station to the structure of the Gardiner Expressway.

## Other Comments

**Construction and Traffic Coordination with Nearby Projects:** As currently proposed, the preferred route may require several lane and/or road closures and reconstruction with significant traffic impacts. These closures, and broader phasing of construction planning and traffic planning, must be coordinated with Transportation Services and other relevant City divisions. This will include a robust construction management plan and traffic mitigation strategy taking into account traffic and closures associated with other planned projects in and around the Lower Don Area and mitigation measures to minimize impact on traffic operations of the broader road network. The specific details of these requirements will be provided to Enbridge as work proceeds.

**Community Consultation and Communication:** City Staff recommend that Enbridge engage proactively and cooperatively with the local residents, community groups, such as the West Don Lands Committee, and the City Councillor, to ensure that residents have a clear understanding of construction timing, methodologies and impacts. Enbridge should make best efforts to respond to the concerns expressed by local residents.

**Decommissioning and Removal of Existing Pipelines:** A key benefit of this project is the removal of the gas pipeline from the existing bridge at the mouth of the Don River and along Lake Shore and Cherry streets. Further discussions are required regarding the decommissioning and removal of this infrastructure in coordination with other Lower Don projects.

**Coxwell Bypass Project:** Removal of existing Enbridge infrastructure from the Keating Railyard / southern side of First Gulf's property (7b - NPS 20) will need to be coordinated with the Coxwell Bypass Tunnel works. The Coxwell Bypass Tunnel works will be ongoing at the Keating Railyard / southern edge of First Gulf's property from Fall 2018 – 2023.

As part of the Coxwell Bypass Tunnel works, a drop shaft (referred to as the 7QUE connection) will be constructed below the overpass where King/Queen Street merge (Old Brewery Lane) which appears to be along the alignment of the NPS 20 project. The drop shaft will be constructed between 2018 – 2023, with additional work to be completed as part of a future contract (after 2028).

Summary

We look forward to continuing to work with Enbridge to address these and other related matters, to continue advancing this project.

Should you have any questions please contact Michael Noble at 416-397-4816 or by e-mail at [Michael.Noble@toronto.ca](mailto:Michael.Noble@toronto.ca)

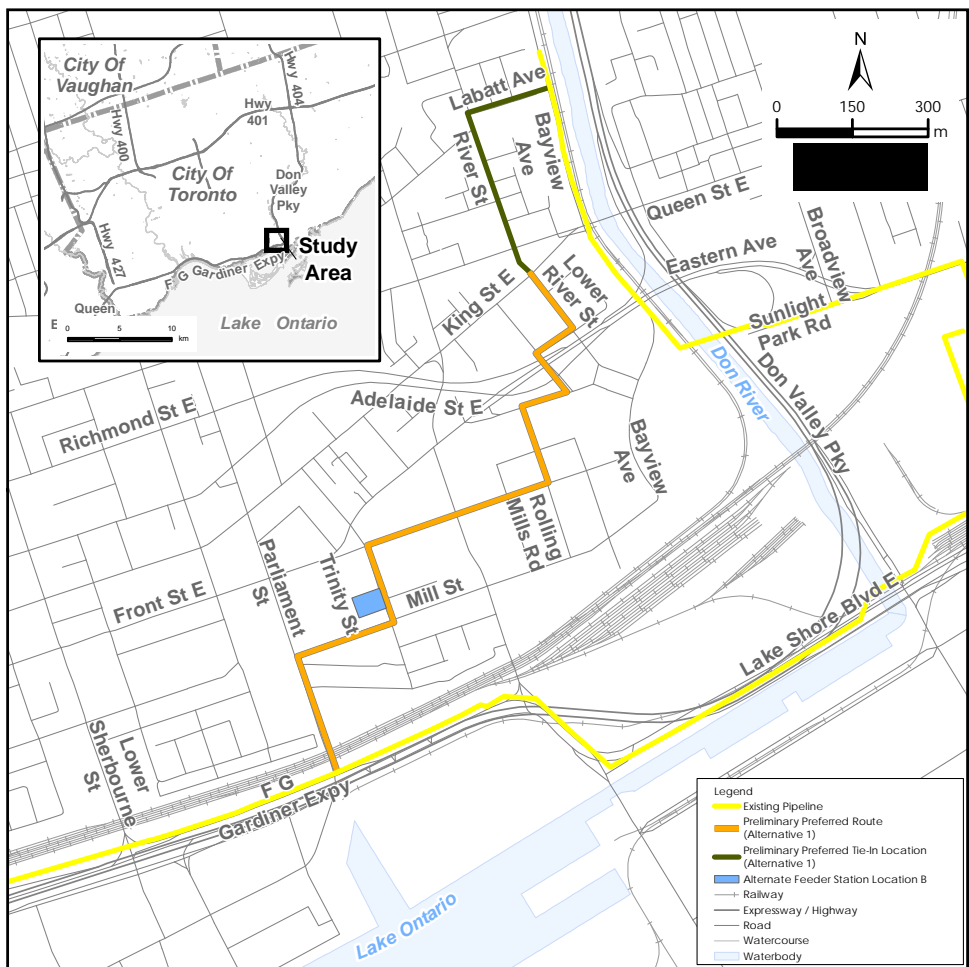
Yours truly,



David Stonehouse  
Director, Waterfront Secretariat, City Planning

cc:

- Rooly Georgopoulos, Stantec Consulting Ltd.
- Chuck Reaney, Enbridge Gas Distribution Inc.
- Byron Madrid, Enbridge Gas Distribution Inc.
- Melany Afara, Enbridge Gas Distribution Inc.
- Michael Noble, Waterfront Secretariat, City of Toronto
- Rob Gibson, Parks, Forestry and Recreation, City of Toronto
- Caroline Kaars Sijpesteijn, Engineering and Construction Services, City of Toronto
- Anthony Kittel, Community Planning, City of Toronto
- Kate Goslett, Community Planning, City of Toronto
- Jian Lei, Toronto Water, City of Toronto
- Easton Gordon, Engineering and Construction Services, City of Toronto
- Bruce Clayton, Transportation Services, City of Toronto
- Leila Valenzuela, Real Estate Services, City of Toronto
- Renee Afoom-Boateng, TRCA
- Ken Dion, TRCA
- Shannon Baker, Waterfront Toronto
- Leonard Ng, Waterfront Toronto







Parks, Forestry & Recreation  
J. Romoff, General Manager

Planning, Design & Development  
Metro Hall 24th Floor  
55 John Street  
Toronto, Ontario M5V 3C6

## Memorandum

Marc Kramer  
Tel: (416) 392-7438  
Marc.Kramer@toronto.ca

July 13, 2018

**To:** Michael Noble, Waterfront Secretariat

**From:** Marc Kramer, Landscape Architecture Unit

**Subject:** **NOTICE OF STUDY COMMENCEMENT AND INFORMATION SESSION  
PROPOSED 20 INCH NATURAL GAS PIPELINE REPLACEMENT**

Please be advised that we have reviewed the proposal by Enbridge to remove the existing 20 inch diameter natural gas pipeline currently crossing the Lower Don River and to construct a replacement pipeline along various roads throughout the West Don Lands community. Please be further advised that we have the following comments:

Preliminary Preferred Tie-In Location:

The east limit of Labatt Avenue is proposed to be closed and designated as parkland through the development application for 1-25 Defries Street. The Parks, Forestry & Recreation Division (PF&R) generally does not accept parkland that is encumbered by utilities. If the pipeline is to be located within the future parkland, then the installation must be done before the property is handed over to PF&R. Once the subject property becomes parkland, no permanent easement for the pipeline will be permitted to be granted. Enbridge should coordinate the planning for the pipeline in this location with the City Planning Division and with the PF&R planners for the area.

Preliminary Preferred Route:

PF&R has a number of existing parks along the preliminary preferred route. These include the King-Queen Triangle fronting on River and Queen Streets, and Underpass Parks East and West fronting on Lower River Street, Trolley Crescent, Eastern Avenue and the Eastern Avenue Diversion. Further, Diamond Jubilee Park has frontages on either side of Rolling Mills Road and on the north side of Front Street East. Consequently, we require information regarding the specific location of the proposed pipeline within the various road allowances in order to assess whether there will be impacts on our assets. Enbridge should be advised that permanent easements cannot be granted over City parkland, and consequently must design the route accordingly.

There may be a future expansion of Parliament Square Park located on the west side of Parliament Street at Mill Street through the Master Plan currently underway for the First Parliament site. Consequently, we also require information regarding the specific location of the proposed pipeline within the Parliament Street right-of-way.

Alternative Routes:

PF&R assets are located along Alternative Route 3, including the Tannery Road frontages of Diamond Jubilee Park and a possible future joint-use school/community centre on Block 9 located south-west of the Bayview Avenue and Mill Street intersection. Enbridge should work with the City Planning Division and with the PF&R planners regarding the location and possible configuration of the latter.

Construction Details:

In addition to showing the preferred route, Enbridge must also provide information regarding the proposed installation methods (i.e. open trenching, tunneling or a combination of both), and the anticipated location of any launch-pit locations or other associated work areas. Enbridge should be advised that no construction staging, storage of materials or construction access will be permitted within City parkland.

Enbridge should be advised that special street trees and plaques commemorating the countries that participated in the 2015 Pan Am Games are situated along both the north and south sides of Diamond Jubilee Promenade (Front Street East). Enbridge must work with Urban Forestry with respect to inventories and assessments of any existing trees that may be affected by the proposed work, and with respect to any requisite permits to injure or remove trees, as applicable.

A plan showing the existing and anticipated future PF&R assets in the area, as well as the locations where there may be conflicts with the new pipeline routes is attached, for your information and use.

Should you have any questions or require additional information, please contact the undersigned.



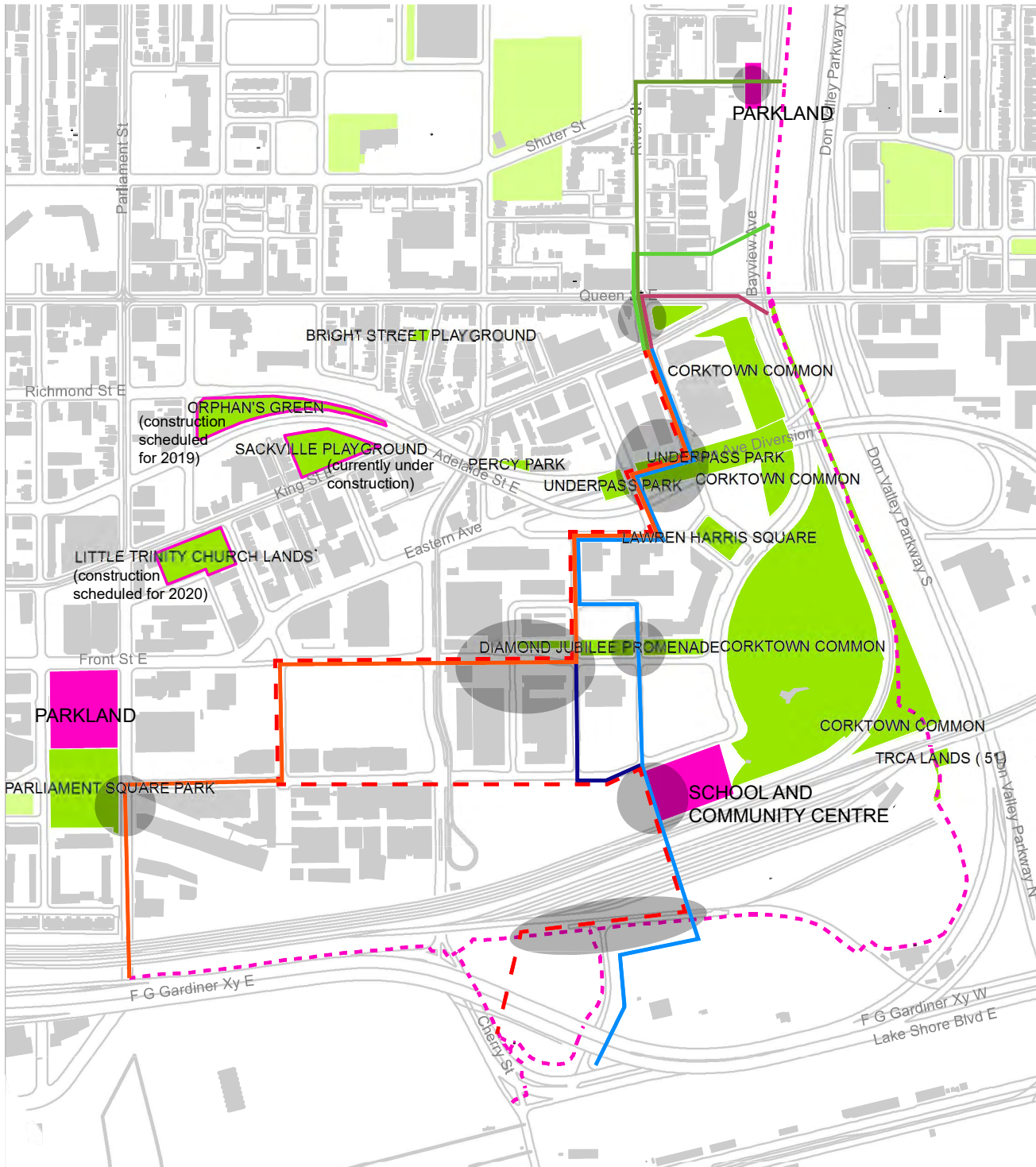
Marc Kramer, Landscape Architect  
Landscape Architecture Unit  
416-392-7438














/mk

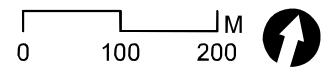
Attach.

- C:     D. McLaughlin, Parks, Forestry & Recreation  
       R. Gibson, Parks, Forestry & Recreation  
       E. Stadyk, Parks, Forestry & Recreation  
       M. Franko, Parks, Forestry & Recreation

# PF&R Assets and Projects near/adjacent to proposed pipeline route



-  Potential conflict areas with PF&R assets
-  Tie in Point Alternative 1
-  Tie in Point Alternative 2
-  Tie in Point Alternative 3
-  Preliminary Preferred Route (Alternative 1)
-  Alternative 2
-  Alternative 3
-  Alternative 3 a / b (?)
-  Lower Don River Trail
-  Active/Planned Capital Projects in existing parkland
-  Planned Developments that include PF&R Facilities
-  Parkland in proximity to proposed routes
-  Other Parkland



**From:** [Melany Afara](#)  
**To:** [David Stonehouse \(David.Stonehouse@toronto.ca\)](#); [Caroline Kaars Sijpesteijn \(Caroline.KaarsSijpesteijn@toronto.ca\)](#); [Robert Gibson \(Robert.Gibson@toronto.ca\)](#); [Leila Valenzuela \(Leila.Valenzuela@toronto.ca\)](#); [Bruce Clayton@toronto.ca](#); [Jian Lei@toronto.ca](#); [Ann.Khan@toronto.ca](#); [Riad.Rahman \(Riad.Rahman@toronto.ca\)](#)  
**Cc:** [Diana Krsek](#); [Kelsey Mills](#); [Environmental Assessment, Replacement 20](#)  
**Subject:** Enbridge Gas Distribution - NPS 20 Replacement Project - UPDATE  
**Date:** Friday, August 03, 2018 9:53:05 AM  
**Attachments:**

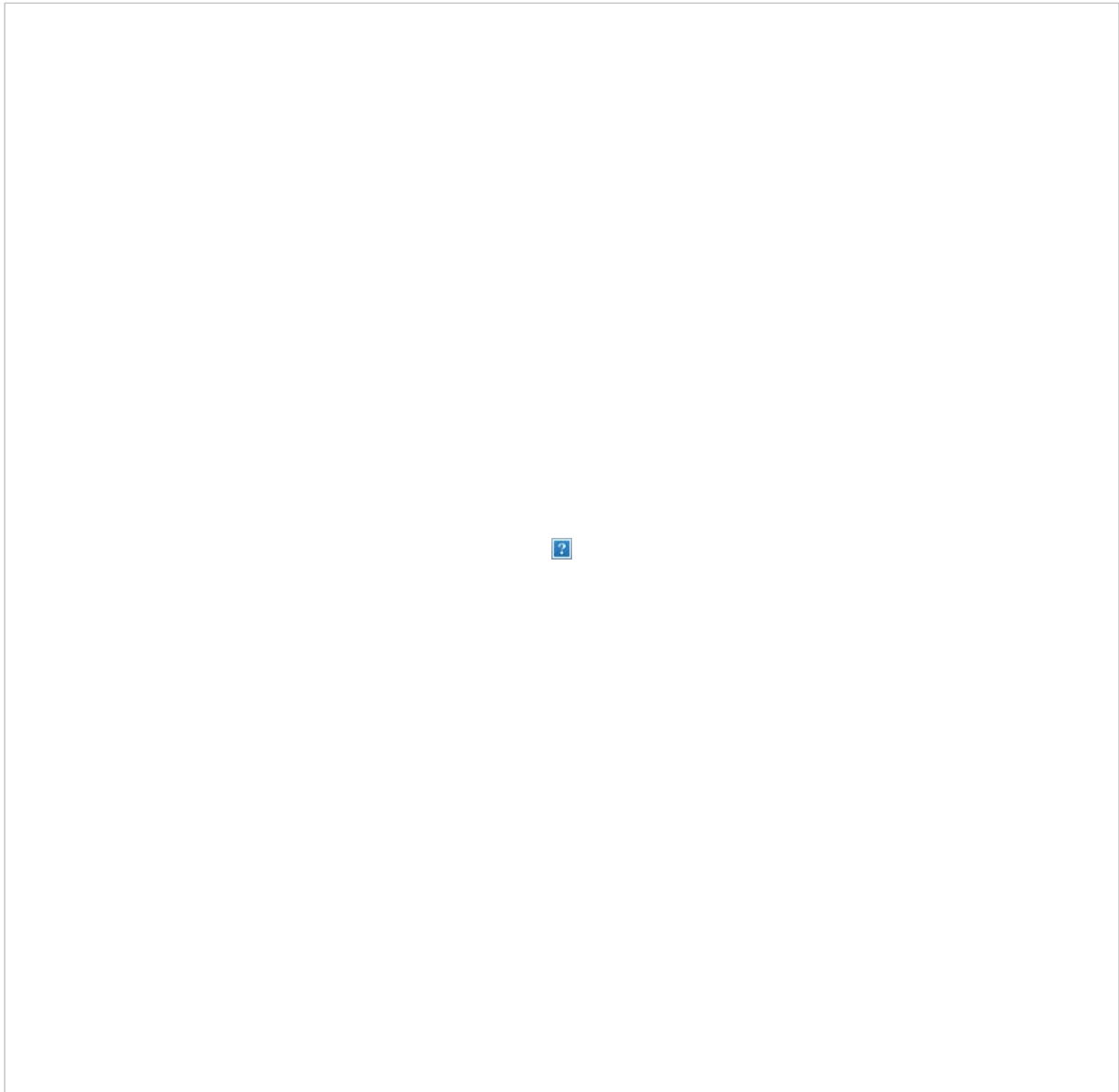
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Hello,

Enbridge recently completed additional investigative work on a segment of **NPS 20 inch** Lakeshore natural gas pipeline east of Cherry Street. As a result of this work and the findings, there is no near term requirement for replacement of the pipeline. As Enbridge continues to further evaluate the pipeline, the project timing will be reassessed and updated accordingly.

The Leave to Construct application will be put on hold until a new timeline is determined at which time Enbridge will be in touch to provide an update.

Please contact me if you have any questions or concerns.



Thank you,

**Melany Afara, P. Eng.**

Sr. Advisor Planning  
Planning & Design

**ENBRIDGE GAS DISTRIBUTION**

TEL: 905-704-3791 | CELL: 437-991-7872  
3401 Schmon Pky Thorold, ON

[melany.afara@enbridge.com](mailto:melany.afara@enbridge.com)  
[enbridgegas.com](http://enbridgegas.com)

**Integrity. Safety. Respect.**

**From:** [Michael Noble](#)  
**To:** ["Kelsey Mills"](#)  
**Cc:** ["Melany Afara"](#); ["Byron Madrid"](#); ["Aron Murdoch"](#); [NPS 20 Waterfront Relocation Project \(160951037\)](#)  
**Subject:** RE: City Comments - PROPOSED 20 INCH NATURAL GAS PIPELINE WATERFRONT RELOCATION PROJECT  
**Date:** Tuesday, March 24, 2020 8:34:32 AM

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Hi Kelsey,

Just noting that the letter we sent on March 9<sup>th</sup> proposed a coordination meeting in Q2. Obviously in the current situation I am not pushing for this to be organized in the near future. Maybe we can check in again at the end of April when we will hopefully know more about how things stand. If there are any relevant updates between now and then (on either of the EAs) please respond to the group that was on the comment letter that the city submitted.

Thanks

Michael

\*\*\*\*\*

**Michael Noble, MScPI, MCIP, RPP**  
Project Manager, Waterfront Secretariat  
City Planning, City of Toronto

481 University Ave, 6<sup>th</sup> Floor  
Toronto, ON M5G 2P1

Tel: 416-397-4816  
Cel: 416-894-4363  
Fax: 416-392-8805  
Email: [michael.noble@toronto.ca](mailto:michael.noble@toronto.ca)

---

**From:** Michael Noble  
**Sent:** March 16, 2020 10:19 AM  
**To:** 'Kelsey Mills' <[Kelsey.Mills@enbridge.com](mailto:Kelsey.Mills@enbridge.com)>  
**Cc:** Melany Afara <[Melany.Afara@enbridge.com](mailto:Melany.Afara@enbridge.com)>; Byron Madrid <[Byron.Madrid@enbridge.com](mailto:Byron.Madrid@enbridge.com)>; Aron Murdoch <[Aron.Murdoch@enbridge.com](mailto:Aron.Murdoch@enbridge.com)>; [EA.Replacement20@stantec.com](mailto:EA.Replacement20@stantec.com)  
**Subject:** RE: City Comments - PROPOSED 20 INCH NATURAL GAS PIPELINE WATERFRONT RELOCATION PROJECT

Thanks.

Mike

\*\*\*\*\*

**Michael Noble, MScPI, MCIP, RPP**  
Project Manager, Waterfront Secretariat

City Planning, City of Toronto

481 University Ave, 6<sup>th</sup> Floor  
Toronto, ON M5G 2P1

Tel: 416-397-4816

Cel: 416-894-4363

Fax: 416-392-8805

Email: [michael.noble@toronto.ca](mailto:michael.noble@toronto.ca)

---

**From:** Kelsey Mills [<mailto:Kelsey.Mills@enbridge.com>]

**Sent:** March 10, 2020 12:57 PM

**To:** Michael Noble <[Michael.Noble@toronto.ca](mailto:Michael.Noble@toronto.ca)>

**Cc:** Melany Afara <[Melany.Afara@enbridge.com](mailto:Melany.Afara@enbridge.com)>; Byron Madrid <[Byron.Madrid@enbridge.com](mailto:Byron.Madrid@enbridge.com)>; Aron Murdoch <[Aron.Murdoch@enbridge.com](mailto:Aron.Murdoch@enbridge.com)>; [EA.Replacement20@stantec.com](mailto:EA.Replacement20@stantec.com)

**Subject:** [WARNING: ATTACHMENT UNSCANNED]RE: City Comments - PROPOSED 20 INCH NATURAL GAS PIPELINE WATERFRONT RELOCATION PROJECT

Hi Michael,

Acknowledging that we have received the below email and attached letter.

Regards,

**Kelsey Mills**

—

TEL: 905-927-3145 | CELL: 416-454-9539

---

**From:** Michael Noble <[Michael.Noble@toronto.ca](mailto:Michael.Noble@toronto.ca)>

**Sent:** Monday, March 9, 2020 5:29 PM

**To:** Kelsey Mills <[Kelsey.Mills@enbridge.com](mailto:Kelsey.Mills@enbridge.com)>

**Cc:** David Stonehouse <[David.Stonehouse@toronto.ca](mailto:David.Stonehouse@toronto.ca)>; Rooly Georgopolous <[rooly.georgopoulos@stantec.com](mailto:rooly.georgopoulos@stantec.com)>; Melany Afara <[Melany.Afara@enbridge.com](mailto:Melany.Afara@enbridge.com)>; Michael (Legal) Smith <[Michael.A.Smith@toronto.ca](mailto:Michael.A.Smith@toronto.ca)>; Marc Kramer <[Marc.Kramer@toronto.ca](mailto:Marc.Kramer@toronto.ca)>; Matthew Davis <[Matthew.Davis@toronto.ca](mailto:Matthew.Davis@toronto.ca)>; Doodnauth Sharma <[Doodnauth.Sharma@toronto.ca](mailto:Doodnauth.Sharma@toronto.ca)>; Tatiana Chiesa <[Tatiana.Chiesa@toronto.ca](mailto:Tatiana.Chiesa@toronto.ca)>; Carly Bowman <[Carly.Bowman@toronto.ca](mailto:Carly.Bowman@toronto.ca)>; Anthony Kittel <[Anthony.Kittel@toronto.ca](mailto:Anthony.Kittel@toronto.ca)>; Megan Rolph <[Megan.Rolph@toronto.ca](mailto:Megan.Rolph@toronto.ca)>; Jian Lei <[Jian.Lei@toronto.ca](mailto:Jian.Lei@toronto.ca)>; Easton Gordon <[Easton.Gordon@toronto.ca](mailto:Easton.Gordon@toronto.ca)>; Bruce Clayton <[Bruce.Clayton@toronto.ca](mailto:Bruce.Clayton@toronto.ca)>; Leila Valenzuela <[Leila.Valenzuela@toronto.ca](mailto:Leila.Valenzuela@toronto.ca)>; Renee Afoom-Boateng <[Renee.Afoom-Boateng@trca.ca](mailto:Renee.Afoom-Boateng@trca.ca)>; 'Ken Dion' <[KDion@waterfrontoronto.ca](mailto:KDion@waterfrontoronto.ca)>

**Subject:** [External] City Comments - PROPOSED 20 INCH NATURAL GAS PIPELINE WATERFRONT RELOCATION PROJECT

**EXTERNAL: PLEASE PROCEED WITH CAUTION.**

This e-mail has originated from outside of the organization. Do not respond, click on links or open attachments unless you recognize the sender or know the content is safe.



Good Afternoon Kelsey,

Attached are City Comments related to the Notice of Project Change for the **Proposed 20 Inch Natural Gas Pipeline Waterfront Relocation Project**.

Thank-you,

Michael Noble

\*\*\*\*\*

**Michael Noble, MScPI, MCIP, RPP**

Project Manager, Waterfront Secretariat  
City Planning, City of Toronto

481 University Ave, 6<sup>th</sup> Floor  
Toronto, ON M5G 2P1

Tel: 416-397-4816

Cel: 416-894-4363

Fax: 416-392-8805

Email: [michael.noble@toronto.ca](mailto:michael.noble@toronto.ca)





Waterfront Secretariat  
David Stonehouse, Director

481 University Avenue  
6th Floor  
Toronto, Ontario M5G 2E9

Tel: (416) 392-8113  
David.Stonehouse@toronto.ca

March 9, 2020

Ms. Kelsey Mills  
Environmental Advisor  
Enbridge Gas Distribution Inc.  
3rd Floor, 101 Honda Boulevard  
Markham, ON  
L6C 0M6

**Re: NOTICE OF PROJECT CHANGE - PROPOSED 20 INCH NATURAL GAS PIPELINE  
WATERFRONT RELOCATION PROJECT**

Dear Ms. Mills,

This letter is in response to the Notice Of Project Change regarding the proposal from Enbridge Gas Distribution Inc. to replace and abandon a segment of 20 inch vital natural gas main that supplies the City of Toronto. We understand that this project is a continuation of the 20 inch Natural Gas Pipeline Replacement project which had been previously cancelled in August 2018.

City Comments are below. In order to ensure effective communication and a complete understanding of this project, the City recommends that a coordination meeting be held between Enbridge and the City of Toronto in Q2 2020, to be coordinated by the Waterfront Secretariat.

It is our understanding that the project would include:

- The segment of the NPS 20 gas main that crosses the Don River would be removed. This would include the portion on the Keating Rail Bridge, as well as portions on the east and west side of the current bridge that would be impacted by the future widening of the river.
- The existing segment of NPS 20 pipeline east of Cherry Street, currently located under Lake Shore Boulevard East, would be dead-ended west of the Don River, but that service on this pipeline stub would continue, in order to serve local customers.
- Similarly the pipeline on the east side of the river between Station B and the Don River would be dead-ended east of the river and service would continue for local customers.

- The pipeline west of Cherry to Bathurst street is to be replaced, and is the subject of the *NPS 20 Replacement Cherry To Bathurst EA*, also currently underway. This project includes a segment running north-south along Parliament Street, between Lake Shore Boulevard and Mill Street.

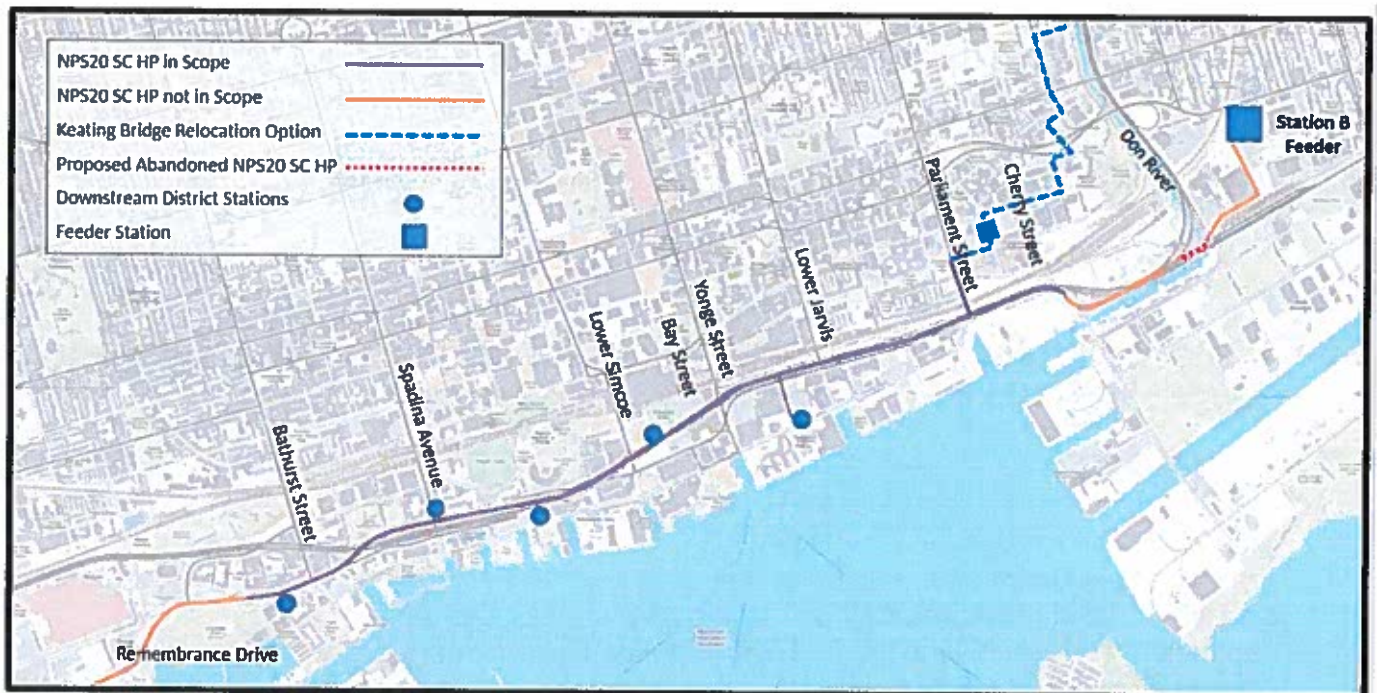


Figure 1- Enbridge: NPS 20 Replacement Cherry To Bathurst EA and the NPS 20 Waterfront Relocation Project

Our comments at this time are the following:

### 1. Need for Project

The need for this project is not simply that the location of the existing Enbridge natural gas main conflicts with the proposed Port Lands Flood Protection (PLFP) Waterfront Toronto project to manage flood control.

The City of Toronto, as Road Authority, has provided notification to Enbridge under the *Public Service Works On Highways Act*, that the existing Enbridge natural gas main must be removed from the existing location in order to accommodate changes required by two highway improvement projects. These projects are: the City of Toronto's *Gardiner Strategic Rehabilitation Plan*, which is being implemented by the City of Toronto, and the road improvement projects that are part of the *Port Lands Flood Protection and Enabling Infrastructure Project*, a joint initiative of the Federal, Provincial and Municipal governments, which is being implemented by Waterfront Toronto.

The relocation off the Keating Bridge will also address the Project Need which Enbridge had originally identified in the May 2018 Notice of Study Commencement and Public Open House and in other project documents, specifically, "the replacement of the above ground river crossing (Keating Railway Bridge), as it is subject to risk from significant weather events and other elements".

The Notice of Change advises that investigative results indicated the pipeline east of Cherry Street is in good condition; without addressing the risk of significant weather events and other elements, such as the Regulatory Flood Plain, where the pipeline is located. Enbridge should investigate whether the appropriate risk mitigation measure to address weather events, including flood events and other elements, would lead Enbridge to relocate and abandon the segment of 20-inch natural gas main located on the Keating Railway Bridge.

## 2. West Donlands Diamond Jubilee Promenade

A portion of the Preliminary Preferred Route is shown on Front Street from Rolling Mills Road west to Cherry Street. Note that this road, known as the Diamond Jubilee Promenade was the subject of significant recent public realm investments, including in the road right-of-way. This includes soil cells to support healthy trees, Pan Am trees, granite curbs and unit pavers. If possible, the pipeline route should avoid this section of Front Street. If this is not an option, Enbridge must work with City staff to ensure that these streetscape elements are protected.

## 3. Trinity Street Feeder Station – Development Review Process

Our understanding is that an intrinsic component of the Preferred Route is a new feeder station at the Enbridge property on Trinity St., and that this has been the subject of pre-application discussions with Community Planning and the local Councillor. City comments regarding that project will be provided in the context of the development application process and are not included in this letter.

## 4. Gardiner Strategic Rehabilitation Plan

Please note that under the *Gardiner Strategic Rehabilitation Plan* the alignment of Lake Shore Boulevard between Cherry Street and the Don River will be shifting from its current location in the future (see Figure 2 below). This will potentially require the gas pipeline to be removed and replaced in the new Lake Shore Boulevard alignment. Enbridge should anticipate this future change in its planning and implementation of both the Waterfront and Cherry to Bathurst pipeline projects and should maintain consistent communication with the City's *Gardiner Strategic Rehabilitation Plan* team. Potentially, the replacement pipeline could be narrower than the current a 20-inch diameter, as the pipeline would only be required to serve local customers rather than a regional function.



Figure 2: Gardiner Expressway and Lake Shore Boulevard East Reconfiguration Project EA – Hybrid 3 Design



## 5. Unilever Precinct and East Harbour Development

Please note that the existing NPS 20 pipeline east of the Don River is located within the Unilever precinct. Significant redevelopment is anticipated in this area, consistent with the Unilever Precinct Secondary Plan and East Harbour Zoning Bylaw (<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.MM44.121>). The East Harbour redevelopment lands are owned by Cadillac Fairview.

Please ensure consistent communication with Community Planning and Cadillac Fairview regarding impacts of the project on these lands.

## 6. Comments Submitted in 2018

In July of 2018, the City provided Enbridge with a letter articulating our response to the EA as it stood at that time. I have attached this letter for reference. The comments provided at that time continue to be relevant today, as it appears that the characteristics of the Preferred Route are unchanged. If Enbridge chooses to explore additional alternate routes, or to explore other project changes, these should be communicated to City staff and other stakeholders for further analysis and comment.

## Conclusion

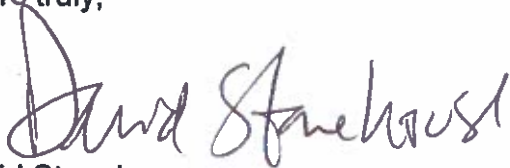
We encourage Enbridge to continue working with City staff and other stakeholders to address these items and ensure that these projects are designed and implemented in a way that supports the ongoing long term revitalization of Toronto's waterfront.

As noted above, the City recommends that a coordination meeting be held between Enbridge and the City of Toronto in Q2 2020, to be coordinated by the Waterfront Secretariat.

We look forward to continuing to work with Enbridge to address these and other related matters, to continue advancing this project.

Should you have any questions please contact Michael Noble at 416-397-4816 or by e-mail at [Michael.Noble@toronto.ca](mailto:Michael.Noble@toronto.ca)

Yours truly,



David Stonehouse  
Director, Waterfront Secretariat, City Planning

cc:

Rooly Georgopoulos, Startec Consulting Ltd.  
Melany Afara, Enbridge Gas Distribution Inc.  
Michael Smith, Legal Services, City of Toronto  
Michael Noble, Waterfront Secretariat, City of Toronto  
Marc Kramer, Parks, Forestry and Recreation, City of Toronto  
Matthew Davis, Transportation Services, City of Toronto  
Doodnauth Sharma, Engineering Support Services, City of Toronto  
Tatiana Chiesa, Engineering and Construction Services, City of Toronto  
Carly Bowman, Community Planning, City of Toronto  
Anthony Kittel, Community Planning, City of Toronto  
Megan Rolph, Community Planning, City of Toronto  
Jian Lei, Toronto Water, City of Toronto  
Easton Gordon, Engineering and Construction Services, City of Toronto  
Bruce Clayton, Transportation Services, City of Toronto  
Leila Valenzuela, Real Estate Services, City of Toronto  
Renee Afoom-Boateng, Toronto Region Conservation Authority  
Ken Dion, Waterfront Toronto





# PROPOSED 20-INCH NATURAL GAS PIPELINE WATERFRONT RELOCATION PROJECT Notice of Project Change

Enbridge Gas Inc. ("Enbridge") indicated in its notification on May 17, 2018 that the intent of the Project was to replace and abandon a segment of 20-inch vital natural gas main that supplies the City of Toronto. The original Project involved the replacement of the above ground river crossing at the Keating Railway Bridge. Investigative work was completed on the pipeline and results indicated the pipeline east of Cherry Street is in good condition. As a result, the replacement project was cancelled on August 3, 2018.

Ongoing discussions with Waterfront Toronto have indicated that the existing Enbridge natural gas main conflicts with the proposed Port Lands Flood Protection (PLFP) Waterfront Toronto project to manage flood control. As a result of this conflict, Enbridge is required to relocate and abandon the segment of 20-inch natural gas main located on the Keating Railway Bridge.

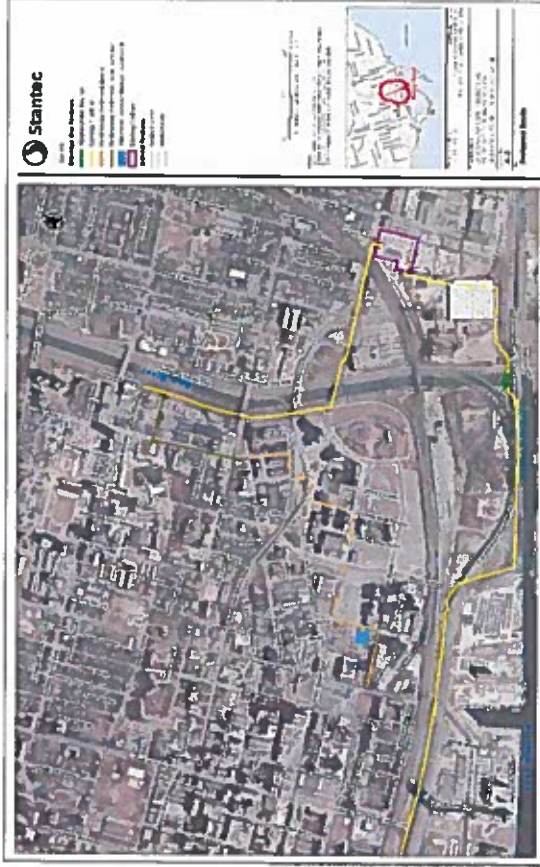
As part of the planning process for the original replacement Project, Enbridge had retained Stantec Consulting Ltd. to conduct an Environmental Study of the construction and operation of the proposed natural gas pipeline replacement and abandonment. A draft Environmental Report was completed on July 19, 2018, for this study area which assessed route alternatives that will be considered for the relocation project. The revised Environmental Study for the relocation Project will fulfill the requirements of the Ontario Energy Board's (OEB's) "Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition (2016)".

The revised Environmental Report for the study should be completed by March 2020, after which Enbridge will file an application for the proposed pipeline to the OEB. The OEB's review and approval is required before the proposed natural gas pipeline project can proceed. If approved, construction of the pipeline is currently anticipated to begin by September 2020.

We request that any questions and/or comments regarding the Notice of Project Change or the proposed project be sent to the following contacts by February 21, 2020:

**Kelsey Mills**  
Sr. Environmental Analyst  
Enbridge Gas Inc.  
3rd Floor, 101 Honda Boulevard  
Markham, ON L6C 0M6  
Phone: (905) 927-3145  
Fax: (905) 927-3293  
Email: [Kelsey.mills@enbridge.com](mailto:Kelsey.mills@enbridge.com)

**Rody Georgopoulos**  
Senior Project Manager  
Stantec Consulting Ltd.  
300-675 Cochrane Drive, West Tower  
Markham, ON L3R 0B8  
Phone: (905) 415-6367  
Fax: (905) 474-9889  
Email: [EA.Replacement20@stantec.com](mailto:EA.Replacement20@stantec.com)



For more information about the proposed project, please visit our project website at: <https://www.enbridgegas.com/About-Us> under "Projects".





Waterfront Secretariat  
David Stonehouse, Director

100 Queen Street West  
City Hall, 12<sup>th</sup> Floor, East Tower  
Toronto, ON  
M5H 2N2

Tel: (416) 392-8113  
Fax: (416) 392-8805

July 13, 2018

Ms. Kelsey Mills  
Environmental Advisor  
Enbridge Gas Distribution Inc.  
3rd Floor, 101 Honda Boulevard  
Markham, ON  
L6C 0M6

**Re: NOTICE OF STUDY COMMENCEMENT AND INFORMATION SESSION  
PROPOSED 20 INCH NATURAL GAS PIPELINE REPLACEMENT**

Dear Ms. Mills,

This letter is in response to the Notice Of Study Commencement and Information Session regarding the proposal from Enbridge Gas Distribution Inc. to replace and abandon a segment of 20 inch vital natural gas main that supplies the City of Toronto. These comments reflect the analysis of City Planning and Engineering and Construction Services divisions. A response from Parks, Forestry and Recreation is also attached.

Beginning in February 2017, the Waterfront Secretariat has been coordinating with City of Toronto staff across multiple divisions to work collaboratively with Enbridge Gas Distribution staff regarding the replacement of the NPS 20 inch gas main, as well as the NPS 30 inch gas main that has been the subject of a complementary study in the same area. The most recent in-person meeting on the projects was April 17, 2018. City Staff have also been in discussions with other stakeholders such as the Toronto Region Conservation Authority (TRCA) and Waterfront Toronto. The comments provided in this letter are limited to the NPS 20 project. Discussions regarding the NPS 30 inch gas main continue to proceed through that process.

City staff attended the Information Session on May 29, 2018 and have reviewed the related materials. We encourage Enbridge to continue working with City staff and other stakeholders to address outstanding items and required approval processes, and ensure that these projects are designed and implemented in a way that supports the ongoing long term revitalization of Toronto's waterfront. Below are our detailed comments at this time.

**Preferred Route**

**Preferred Route:** In comparison to other alternate routes identified, the route that Enbridge has identified as its preferred (attached – "Preliminary Preferred Route Alternative 1 with Alternative Tie in Point 1) has fewer conflicts and better reflects input submitted by the City through the process so far. Enbridge should explore opportunities to further refine this route and planned construction methodologies to reduce disruption.

**Preferred Feeder Station (Alternative Feeder Station Location B):** Enbridge has been in discussions with Toronto Building and City Planning regarding the modification of the existing Enbridge site at 60 Trinity Street. These discussions should continue in order to clearly define required next steps. This location is a better reflection of City staff input than alternatives requiring the establishment of a new Enbridge station in the Keating Precinct.

### Alternate Routes

**Alternative Routes and Alternative Feeder Station Location A:** Several of the options (Alternative 2 and Alternatives 3, 3A and 3B, Feeder Station Location A) are located within the Keating precinct. This is an area which has been and will continue to be the subject of significant physical change within the next decade, with major projects in different points of design and implementation. For example, the detailed design of the Gardiner Expressway and Lake Shore Boulevard has yet to be completed and the precise final alignment has not been finalized.

The Keating District Precinct Plan, which was approved in 2010, requires updating to reflect these changes. Ongoing projects include:

- Gardiner Expressway & Lake Shore Boulevard East - Rehabilitation and Realignment ;
- Port Lands Flood Protection and Enabling Infrastructure and Cherry Street Lake Filling;
- Metrolinx Union Station Rail Corridor, including changes to Don Yard and Wilson Yard;
- Coxwell Bypass Tunnel (Stage 1 of Don River & Central Waterfront Project);
- Waterfront Sanitary Servicing Master Plan Update (WSSMP);
- 3C Development Project (324 Cherry Street and 429 Lake Shore Boulevard East);
- Hydro Infrastructure Upgrades;
- Lower Don Bike Trail Realignment; and
- Keating District Precinct Plan Update.

It will be very difficult to integrate new pipelines and a feeder station into this complex and changing area in the near future. There are also specific issues with some of these options including:

- Alternative 2 is within a future private development block (currently old Cherry Street) that will be exchanged for the new Cherry Street alignment as part of the 3C mixed-use development. The construction of New Cherry Street and decommissioning of old Cherry Street will be undertaken between 2018 and 2021;
- Alternative 3 also impacts that 3C development block and is within proposed development blocks for Keating Channel – East Precinct;
- Engineering and Construction Services has concerns about conflicts between the potential Alternative Feeder Station Location B to the future alignment of the Gardiner Expressway and Lake Shore Road including safety concerns with the potential proximity of the feeder station to the structure of the Gardiner Expressway.

## Other Comments

**Construction and Traffic Coordination with Nearby Projects:** As currently proposed, the preferred route may require several lane and/or road closures and reconstruction with significant traffic impacts. These closures, and broader phasing of construction planning and traffic planning, must be coordinated with Transportation Services and other relevant City divisions. This will include a robust construction management plan and traffic mitigation strategy taking into account traffic and closures associated with other planned projects in and around the Lower Don Area and mitigation measures to minimize impact on traffic operations of the broader road network. The specific details of these requirements will be provided to Enbridge as work proceeds.

**Community Consultation and Communication:** City Staff recommend that Enbridge engage proactively and cooperatively with the local residents, community groups, such as the West Don Lands Committee, and the City Councillor, to ensure that residents have a clear understanding of construction timing, methodologies and impacts. Enbridge should make best efforts to respond to the concerns expressed by local residents.

**Decommissioning and Removal of Existing Pipelines:** A key benefit of this project is the removal of the gas pipeline from the existing bridge at the mouth of the Don River and along Lake Shore and Cherry streets. Further discussions are required regarding the decommissioning and removal of this infrastructure in coordination with other Lower Don projects.

**Coxwell Bypass Project:** Removal of existing Enbridge infrastructure from the Keating Railyard / southern side of First Gulf's property (7b - NPS 20) will need to be coordinated with the Coxwell Bypass Tunnel works. The Coxwell Bypass Tunnel works will be ongoing at the Keating Railyard / southern edge of First Gulf's property from Fall 2018 – 2023.

As part of the Coxwell Bypass Tunnel works, a drop shaft (referred to as the 7QUE connection) will be constructed below the overpass where King/Queen Street merge (Old Brewery Lane) which appears to be along the alignment of the NPS 20 project. The drop shaft will be constructed between 2018 – 2023, with additional work to be completed as part of a future contract (after 2028).

**Summary**

We look forward to continuing to work with Enbridge to address these and other related matters, to continue advancing this project.

Should you have any questions please contact Michael Noble at 416-397-4816 or by e-mail at [Michael.Noble@toronto.ca](mailto:Michael.Noble@toronto.ca)

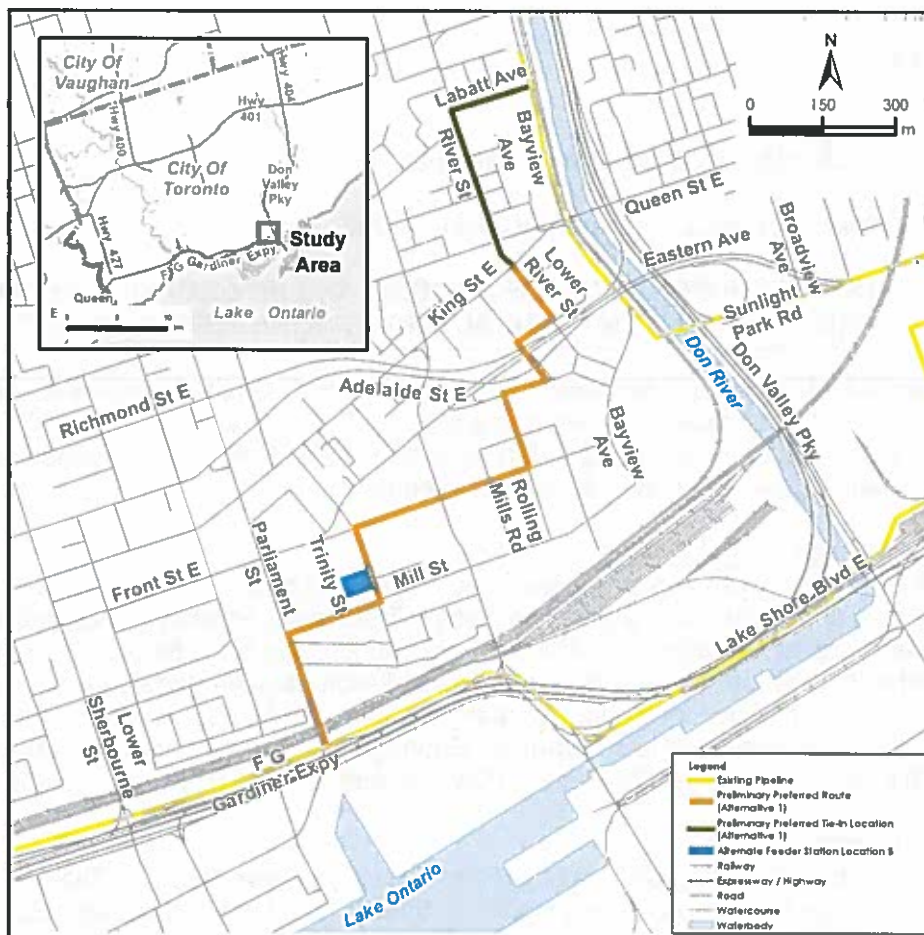
Yours truly,

  
David Stonehouse  
Director, Waterfront Secretariat, City Planning

cc:

Rooly Georgopoulos, Stantec Consulting Ltd.  
Chuck Reaney, Enbridge Gas Distribution Inc.  
Byron Madrid, Enbridge Gas Distribution Inc.  
Melany Afara, Enbridge Gas Distribution Inc.  
Michael Noble, Waterfront Secretariat, City of Toronto  
Rob Gibson, Parks, Forestry and Recreation, City of Toronto  
Caroline Kaars Sijpesteijn, Engineering and Construction Services, City of Toronto  
Anthony Kittel, Community Planning, City of Toronto  
Kate Goslett, Community Planning, City of Toronto  
Jian Lei, Toronto Water, City of Toronto  
Easton Gordon, Engineering and Construction Services, City of Toronto  
Bruce Clayton, Transportation Services, City of Toronto  
Leila Valenzuela, Real Estate Services, City of Toronto  
Renee Afoom-Boateng, TRCA  
Ken Dion, TRCA  
Shannon Baker, Waterfront Toronto  
Leonard Ng, Waterfront Toronto







Parks, Forestry & Recreation  
J. Romoff, General Manager

Planning, Design & Development  
Metro Hall 24th Floor  
55 John Street  
Toronto, Ontario M5V 3C6

## Memorandum

Marc Kramer  
Tel: (416) 392-7438  
Marc.Kramer@toronto.ca

July 13, 2018

**To:** Michael Noble, Waterfront Secretariat

**From:** Marc Kramer, Landscape Architecture Unit

**Subject:** **NOTICE OF STUDY COMMENCEMENT AND INFORMATION SESSION  
PROPOSED 20 INCH NATURAL GAS PIPELINE REPLACEMENT**

Please be advised that we have reviewed the proposal by Enbridge to remove the existing 20 inch diameter natural gas pipeline currently crossing the Lower Don River and to construct a replacement pipeline along various roads throughout the West Don Lands community. Please be further advised that we have the following comments:

Preliminary Preferred Tie-In Location:

The east limit of Labatt Avenue is proposed to be closed and designated as parkland through the development application for 1-25 Defries Street. The Parks, Forestry & Recreation Division (PF&R) generally does not accept parkland that is encumbered by utilities. If the pipeline is to be located within the future parkland, then the installation must be done before the property is handed over to PF&R. Once the subject property becomes parkland, no permanent easement for the pipeline will be permitted to be granted. Enbridge should coordinate the planning for the pipeline in this location with the City Planning Division and with the PF&R planners for the area.

Preliminary Preferred Route:

PF&R has a number of existing parks along the preliminary preferred route. These include the King-Queen Triangle fronting on River and Queen Streets, and Underpass Parks East and West fronting on Lower River Street, Trolley Crescent, Eastern Avenue and the Eastern Avenue Diversion. Further, Diamond Jubilee Park has frontages on either side of Rolling Mills Road and on the north side of Front Street East. Consequently, we require information regarding the specific location of the proposed pipeline within the various road allowances in order to assess whether there will be impacts on our assets. Enbridge should be advised that permanent easements cannot be granted over City parkland, and consequently must design the route accordingly.

There may be a future expansion of Parliament Square Park located on the west side of Parliament Street at Mill Street through the Master Plan currently underway for the First Parliament site. Consequently, we also require information regarding the specific location of the proposed pipeline within the Parliament Street right-of-way.

Alternative Routes:

PF&R assets are located along Alternative Route 3, including the Tannery Road frontages of Diamond Jubilee Park and a possible future joint-use school/community centre on Block 9 located south-west of the Bayview Avenue and Mill Street intersection. Enbridge should work with the City Planning Division and with the PF&R planners regarding the location and possible configuration of the latter.

**Construction Details:**

In addition to showing the preferred route, Enbridge must also provide information regarding the proposed installation methods (i.e. open trenching, tunneling or a combination of both), and the anticipated location of any launch-pit locations or other associated work areas. Enbridge should be advised that no construction staging, storage of materials or construction access will be permitted within City parkland.

Enbridge should be advised that special street trees and plaques commemorating the countries that participated in the 2015 Pan Am Games are situated along both the north and south sides of Diamond Jubilee Promenade (Front Street East). Enbridge must work with Urban Forestry with respect to inventories and assessments of any existing trees that may be affected by the proposed work, and with respect to any requisite permits to injure or remove trees, as applicable.

A plan showing the existing and anticipated future PF&R assets in the area, as well as the locations where there may be conflicts with the new pipeline routes is attached, for your information and use.

Should you have any questions or require additional information, please contact the undersigned.



Marc Kramer, Landscape Architect  
Landscape Architecture Unit  
416-392-7438














/mk

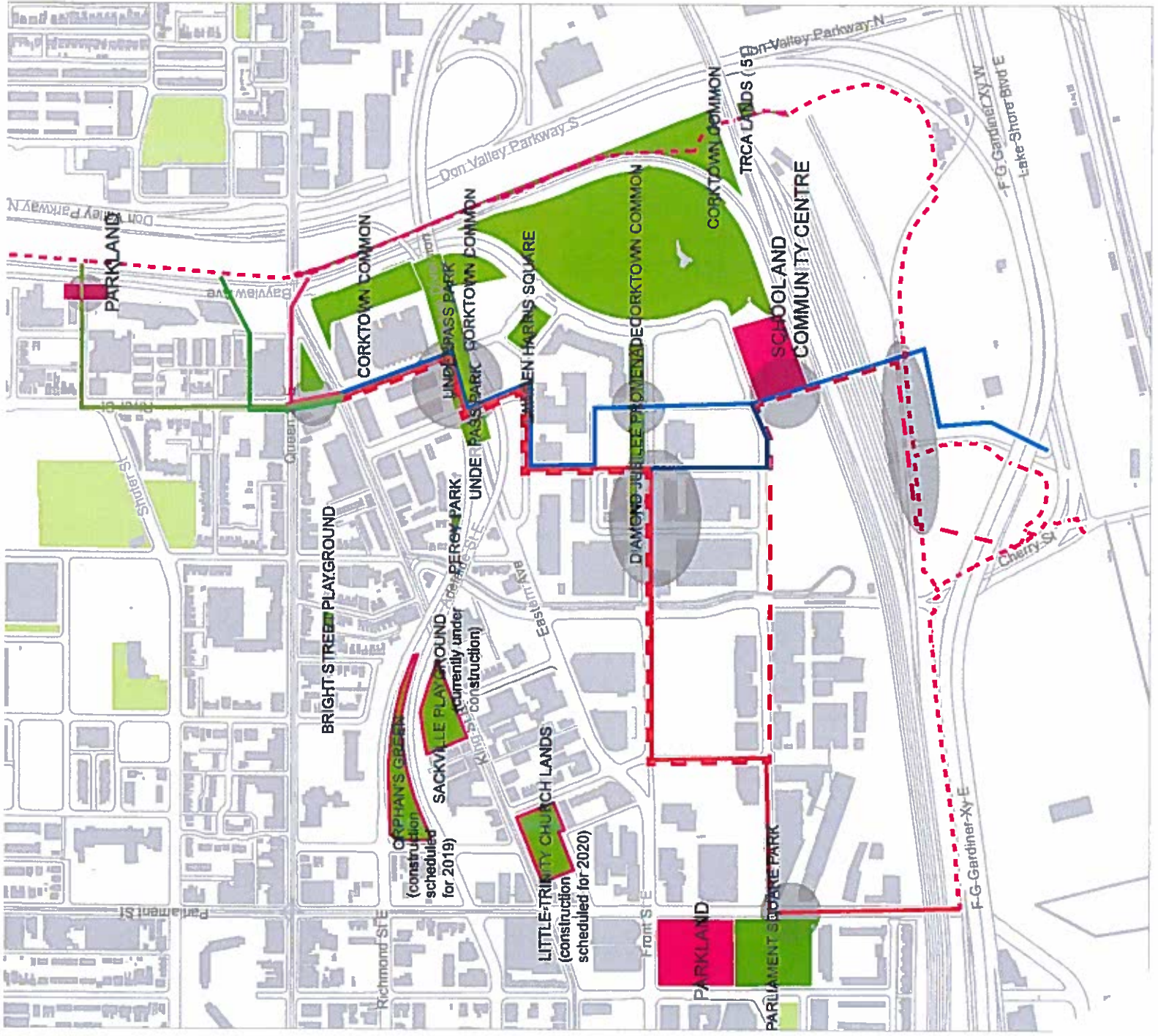
Attach.

C: D. McLaughlin, Parks, Forestry & Recreation  
R. Gibson, Parks, Forestry & Recreation  
E. Stadnyk, Parks, Forestry & Recreation  
M. Franko, Parks, Forestry & Recreation



# PF&R Assets and Projects near/adjacent to proposed pipeline route

-  Potential conflict areas with PF&R assets
-  Tie in Point Alternative 1
-  Tie in Point Alternative 2
-  Tie in Point Alternative 3
-  Preliminary Preferred Route (Alternative 1)
-  Alternative 2
-  Alternative 3
-  Alternative 3 a / b (?)
-  Lower Don River Trail
-  Active/Planned Capital Projects in existing parkland
-  Planned Developments that include PF&R Facilities
-  Parkland in proximity to proposed routes
-  Other Parkland



**From:** [Barboza, Karla \(MTCS\)](#)  
**To:** [Walter, Laura](#)  
**Cc:** [Hatcher, Laura \(MTCS\)](#); [Registrar \(MTCS\)](#)  
**Subject:** MTCS Response - Information Request: NPS 30 Don River Replacement and NPS 20 Supply Project  
**Date:** Wednesday, June 21, 2017 10:25:33 AM  
**Attachments:**

[EGD\\_Don\\_River\\_Fig01\\_Study\\_Area.pdf](#)  
[20170616\\_Study\\_Area.zip](#)

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## MTCS File #0006316 – Enbridge NPS 30 Don River Replacement and NPS 20 Supply Project (City of Toronto)

Hi Laura,

As you may know, the Ministry of Tourism, Culture and Sport (MTCS) developed screening checklists to assist property owners, developers, consultants and others to identify known and potential cultural heritage resources:

- [Criteria for Evaluating Archaeological Potential](#)
- [Criteria for Evaluating Marine Archaeological Potential](#)
- [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#)

I have used the document above (Built Heritage and Cultural Heritage Landscapes) in order to respond to your questions:

- Question 3a. i. Is the property (or project area) identified, designated or otherwise protected under the Ontario Heritage Act as being of cultural heritage value e.g. a property that is designated by order of the Minister of Tourism, Culture and Sport as being of cultural heritage value or interest of provincial significance [s.34.5]?

MTCS Response: To date, no properties have been designated by the Minister.

- Question 3a.v. Is the property (or project area) identified, designated or otherwise protected under the Ontario Heritage Act as being of cultural heritage value included in the Ministry of Tourism, Culture and Sport's list of provincial heritage properties?

MTCS Response: At this time, the following properties have been identified as provincial heritage properties within the study area:

- Union Station Rail Corridor (USRC) Interlocking Tower – Cherry Street – provincial heritage property of provincial significance
- Lower Jarvis Street USRC Subway (Bridge) – provincial heritage property
- Lower Sherbourne Street USRC Subway (bridge) – provincial heritage property
- Parliament Street USRC Subway (Bridge) – provincial heritage property
- R.L Hearn Generating Station – provincial heritage property

There may be additional provincial heritage properties identified within the study area and it would be helpful to the street address to confirm. Let me know what additional information you need for the properties identified above.

However, if the subject lands or parts of the subject lands are owned or controlled by an Ontario Ministry or Prescribed Public Body (PPB) on behalf of the Crown (the list of PPBs is available as [O. Reg. 157/10](#)), a Ministry or PPB may have responsibilities under the Standards and Guidelines for Conservation of Provincial Heritage Properties.

Please note that we are not able to open shapefile documents.

I hope this helps. Let me know if you have any additional questions.

Regards,

Karla

Karla Barboza MCIP, RPP, CAHP | (A) Team Lead, Heritage  
Ministry of Tourism, Culture and Sport  
Culture Division | Programs and Services Branch | Heritage Program Unit  
T. 416.314.7120 | fax: 416.212.1802 | Email: [karla.barboza@ontario.ca](mailto:karla.barboza@ontario.ca)



**From:** Walter, Laura [mailto:Laura.Walter@stantec.com]  
**Sent:** June 16, 2017 2:17 PM  
**To:** Registrar (MTCS)  
**Subject:** NPS 30 Don River Replacement and NPS 20 Supply Project

Good afternoon,

I am contacting you today in regards to heritage resources within the City of Toronto.

Stantec Consulting Ltd., on behalf of Enbridge Gas Distribution (Enbridge) is undertaking a series of environmental studies for the replacement of two natural gas vital main pipelines in the City of Toronto. In order to complete the *Criteria for Evaluating Potential for Built Heritage Resources and a Cultural Heritage Landscape Checklist*, we are seeking information on protected heritage resources (properties, landscapes, or districts) within or adjacent to the Project Study Area.

We are inquiring about the potential of any provincial heritage interests within or adjacent to the Project Study Area. The Project Study Area is located within the City of Toronto and is wholly located within road allowances and shoulders. It roughly extends west to east from Jarvis Street to Jones Avenue, and south to north, from Lake Ontario and the Don Lands to Gerrard Street East.

Specifically, the Project Study Area spans across the following historical Lots and Concessions of the former Township of York, within the former County of York.

- Lots 12 to 16, Concession 1 from Lake Ontario
- Lots 12 to 16, Broken Front Concession

**Are you aware of any MTCS heritage interests within or adjacent to this Project Study Area?**

For the ease of review, mapping has been prepared depicting the Project Study Area (see attached). This map appears in draft form and may contain confidential information not yet released to the public. As the Project Study Area includes a large amount of municipal addresses, I have also attached a shapefile with the study area. We ask that you maintain confidentiality while responding to this inquiry.

Let me know if you need any further information.

Thanks,

Laura

**Laura Walter, MA**

Cultural Heritage Specialist

Stantec

1-70 Southgate Drive Guelph ON N1G 4P5

Phone: (519) 780-8164

[Laura.Walter@stantec.com](mailto:Laura.Walter@stantec.com)

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**Karla Barboza MCIP, RPP, CAHP** | (A) Team Lead, Heritage

Ministry of Tourism, Culture and Sport

Culture Division | Programs and Services Branch | Heritage Program Unit

401 Bay Street, Suite 1700 | Toronto, ON M7A 0A7

T. 416.314.7120 | fax: 416.212.1802 | Email: [karla.barboza@ontario.ca](mailto:karla.barboza@ontario.ca)







**From:** Walter, Laura  
**To:** ["Jeremy Collins"](#)  
**Subject:** NPS 30 Don River Replacement and NPS 20 Supply Project  
**Date:** Friday, June 16, 2017 2:11:00 PM  
**Attachments:** [EGD\\_Don\\_River\\_Fig01\\_Study\\_Area.pdf](#)  
[let\\_oht\\_160950954\\_20170616.pdf](#)

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Hi Jeremy,

Attached is an information request for the NPS 30 Don River Replacement and NPS 20 Supply Project, in the City of Toronto. If you could look into whether there are any OHT owned properties, or conservation easements within, or adjacent to the Project Study Area that would be great.

Thanks for your help,

Laura

**Laura Walter, MA**  
Cultural Heritage Specialist  
Stantec  
1-70 Southgate Drive Guelph ON N1G 4P5  
Phone: (519) 780-8164  
[Laura.Walter@stantec.com](mailto:Laura.Walter@stantec.com)

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**Stantec Consulting Ltd.**  
1-70 Southgate Drive, Guelph ON N1G 4P5

June 16, 2017  
File: 160950954

**Attention: Jeremy Collins**  
Ontario Heritage Trust  
202-10 Adelaide Street East  
Toronto ON N5C 1J3

Dear Mr. Collins,

**Reference: NPS 30 Don River Replacement and NPS 20 Supply Project**

Stantec Consulting Ltd., on behalf of Enbridge Gas Distribution (Enbridge) is undertaking a series of environmental studies for the replacement of two natural gas vital main pipelines in the City of Toronto. In order to complete the *Criteria for Evaluating Potential for Built Heritage Resources and a Cultural Heritage Landscape Checklist*, we are seeking information on protected heritage resources (properties, landscapes, or districts) within or adjacent to the Project Study Area.

We are inquiring about any potential of Ontario Heritage Trust (OHT) conservation easements or OHT owned properties within or adjacent to the Project Study Area. The Project Study Area is located within the City of Toronto and is wholly located within road allowances and shoulders. It roughly extends west to east from Jarvis Street to Jones Avenue, and south to north, from Lake Ontario and the Don Lands to Gerrard Street East.

Specifically, the Project Study Area spans across the following historical Lots and Concessions of the former Township of York, within the former County of York.

- Lots 12 to 16, Concession 1 from Lake Ontario
- Lots 12 to 16, Broken Front Concession

Could you please advise if there are any properties with an OHT conservation easement or any OHT owned properties within or adjacent to the NPS 30 Don River Replacement and NPS 20 Supply Project Study Area?

For the ease of review, mapping has been prepared depicting the Project Study Area (see attached). This map appears in draft form and may contain confidential information not yet released to the public. We ask that you maintain confidentiality while responding to this inquiry.



June 16, 2017  
Jeremy Collins  
Page 2 of 2

**Reference: NPS 30 Don River Replacement and NPS 20 Supply Project**

Regards,

**STANTEC CONSULTING LTD.**

Laura Walter, MA  
Culture Heritage Specialist  
Stantec  
1-70 Southgate Drive Guelph ON N1G 4P5  
Phone: (519) 780-8164  
[Laura.Walter@stantec.com](mailto:Laura.Walter@stantec.com)

Attachment: EGD\_Don\_River\_Fig01\_Study\_Area

L:\01609\active\160950954\work program\lab\_data\Heritage consultation





An agency of the Government of Ontario

10 Adelaide Street East  
Toronto, Ontario M5C 1J3

Telephone: 416-325-5000  
Fax : 416-325-5071  
www.heritagetrust.on.ca

## VIA MAIL AND EMAIL

June 19, 2017

Stantec Consulting Ltd.,  
1 – 70 Southgate Drive  
Guelph, ON N1G 4P5

Dear Ms. Walter:

### **Re: NPS 30 Don River Replacement and NPS 20 Supply Project**

We are in receipt of your letter of June 16, 2017 to the Ontario Heritage Trust (OHT) with respect to the above-noted project.

As the Province's lead heritage agency, the OHT is mandated to preserve, protect and promote the conservation of the Province's rich natural and cultural heritage. In carrying out the above mandate, the OHT protects many significant cultural heritage and natural heritage sites across Ontario through ownership and conservation easements. The OHT also promotes appropriate measures to protect heritage resources which may be affected by large-scale undertakings.

Further to your request for information, we have reviewed the map of the study area which you provided and your textual description of that area and can advise as follows:

The following properties which are either owned by the Trust or protected by a Trust conservation easement are located either within or adjacent to or in close proximity to your study area:

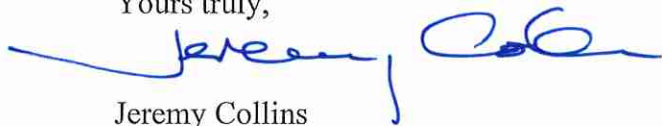
1. The Ontario Heritage Centre – 10 Adelaide Street East, Toronto (Trust-owned site)
2. Enoch Turner Schoolhouse – 106 Trinity Street, Toronto (Trust-owned site)
3. First Parliament Site – 265 Front Street East, Toronto (Trust-owned site)
4. Bank of Upper Canada, La Salle College and York Post Office – 252-264 Adelaide Street East, Toronto (protected by Trust conservation easement)
5. Don Jail – 550 Gerrard Street East, Toronto (protected by Trust conservation easement) – adjacent to or part of north edge of study area
6. Don Jail Governor's House – 562 Gerrard Street East, Toronto (protected by Trust conservation easement) – adjacent to or part of north edge of study area

7. Dixon Building – 47 Front Street East, Toronto (protected by Trust conservation easement) – just east of Church Street in close proximity to your study area
8. Dixon Building – 49 Front Street East, Toronto (protected by Trust conservation easement) – just east of Church Street in close proximity to your study area

We strongly encourage you to contact the Ministry of Tourism, Culture and Sport, if you have not already done so, in order to determine if there are any other cultural heritage interests which may be affected by this project. In this regard, we recommend that you liaise with Karla Barboza, Heritage Advisor / Acting Team Lead, Land Use Planning, Cultural Services Unit at the Ministry. She can be reached at 416-314-7120 by phone or [Karla.Barboza@ontario.ca](mailto:Karla.Barboza@ontario.ca) by email.

Should you have any questions, please contact me at 416-325-5017.

Yours truly,



Jeremy Collins  
Coordinator, Acquisitions and Dispositions

Copy: Karla Barboza, Heritage Planner/Acting Team Lead, Land Use Planning, Cultural Services Unit, MTCS (email only)



**From:** [Georgopoulos, Rooly](#)  
**To:** [Hatcher, Laura \(MTCS\)](#); [Bertenshaw, Meghan](#)  
**Cc:** [Environmental Assessment, Don River 30](#); [Hartwig, Emily](#)  
**Subject:** RE: Enbridge Gas Distribution Inc. - Notice regarding the Study Commencement and Information Session for the Proposed Don River Natural Gas Pipeline Replacement  
**Date:** Tuesday, January 02, 2018 9:33:05 AM

---

Good morning Laura, I have passed this email and the information you have provided to our archaeologist and heritage specialists that are working on this project. We will continue to keep you informed about this project.

Regards,  
Rooly

**Rooly Georgopoulos, B.Sc.,**  
Senior Associate  
Stantec  
300W-675 Cochrane Drive Markham ON L3R 0B8  
Phone: 905-415-6367  
Cell: 416-729-2300  
Fax: 905-474-9889  
[rooly.georgopoulos@stantec.com](mailto:rooly.georgopoulos@stantec.com)

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**From:** Hatcher, Laura (MTCS) [mailto:Laura.E.Hatcher@ontario.ca]  
**Sent:** Friday, December 22, 2017 1:44 PM  
**To:** Bertenshaw, Meghan <Meghan.Bertenshaw@stantec.com>; Georgopoulos, Rooly <Rooly.Georgopoulos@stantec.com>  
**Subject:** RE: Enbridge Gas Distribution Inc. - Notice regarding the Study Commencement and Information Session for the Proposed Don River Natural Gas Pipeline Replacement

Good afternoon,

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Commencement and PIC for your project. MTCS's interest in this project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement

with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

### **Archaeological Resources**

Your EA project may impact archaeological resources and you should screen the project with the MTCS [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment is needed. MTCS archaeological sites data are available at [archaeology@ontario.ca](mailto:archaeology@ontario.ca). If your EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the *OHA*, who is responsible for submitting the report directly to MTCS for review. If your screening of the project area determines that an archaeological assessment is not required, then this should be documented in the environmental study.

### **Built Heritage and Cultural Heritage Landscapes**

The MTCS [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether your project may impact cultural heritage resources. Heritage Preservation Service at the City of Toronto can provide information on property registered or designated under the *Ontario Heritage Act*.

While MTCS does not have records on the bridge spanning the Don River, based on visual inspection it appears the bridge may be a potential heritage property.

If potential or known heritage resources exist, MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MTCS for review, and make it available to local organizations or individuals who have expressed interest in review.

### **Environmental Study Reporting**

All technical heritage studies and their recommendations are to be addressed and incorporated into projects. Please advise MTCS whether any technical heritage studies will be completed for this project, and provide them to MTCS before commencement of work on-site. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the environmental study.

Thank-you for consulting MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Laura

**Laura Hatcher, MCIP, RPP**

Heritage Planner

Heritage Program | Programs and Services Branch | Ministry of Tourism, Culture and Sport  
401 Bay Street Suite 1700 Toronto ON M7A 0A7  
Tel. 416.314.3108 | email: [laura.e.hatcher@ontario.ca](mailto:laura.e.hatcher@ontario.ca)

---

**From:** Bertenshaw, Meghan [<mailto:Meghan.Bertenshaw@stantec.com>]  
**Sent:** November-24-17 11:01 AM  
**Cc:** Georgopoulos, Rooly; Kelsey Mills; Melany Afara  
**Subject:** Enbridge Gas Distribution Inc. - Notice regarding the Study Commencement and Information Session for the Proposed Don River Natural Gas Pipeline Replacement

Sent on behalf of Mr. Rooly Georgopoulos (Stantec Consulting Ltd.)

Good morning,

Please find attached a Letter and Notice regarding the Study Commencement and Information Session for the “**Proposed Don River Natural Gas Pipeline Replacement**” project in the City of Toronto. The Notice provides a general description of the proposed natural gas pipeline and details of the Information Session to be held at the Enoch Turner Schoolhouse on Tuesday, December 5<sup>th</sup>, 2017.

Should you have any questions or require additional information regarding the above-mentioned project, please refer to the Letter and Notice for project contact information. Please note that a hard copy of the letter and notice has also been sent to you in the mail.

Regards,

**Meghan Bertenshaw, MES, B.Sc., EPT**  
Environmental Scientist  
Stantec  
1-70 Southgate Drive, Guelph ON N1G 4P5  
Phone: (519) 780-8109  
Cell: (519) 546-2891  
[Meghan.Bertenshaw@stantec.com](mailto:Meghan.Bertenshaw@stantec.com)

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## Aurora MNR Information Request Form

<b>Name:</b>	Chris Pengelly
<b>Company Name:</b>	Stantec
<b>Proponent Name:</b>	Enbridge Gas Distribution Inc. (Enbridge)
<b>Phone Number:</b>	905-944-6879
<b>Email Address:</b>	chris.pengelly@stantec.com
<b>Project Name:</b>	NPS 30 Don River Replacement and NPS 20 Supply Project
<b>Property Location (address):</b>	Not Applicable
<b>Township (Geographic):</b>	York
<b>Lot &amp; Concession:</b>	Lots 13, 14, 15, 16, Broken Front Concession
<b>UTM Coordinates:</b>	UTM17N (NAD83) – East: 633094.6, North: 4834638.7 (centroid of the Study Area)

<b>Brief Description of Undertaking</b>	Enbridge is proposing to replace and abandon two segments of vital main natural gas pipeline supplying the City of Toronto. Segment A segment is an approximately 0.35 kilometre(km) long section, located partially on an infrastructure bridge owned by <span style="float: right;">+</span>
---	--

Have you previously contacted someone at MNR for information on this site?  Yes  No

If yes, when and who?

Provide a map of accurate scale to illustrate footprint/study area of the proposed activity in relation to the surrounding landscape (e.g. property boundaries, roads, waterbodies, natural features, towns, transmission corridors, and other human landmarks). Use of aerial photography is strongly encouraged. Include scale, north arrow and legend.

**ATTACHMENTS** - I have attached a:

Picture
  Map
  Other

**REQUEST** - I would like to request the following information for the property identified above:

- |   |   |
|---|---|
| <input type="checkbox"/> Fish Dot Information (fish and other aquatic species found in a particular area of a watercourse)        | <input type="checkbox"/> ANSI Mapping (hard copy) and/or check- sheet - please provide name of ANSI if known) |
| <input type="checkbox"/> Wetland Mapping (hard copy) and/or evaluation and data record - please provide name of wetland if known) | <input type="checkbox"/> Nesting Sites <input checked="" type="checkbox"/> Species at Risk                    |

Please forward the completed form to: [esa.aurora@ontario.ca](mailto:esa.aurora@ontario.ca)

Or send by mail:  
**Attn: Assistant Species at Risk Biologist**  
**Aurora District, Ministry of Natural Resources**  
**50 Bloomington Rd Aurora, ON L4G 0L8**







Legend

Enbridge Gas Features

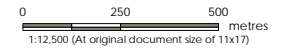
- Alternate Alignment of NPS 30
- Existing NPS 30 Don Valley (DV) Gas Main
- New Station Location Site 1
- Preferred Alignment of NPS 30
- Proposed NPS 20 Lake Shore Gas Main Route 1
- Proposed NPS 20 Lake Shore Gas Main Route 2
- Proposed NPS 20 Lake Shore Gas Main Route 3
- Existing NPS 20 Lake Shore Gas Main - Route 4

Study Area

- Study Area
- Watercourse
- Waterbody

Regulation Limits

- Regulation Limits



- Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
  2. Base Features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2016.
  3. Orthomography © First Base Solutions, 2016. Imagery Date, 2015.
  4. TRCA Regulation Limits from CAMaps.



Project Location  
City of Toronto  
1609XXXXX  
Prepared by SPE on 2017-07-25

Client/Project  
ENBRIDGE GAS DISTRIBUTION INC.

Figure No.  
**1**  
Title  
**Study Area**

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**From:** [ESA Aurora \(MNRF\)](#)  
**To:** [Pengelly, Chris](#)  
**Subject:** RE: Information Request Form  
**Date:** Monday, July 31, 2017 8:50:02 AM  
**Attachments:** [EnbridgeDonRiverCrossing\\_Toronto.pdf](#)

---

Mr. Pengelly;

Please find attached our reply to your inquiry.

Kind Regards;

**JEFF J. ANDERSEN**

**MANAGEMENT BIOLOGIST | | ONTARIO MINISTRY OF NATURAL RESOURCES & FORESTRY | |  
AURORA DISTRICT**

50 Bloomington Road, Aurora ON L4G 0L8 | [jeff.andersen@ontario.ca](mailto:jeff.andersen@ontario.ca) | 905.713.7341

---

**From:** Pengelly, Chris [mailto:Chris.Pengelly@stantec.com]  
**Sent:** July-26-17 10:26 PM  
**To:** ESA Aurora (MNRF)  
**Cc:** Georgopoulos, Rooly; Bertenshaw, Meghan  
**Subject:** Information Request Form

**Chris Pengelly, M.Sc.**  
Environmental Planner  
Stantec  
300W-675 Cochrane Drive Markham ON L3R 0B8  
Phone: (905) 944-6879  
Cell: (289) 923-7010  
Fax: (905) 474-9889  
[chris.pengelly@stantec.com](mailto:chris.pengelly@stantec.com)

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**Ministry of  
Natural Resources  
and Forestry**  
Aurora District Office  
50 Bloomington Road  
Aurora, Ontario L4G 0L8

**Ministère des  
Richesses naturelles  
et des Forêts**  
Telephone: (905) 713-7400  
Facsimile: (905) 713-7361



July 31, 2017

Chris Pengelly  
Stantec  
Chris.pengely@stantc.com

**Re: Enbridge Crossing of Don River, City of Toronto**

Dear Mr. Pengelly;

The Ministry of Natural Resources and Forestry has received our inquiry of July 26, 2017. We offer the following;

Species at risk recorded in the vicinity include Queensnake (endangered). There is potential for endangered bats (i.e., Eastern Small-footed Myotis, Little Brown Myotis, Northern Myotis and Tri-colored Bat) in cavities.

Additional natural heritage information including information on wetlands and Areas of Natural and Scientific Interest (ANSIs) can be obtained through Land Information Ontario (LIO).

Absence of information provided by MNR for a given geographic area, or lack of current information for a given area or element, does not categorically mean the absence of sensitive species or features. Many areas in Ontario have never been surveyed and new plant and animal species records are still being discovered for many localities. Appropriate inventory work is needed depending on the undertakings proposed. Approval from MNR may be required if work you are proposing could cause harm to any species that receive protection under the *Endangered Species Act 2007*.

Species at risk information is highly sensitive and is not intended for any person or project unrelated to this undertaking. Please do not include any specific sensitive information in reports that will be available for public record. As you complete your fieldwork in these areas, please report all information related to any species at risk to our office. This will assist with updating our database and facilitate early consultation regarding your project.

If you have any questions or comments, please do not hesitate to contact [ESA.aurora@ontario.ca](mailto:ESA.aurora@ontario.ca) or [jeff.andersen@ontario.ca](mailto:jeff.andersen@ontario.ca).

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff J. Andersen".

Jeff J. Andersen  
Management Biologist  
Ontario Ministry of Natural Resources and Forestry, Aurora District





# Meeting Minutes

## **Follow-up meeting with Enbridge, TRCA & City of Toronto regarding the NPS 30 XHP Don River Crossing**

September 15, 2017 9:00 am – 10:30 am  
500 Consumers Rd. Toronto

1. Background Information on Enbridge's proposed plan
  - Enbridge reviewed their project scope
  - City of Toronto addressed other issues summarized in a letter provided.
  - Discussions regarding the location of the NPS 20 and the risks associated with having it in the same location.
  
2. TRCA Concerns
  - Discussions regarding depth of the proposed pipeline. Enbridge noted that geotechnical reports are in progress by Enbridge and further design will be communicated regarding proposed depth of future pipeline.
  - TRCA explained that they are required to protect the integrity of the land form and maintain its function.
  - TRCA described the policy around developments within this area regarding the provincial law.
  - TRCA suggested that Enbridge relocate underneath the land form. Enbridge explained that due to the location of the crossing and the lack of space on both sides of the landform, crossing underneath it with the proposed NPS 20 main may not be constructible.
  - Enbridge suggested the possibility of building cover on top of the landform structure so there would be minimal impact to the current landform design, as the pipe would not be going through the structure. TRCA (Rob) stated that they will take it back and review if this is a possible option for crossing the landform structure.
  - TRCA explained that the materials under the landform are very soft so consider settlement within the design.
  - Enbridge expressed the need to engage an expert in this area during the design phase to minimize impacts to the land form. TRCA is in the process of finalizing a contract with a consultant familiar with land forms that could be engaged through TRCA for discussions on the



proposed work through the existing landform.

- TRCA asked if there was a possibility of putting the pipeline further into the park land as there is more fill in that area. Discussion between TRCA and EGD led to the fact that the landform still needs to be crossed and crossing it at a location further into the park land could be more difficult/impactful due to the lack of space and other constraints on both sides of the landform structure.

3. Encroachment into the stone embankment

- Please see above

4. Corktown Common Lands – Land requirements permit/easement – zoning (parkland?)

- Requires additional understanding of details.
- Take away item.

5. Round Table - All

**Next Steps**

- Contact information regarding TRCA landform consultants if possible. TRCA to provide the guidelines when constructing near the landform.
- Discussions regarding the possibility of going over the landform instead of through it.
- Enbridge to schedule a follow up meeting with the City to address their concerns
- Presentation to be sent to all meeting attendees
- Discussions regarding a future TRCA project regarding the land form feature proposed prior to the TTC relief project.
- Enbridge to schedule a follow up meeting with TRCA (including the Landform Consultant) to discuss current proposal and mitigating impacts on the landform.



# Don River NPS 30 XHP & NPS 20 HP Pipeline Replacement

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Discussions with TRCA & City of Toronto regarding the NPS 30  
XHP Don River Crossing

---

# Agenda



- 
- Project Scope Background Information
  - TRCA concerns
  - Corktown Commons
  - Questions/Comments

# Project Scope Overview

## Don River NPS 30 XHP & NPS 20 HP Pipeline Replacement



**Purpose:** To abandon the above ground Don River crossings of the NPS 30 XHP (Segment A) and the NPS 20 HP (Segment B) gas mains.

- **Size for size replacement of our existing infrastructure**
- **Project Requires regulatory involvement – filing Leave to Construct with the OEB will follow typical Environmental Assessment process**



### Segment A

- Installation of 0.3km of NPS 30 XHP
- Abandonment of 0.25 km NPS 30 XHP

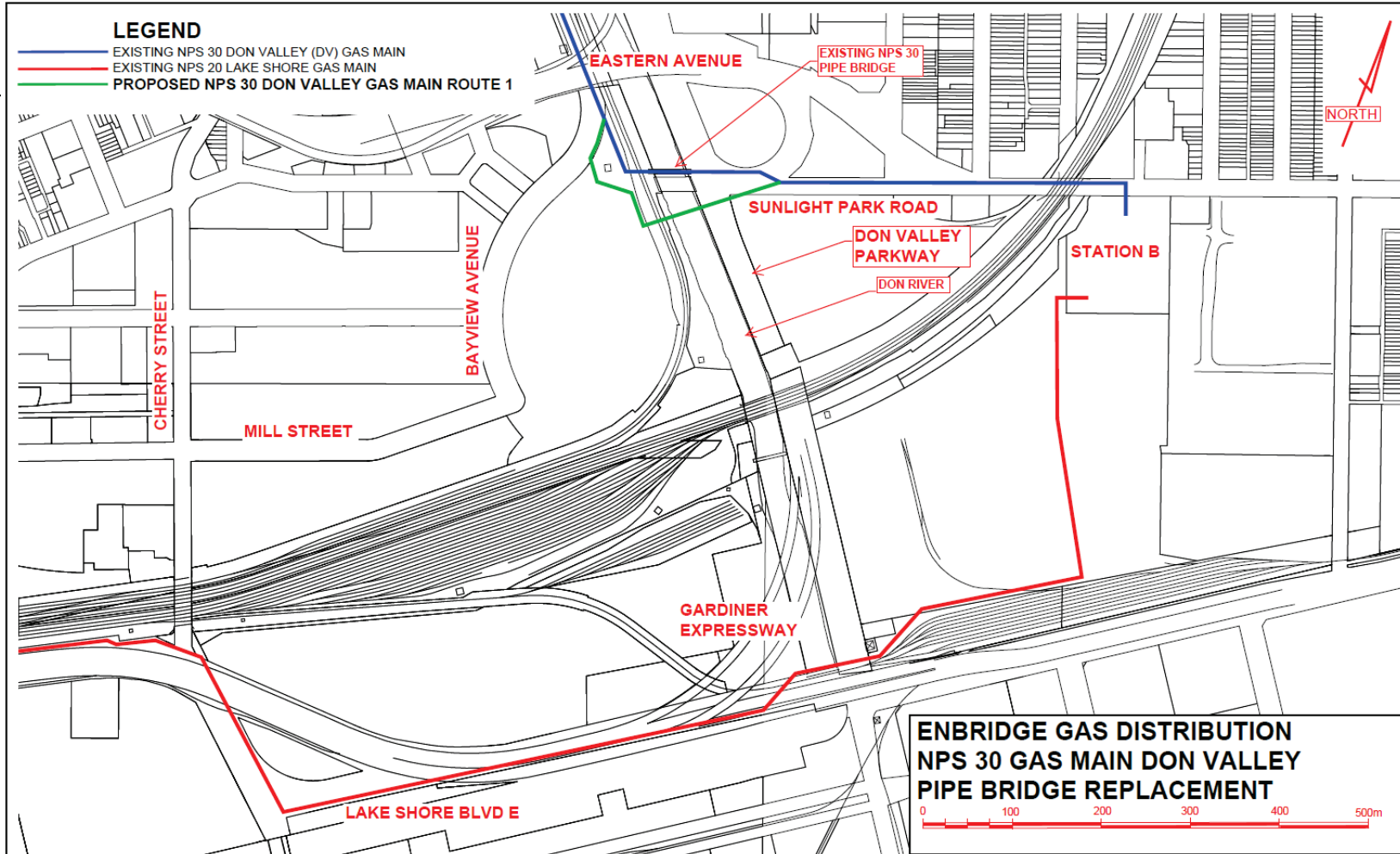
### Segment B

- Installation of 1.2 km of NPS 20 HP
- Installation of a feeder station (60m x 40m)
- Abandonment of 1.6 km of NPS 20 HP

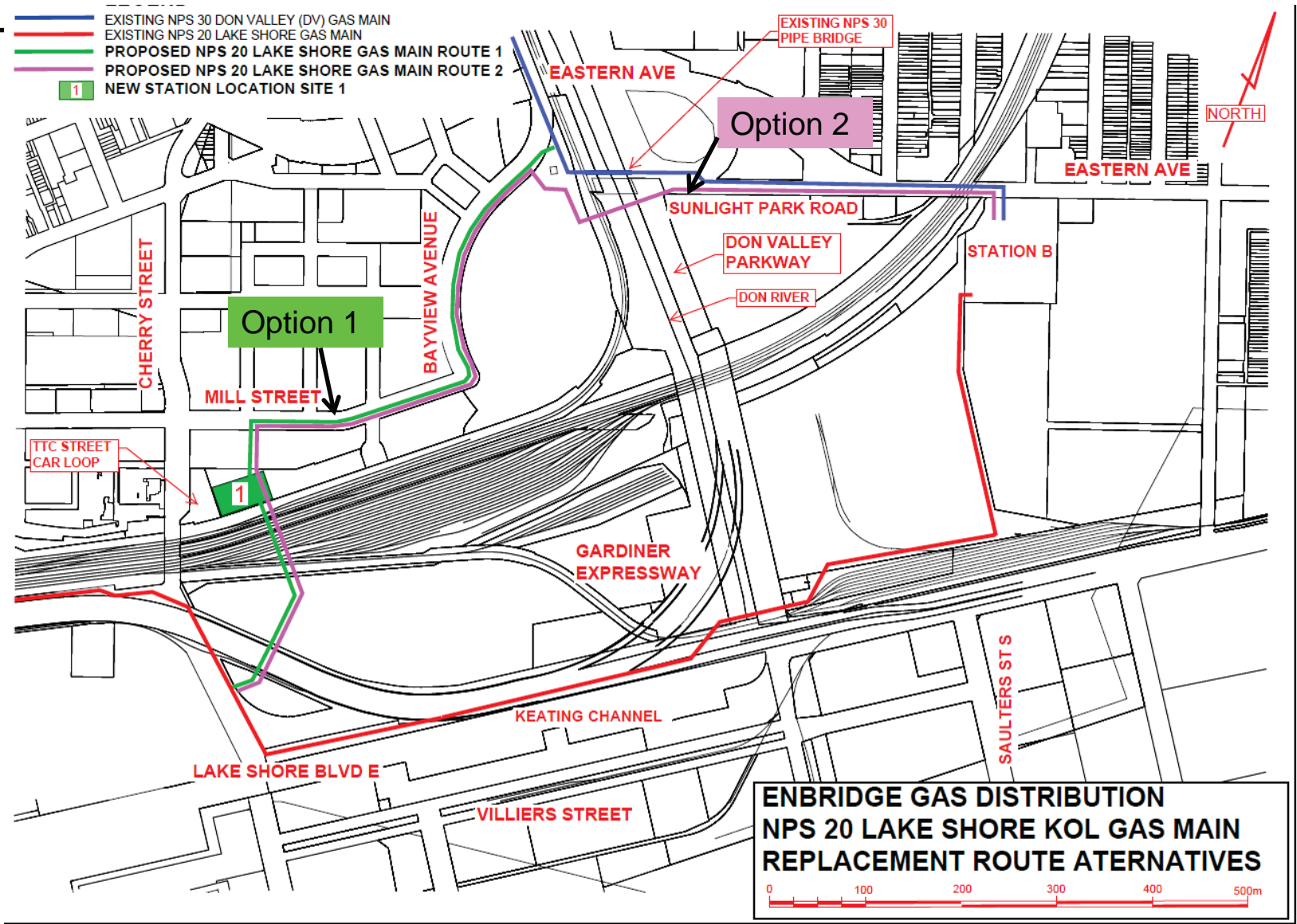
- **Construction anticipated for Q1 of 2019**



# Segment A – NPS 30 XHP Don River Crossing



# Segment B – NPS 20 HP





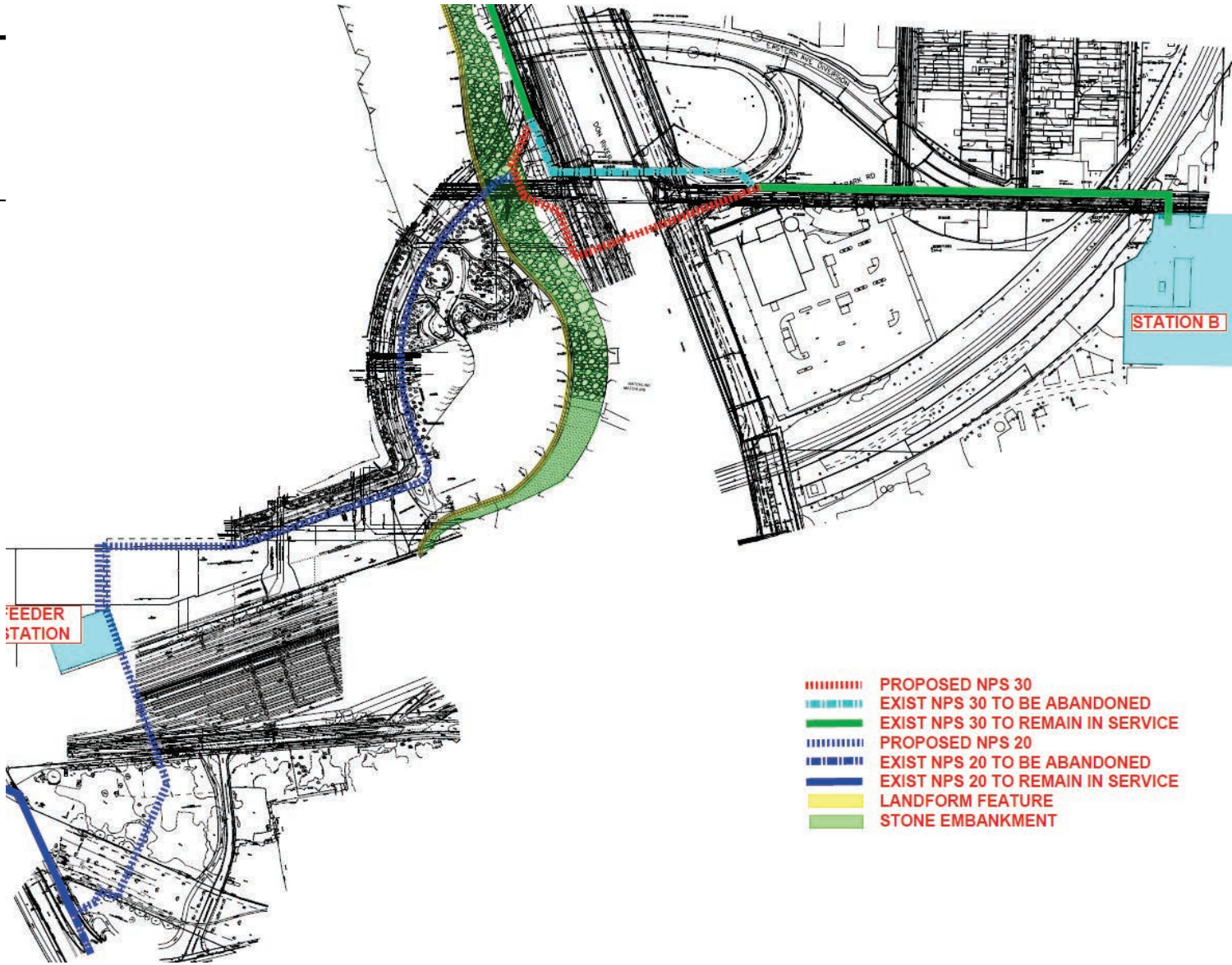
# Preferred Replacement Option – Option 1





# TRCA Concerns

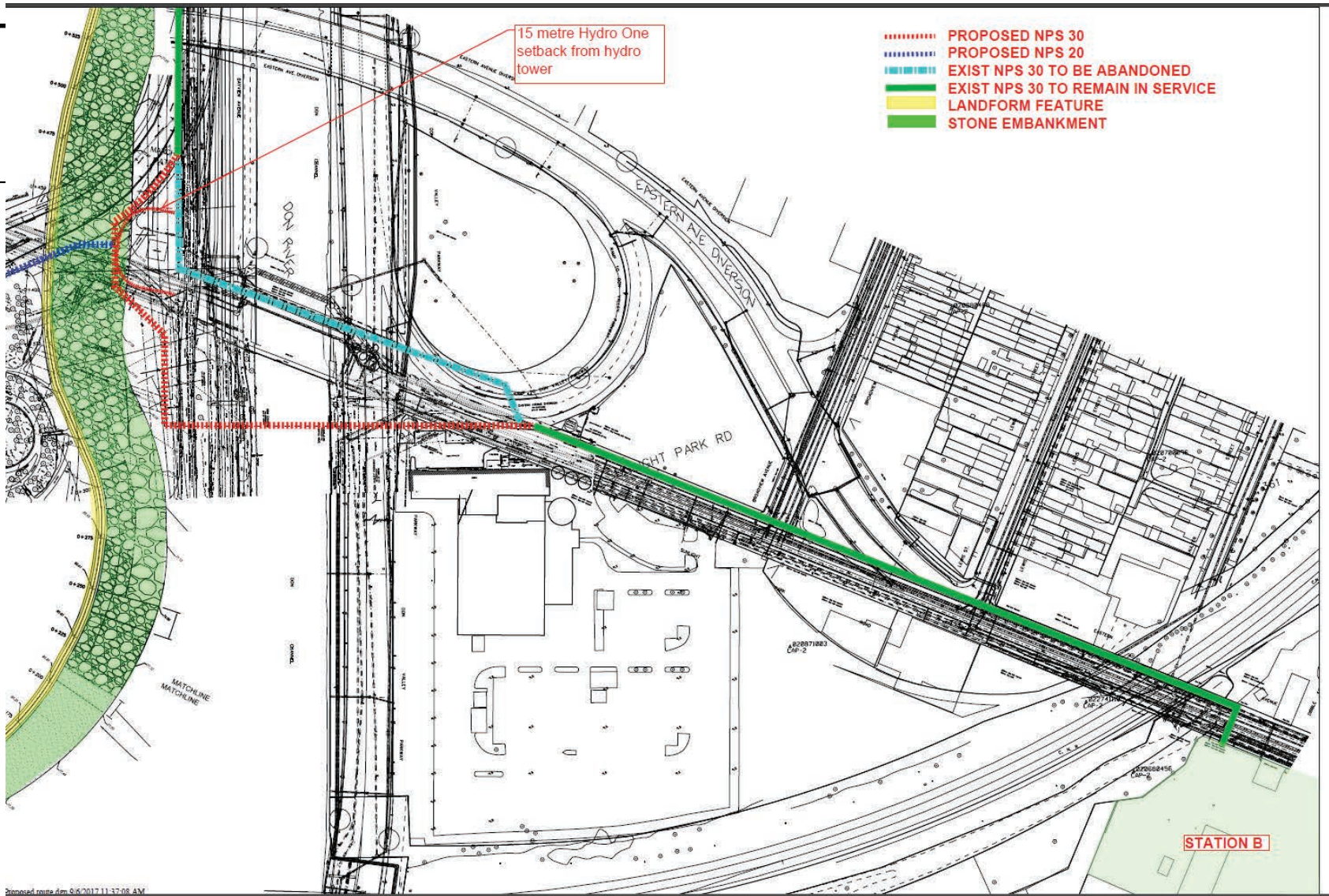
**NBRIDGE**  
Takes Energy™



- PROPOSED NPS 30
- EXIST NPS 30 TO BE ABANDONED
- EXIST NPS 30 TO REMAIN IN SERVICE
- PROPOSED NPS 20
- EXIST NPS 20 TO BE ABANDONED
- EXIST NPS 20 TO REMAIN IN SERVICE
- LANDFORM FEATURE
- STONE EMBANKMENT



# Detail of the 30" crossing



# Corktown Commons

## Land Requirements



- Land Requirements in this Area
  - Permit or Easement ?
  - Lands are owned jointly by the TRCA and the City
  - If an easement is required is it zoned Parkland?
  - Official Plan Amendment (OPA) needed?

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# Questions/ Comments

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October 5, 2017

**BY E-MAIL ONLY** (melany.afara@enbridge.com)

Ms. Melany Afara  
 Project Technical Specialist, Planning & Design  
 Enbridge Gas Distribution Inc.  
 3401 Schmon Parkway  
 Thorold, ON

Dear Ms. Afara:

**Re: Response to Meeting Presentation and Minutes  
 Enbridge Don River NPS 30 XHP & NPS 20 HP Pipeline Replacement Project  
 Don River Watershed, City of Toronto – Toronto and East York**

TRCA staff attended a meeting held by Enbridge Gas Distribution Inc. on September 15, 2017 to discuss the proposed gas pipeline relocation project across the lower Don River. The purpose of this letter is to provide feedback and details of the Flood Protection Landform (FPL), including the purpose of the FPL and our responsibility as the owner of the FPL. In conclusion, we have provided a few recommendations on how the planning of proposed pipeline relocation should proceed.

We understand that Enbridge is proposing to abandon two existing pieces of infrastructure, the first being the existing above grade high pressure 30 inch gas main (NPS 30 XHP) that crosses above the lower Don River on a concrete bridge just south of the Eastern Avenue road bridge (Segment A); and the second is an above grade 20 inch gas main along Lake Shore Boulevard and crossing the lower Don River on the Toronto Port Lands Company bridge, into the Keating Rail yard area to an existing Enbridge station (Segment B). The replacement gas main will be the same size as the existing. Our understanding is that Enbridge will be initiating the design and removal of the existing enclosed utility concrete bridge shortly after the relocation of the 30 inch XHP pipe.

#### Proposed Alignments

##### *Segment A*

The replacement of 0.3km of the gasmain using directional drilling underneath the Don River from Sunlight Park Road to just west of Bayview Avenue, then within the eastside of the FPL and northwards towards the Eastern Avenue bridge.

##### *Segment B*

Two options are currently being proposed for the replacement of the 1.2km stretch of distribution gasmain and the installation of feeder station. Both routes will follow Bayview Avenue and Mill Street southwards after the pipe crosses the Don River and traverse within the eastside of the FPL. The difference in the two options is that Option 1 will involve the development of a district station (60 m X 40 m) located south of Mill Street immediately east of the Distillery Bus Loop and eventually southwards to Lake Shore Boulevard and underneath the Gardiner Expressway.

#### TRCA Feedback

It is important to note that while TRCA supports the plan by Enbridge to remove and replace the existing above ground infrastructure, the replacement should be undertaken bearing in mind the physical constraints of the site. The policy of TRCA is to ensure that new or replacement infrastructure does not create new hazards, or result in

adverse impacts, or aggravate existing natural hazards.

### TRCA Provincial Mandate

The *Conservation Authorities Act* (Section 21) sets out the legal basis for TRCA's mandate to prevent, eliminate or minimize the risk to life and property from the risks associated with natural hazards (hazardous lands and hazardous sites). Under this mandate, TRCA is responsible for controlling the flow of waters from riverine systems in order to prevent floods and reduce the adverse effect of flooding. Hence, the Don River Flood Protection Landform was designed and implemented to protect and prevent flooding to about 210 hectares of land west of the Don River including a substantial portion of downtown Toronto. The entire FPL structure was designed and sized in order to permanently protect against the three (3) principal modes of failure, specifically overtopping, saturation and boils.

As the owner of the FPL, it is TRCA's responsibility to maintain the integrity of this publicly funded flood protection feature so it can effectively serve the purpose for which it was built. The West Don Lands FPL was designed and constructed utilizing best engineering practice including very strict design criteria, not unlike that of a dam. Should the structure be breached, the policy implications, construction warranty and engineering assumptions that facilitated the design are no longer valid, the result of which is an increase in flood risk to numerous properties and the general public. It has taken the City of Toronto, TRCA, and the Province years of study and investment to flood proof this area for redevelopment potential. Any breach of this major flood protection feature would open a huge area of downtown Toronto to future flood risk.

### FPL Restrictions

With regards to the restrictions to the features, please note the following:

- The FPL is not designed to support any structural load.
- No structure or foundation shall be supported on or within the FPL.
- No deep foundation shall transmit any loading to the FPL, or cause the FPL to settle.
- No services or utilities shall be installed within the clay core or the wet side of the FPL
- Structural foundations should not encroach onto the 120 m footprint of the FPL, except for deep foundations outside the clay core on the dry side of the PFL, and should not transmit any load to the FPL or cause it to settle.

### Ontario Energy Board EA process

Enbridge will be undertaking the Environmental Assessment (EA) study under the Ontario Energy Board (OEB) for the "leave to construct" for this project. We understand that the OEB process is aimed at providing a transparent, technically sound and consistently applied planning procedures for selecting a route or site for a new or replacement facility. As mentioned in the meeting, we are concerned that the proposed routes and sites are being selected prior to the EA process. It appears the routes and pumping station sites are driven by a predetermined solution and end point for the pumping station based on available real estate opportunity. We strongly encourage Enbridge to use the EA process to assess technically feasible route options based on the constraints listed above. It must be demonstrated through the EA process that there will be no adverse impacts resulting from the proposed pipeline replacement adjacent to the FPL wet or dry sides; and TRCA as public commenting agency will be reviewing the EA to confirm this.

### Impacts and Implications

Grading or placement of structures on the existing footprint of the FPL will not be supported by TRCA since the long term implications are not clearly understood. To date, TRCA has not supported any such requests by other proponents for such infrastructure due to the complexity in the design requirements and the intent of the FPL. Without a full understanding of the risks and implications of partial penetrations along the FPL, staff is unable to set precedent with this project especially since Enbridge has not demonstrated through any planning studies that this is the best possible solution for the proposed route to the satisfaction of staff.

Ms. Afara

- 3 -

October 5, 2017

With regards to easements and long-term maintenance implications, again without full understanding of the significance of future maintenance TRCA is not in the position to consider any easements along the FLP at this time. In addition, staff is concerned that the introduction of a high pressure gas main within/underneath the FPL has the potential to cause future undefined maintenance constraints on the FPL.

### Recommendations

Based on the above mentioned concerns and without any guarantees, TRCA cannot support the proposal presented by Enbridge at this time. We strongly encourage Enbridge to explore other routes for the replacement pipelines that avoids the FPL footprint or within the bedrock underneath the FPL. We understand that Enbridge is not proposing to include the removal of the concrete encasement across the river in the replacement contract, but will undertake the removal study at a later date. Please provide specific timelines for the future removal of this concrete encasement bridge. Staff is available to work with Enbridge during the route selection process bearing in mind the current site constraints and imminent site development proposed by City of Toronto, Waterfront Toronto, Metrolinx Hydro One and First Gulf Properties, among others.

We have included the City of Toronto and Waterfront Secretariat staff on this correspondence and echo their concerns identified in their September 15, 2017 letter to you on this project.

Should you have any questions, please contact Renee Afoom-Boateng at 416-661-6600 extension 5715 or by email at rafoom-boateng@trca.on.ca

Yours truly,



Carolyn Woodland, OALA, FCCLA, MCIP, RPP  
Senior Director, Planning, Greenspace and Communications

### BY E-MAIL

City of Toronto  
Waterfront Secretariat  
Waterfront Toronto  
TRCA:

Kate Goslett (Kate.Goslett@toronto.ca)  
Michael Nobel (Michael.Noble@toronto.ca)  
Julius Gombos (JGombos@waterfronttoronto.ca)  
Beth Williston, Associate Director, Environmental Assessment Planning  
Steve Heuchert, Associate Director, Planning and Development  
Sameer Dhalla, Associate Director, Engineering Services  
Ken Dion, Senior Project Manager Special Projects





**Enbridge Gas Distribution**

3401 Schmon Parkway

Thorold ON, L2V 4Y6

Mailing Address: P.O. Box 1051

Thorold, ON L2V 5A8

November 16, 2017

Carolyn Woodland, OALA, FCCLA, MCIP, RPP  
Senior Director, Planning, Greenspace and Communications

Attention: Carolyn Woodland

Re: Enbridge Don River NPS 30 XHP and NPS 20 HP Pipeline Replacement Project

Dear Ms. Woodland:

Thank you for the letter dated October 5, 2017 regarding the Enbridge Gas Distribution Inc. ("Enbridge") NPS 30 XHP and NPS 20 HP Replacement Project (the "Project"). As you are aware the Project involves two main components: (i) the abandonment of Enbridge's above ground NPS 30 XHP crossing of the Don River and their replacement with an underground crossing ("Segment A"); and (ii) the abandonment of a segment of Enbridge's NPS 20 HP gas main and its replacement with a new NPS 20 gas main and feeder station ("Segment B").

Having considered the concerns in the TRCA letter, Enbridge has decided to make Segment A and Segment B two separate and distinct projects and we will be working to address permits and approval requirements separately for each project. Enbridge Gas is still planning for 2019 execution for both the NPS 20 and the NPS 30 and we are committed to working with the City and TRCA to address concerns brought forward.

**TRCA Provincial Mandate & FPL Restrictions**

As discussed in the meeting on November 8, 2017, Enbridge understands the importance of the Flood Protection Landform (FPL) feature and the role of the TRCA in developing the Provincial Mandate. Enbridge has hired a consultant to increase our knowledge and help us determine a feasible solution that works for both parties.

**Ontario Energy Board EA Process**

The current proposed route for each of these replacement projects requires a Leave to Construct (LTC) application to the Ontario Energy Board (OEB) due to the requirement of new easements along each of the proposed pipeline routes. A detailed environmental and socio-economic effects assessment is in progress as part of the Environmental Study for the preferred and alternative routes to select a final route for construction based on environmental and socio-economic factors, which include the following criteria:

- Predict and analyze the nature and extent of project effects;
- Identify mitigation measures to protect significant features; and
- Determine the significance of any effects remaining following mitigation (net effects), including the significance of combined effects (where applicable).

As discussed in the meeting on November 8, 2017, technical feasibility plays a large role in developing possible routes to be assessed as part of the OEB EA process. If required there will be additional opportunities for the TRCA to participate in the consultation process. The meetings to date are being done as pre-consultation and will be documented as such in the Environmental Report.

### **Impacts and Implications**

Enbridge has completed an extensive review of possible routes for the NPS 30 and NPS 20 projects in terms of feasibility and constructability. After receiving the letters from the TRCA and the City of Toronto, Enbridge has revisited the review of possible routes and is re-evaluating each option.

Enbridge would like to continue to meet with the TRCA to ensure the proposed designs for each of the Segment A Project and Segment B Project are implemented bearing in mind the current site constraints and imminent site developments in our study area.

We are committed to working with the TRCA on a resolution and we look forward to speaking with you further.

If you have any questions or require anything further, please do not hesitate to contact the undersigned

Yours very truly,

Melany Afara, P. Eng.  
Project Technical Specialist,  
Planning & Design  
Enbridge Gas Distribution  
TEL: 905-704-3791  
3401 Schmon Pky Thorold, ON



# Meeting Minutes

**Subject:** Enbridge Gas Distribution (Enbridge) - Don River Replacement Pipeline Meeting with the Toronto and Region Conservation Authority (TRCA)

**Date and Time:** November 8, 2017 – 10:30 to 11:30

**Location:** Enbridge Offices – 101 Honda Blvd., Markham, Ontario

## Attendees:

### TRCA

Meg St. John (MSJ)  
Robert Chan (RC)  
Ken Dion (KD - by Phone)  
Renee Afoom (RA)

### Enbridge

Chuck Reaney (CR)  
Tracey Browne (TB)  
Jim Arnott (JA)  
Byron Madrid (BM)  
Melany Afara (MA)  
Kelsey Mills (KM)

### Dillon Consulting Limited

Joe Muraca (JM)  
Paul Macleod (PM)

## Distribution:

TRCA, Enbridge, Dillon

## Notes

### 1.0 Introductions and Project Scope and Need (Presentation)

- Intro and project overview by MA with assistance by BM and others from the Enbridge team.
- NPS 20 & 30 project overview.
- Business Justification and need.
- Segment A (30 inch line) & B (20 inch line) review including background to options reviewed previously by Enbridge prior to initiating the Environmental Assessment (EA).
- Both pipelines provide critical feeds to downtown Toronto including the Portlands Energy Centre.
- Presentation attached for reference for the points raised above.

### 2.0 Letter Response Update

- Enbridge provided a response to the main points outlined by TRCA in their letter dated October 5, 2017.
- RA requested specific background information to show what was previously assessed (routes and other technical options) by Enbridge prior to the initiation of the Environmental Assessment.
- Enbridge provided an overview of these routes and other technical options.

- KD – why has Enbridge not taken the route further south of the Eastern Ave/DVP interchange, closer to the Metrolinx Bridge? JA suggested this was not technically feasible because of existence of the transformer station, other conduits operated by Hydro One and the proposed new Coxwell Bypass facilities. The option of a route on the existing Eastern Avenue bridge was also not considered technically feasible and problematic for the City of Toronto.
- After discussion on the variety of options explored by Enbridge, the current routes remaining under consideration were outlined. These include the potential to install the NPS 30 pipeline beneath the Flood Protection Landform (FPL) (wet side to the east), and over and on top of the FPL for the NPS 20.
- BM asked whether TRCA was planning to conduct any maintenance on the FPL. KD suggested that the FPL was designed for minimal, if any, maintenance
- KD indicated that any new utilities in the FPL would make the “no maintenance” design basis highly problematic.
- BM asked about how existing utilities in and around the FPL west of the river are maintained? KD suggested that all maintenance was to be conducted below the FPL. As such, there was no provision for maintenance that would consider disrupting the FPL.
- KD added that there are requirements for long term monitoring of the FPL for wildlife activities (i.e. burrowing animals), areas where the FPL may exhibit settlement issues, and to ensure no large trees were growing on the FPL because of the potential for root issues. This would ensure the integrity of the FPL and that there were no activities or other changes that may cause the failure of the FPL.
- BM - what about City of Toronto maintenance specifically related to the existence of Bayview Ave.? KD suggested that Bayview was on the thin layer on top of FPL core and did not present an issue at this time.
- RC suggested that there are other utilities but they are on the dry side of the FPL (west side).
- KD added that the geotechnical work completed for the FPL made sure that there were no seams that penetrate the FPL creating a potential failure mode. As such, no open trench activities were allowed. If an installation were put on top of the FPL (i.e. over the core), it would need a great deal of work to determine its feasibility and further to ensure that it addressed maintaining the existing stability of the FPL.

### 3.0 Round Table Discussion

---

- RC – reflecting on Options 1 and 4 for the NPS 20. These options are still planned to be on top of the FPL – this needs to be considered very carefully. Implementation date is currently scheduled for 2019. KD – there are a number of developments underway in the area – Metrolinx facilities, First Gulf and others – encourage Enbridge to integrate more closely with these developments if possible. Further, he encouraged Enbridge to discuss this more broadly with the City of Toronto. BM suggested that there are timing differences that will not work as they are planning a 2023/2024 end date. Enbridge needs to complete this work well in advance of that timeline. KD suggested that

perhaps a meeting be held with all parties to see if schedules can be coordinated and feels that the City may be on a more aggressive timeline than currently suggested. As such, they may be able to front-end some of their future works in this area.

**(RECOMMENDATION – ENBRIDGE AND TRCA)**

- RC- If Enbridge can avoid the FPL with the NPS 30, this would be the best option. Further to that, exploring options beneath the FPL were also better than on top of the FPL with both lines.
- BM – Enbridge has considered the installation of the pipeline on a layer above the FPL. In that case Enbridge would work to provide extra protection to the FPL to address loading and other concerns. Facilities going over the FPL core have been previously rejected by TRCA at a senior level. Enbridge is considering this option because it is not feasible (constructible) to get the NPS 20 installed beneath the FPL. BM committed to working with TRCA and Enbridge Engineering to identify additional information and calculations associated with this option. KD agreed that this was a good first step to help inform the process. **(ACTION - ENBRIDGE)**
- RA and MSJ – suggest that Enbridge consider maintenance and monitoring of the pipeline and how this could be an issue long-term. TRCA needs to better understand these implications as well as the potential for accidents and malfunctions. RA and KD suggested that these factors may outweigh the benefits of installing on top of the FPL. KM indicated that this information will be provided to TRCA.
- BM – suggested that TRCA provided specific concerns on each project – NPS 20 and NPS 30. Enbridge has made a decision to separate the projects and having feedback on each from TRCA will help with planning. **(RECOMMENDATION - TRCA).**
- MA, BM, KM - Enbridge will provide a formal response to the letter **(ACTION - ENBRIDGE)**
- RA – suggested that Enbridge provide information on other route options between Riverdale Park and Eastern Avenue. **(ACTION – ENBRIDGE)**
- JA – asked TRCA about what happened to old utilities in the FPL area that were addressed in the build out for the Pan Am games? KD – not sure but he suggested that anything that was a conduit through the FPL was likely removed.
- TRCA will continue to be an active participant in the EA process currently underway.
- A second meeting will be scheduled to accommodate both parties to further discuss options and technical analysis. **(ACTION – ENBRIDGE AND TRCA)**

### ***Errors and/or Omissions***

*These notes of meeting were prepared by Joe Muraca. Please advise Joe Muraca about any errors and/or omissions.*



# Letter Response Update

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TRCA



# Provincial Mandate & FPL Restrictions



Enbridge Gas understands the importance of the FPL and background on the TRCA Provincial Mandate and history

Enbridge Gas has retained Dillon to increase our knowledge and help us determine a feasible solution that works for both parties

## TRCA Provincial Mandate

The *Conservation Authorities Act* (Section 21) sets out the legal basis for TRCA's mandate to prevent, eliminate or minimize the risk to life and property from the risks associated with natural hazards (hazardous lands and hazardous sites). Under this mandate, TRCA is responsible for controlling the flow of waters from riverine systems in order to prevent floods and reduce the adverse effect of flooding. Hence, the Don River Flood Protection Landform was designed and implemented to protect and prevent flooding to about 210 hectares of land west of the Don River including a substantial portion of downtown Toronto. The entire FPL structure was designed and sized in order to permanently protect against the three (3) principal modes of failure, specifically overtopping, saturation and boils.

As the owner of the FPL, it is TRCA's responsibility to maintain the integrity of this publicly funded flood protection feature so it can effectively serve the purpose for which it was built. The West Don Lands FPL was designed and constructed utilizing best engineering practice including very strict design criteria, not unlike that of a dam. Should the structure be breached, the policy implications, construction warranty and engineering assumptions that facilitated the design are no longer valid, the result of which is an increase in flood risk to numerous properties and the general public. It has taken the City of Toronto, TRCA, and the Province years of study and investment to flood proof this area for redevelopment potential. Any breach of this major flood protection feature would open a huge area of downtown Toronto to future flood risk.

## FPL Restrictions

With regards to the restrictions to the features, please note the following:

- The FPL is not designed to support any structural load.
- No structure or foundation shall be supported on or within the FPL.
- No deep foundation shall transmit any loading to the FPL, or cause the FPL to settle.
- No services or utilities shall be installed within the clay core or the wet side of the FPL
- Structural foundations should not encroach onto the 120 m footprint of the FPL, except for deep foundations outside the clay core on the dry side of the PFL, and should not transmit any load to the FPL or cause it to settle.

---

## EA Process



Enbridge will be undertaking the Environmental Assessment (EA) study under the Ontario Energy Board (OEB) for the “leave to construct” for this project. We understand that the OEB process is aimed at providing a transparent, technically sound and consistently applied planning procedures for selecting a route or site for a new or replacement facility. As mentioned in the meeting, we are concerned that the proposed routes and sites are being selected prior to the EA process. It appears the routes and pumping station sites are driven by a predetermined solution and end point for the pumping station based on available real estate opportunity. We strongly encourage Enbridge to use the EA process to assess technically feasible route options based on the constraints listed above. It must be demonstrated through the EA process that there will be no adverse impacts resulting from the proposed pipeline replacement adjacent to the FPL wet or dry sides; and TRCA as public commenting agency will be reviewing the EA to confirm this.

- Highlight differences between a Class EA and OEB EA (following slide)
- Technical feasibility plays a large role in the OEB EA process
- EA process is currently underway, there will be numerous chances for TRCA to participate. The meetings to date are being done as pre-consultation

# Comparison of an Ontario Energy Board (OEB) EA and Typical Class EA

## Ontario Energy Board (OEB) EA

<b>Type of Projects</b>	Gas transmission and distribution projects that trigger OEB EA process criteria
<b>Governing Documents</b>	<ul style="list-style-type: none"> <li>OEB's Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario</li> <li>Ontario Energy Board Act. S.O.1998 c.15 Sched. B</li> </ul>
<b>EA Documents to be Review</b>	<p>The OEB Ontario Pipeline Coordinating Committee (OPCC) reviews applicant documents prior to their submission, including:</p> <ul style="list-style-type: none"> <li>Constraint Map</li> <li>Environmental Report</li> <li>Supporting Studies</li> </ul>
<b>Alternative Solutions and Design</b>	<p>Pre-screening of alternative routes/sites, including technical feasibility assessment is outside of the EA:</p> <ul style="list-style-type: none"> <li>Evaluate all remaining alternative routes/sites through an impact assessment</li> <li>A constraint map is distributed to the Ontario Pipeline Coordinating Committee (OPCC) for feedback</li> <li>Any input received is considered prior to the selection of the preferred route/site</li> <li>An engineering and economic feasibility study is carried out to determine the preferred route/site</li> <li>Public consultation is recommended at this point but not mandatory</li> </ul>
<b>Environmental Report (ER)</b>	<p>Completion of an Environmental Report including the following:</p> <ul style="list-style-type: none"> <li>Identification and assessment of the short-list of feasible route/site options</li> <li>Methodology for routes/sites selection</li> <li>Assessment of environmental impacts (natural, built, cultural, and socio-economic) and their cumulative impacts</li> <li>Stakeholder consultation, including municipal, provincial, and federal agencies, conservation authorities, Indigenous communities, land owners, and the public</li> <li>Permits required as part of construction</li> </ul>
<b>Review Period</b>	<p>The ER and application for Leave to Construct is filed with the OEB and circulated to the OPCC for a 42 day review period. If requested, the ER is also circulated to landowners, municipalities, Indigenous communities and conservation authorities. The OEB may order a written or oral hearing, based on the complexity of the Project.</p> <p>As part of the EA Enbridge allows for a 30 day (or more) comment period after the Open house. Additionally The OEB will post a notice in the newspaper of the project application and allows time for public comments</p>
<b>Approval</b>	Ontario Energy Board - Ontario Pipeline Coordinating Committee (OPCC)
<b>Monitoring</b>	The applicant will submit post-construction interim and final monitoring reports to the OEB to demonstrate compliance with environmental report.

Different from a Class EA, pre-screening of alternative routes/sites and their Technical Feasibility is completed prior to the OEB EA

Pre-screening does not include a "Do Nothing" alternative

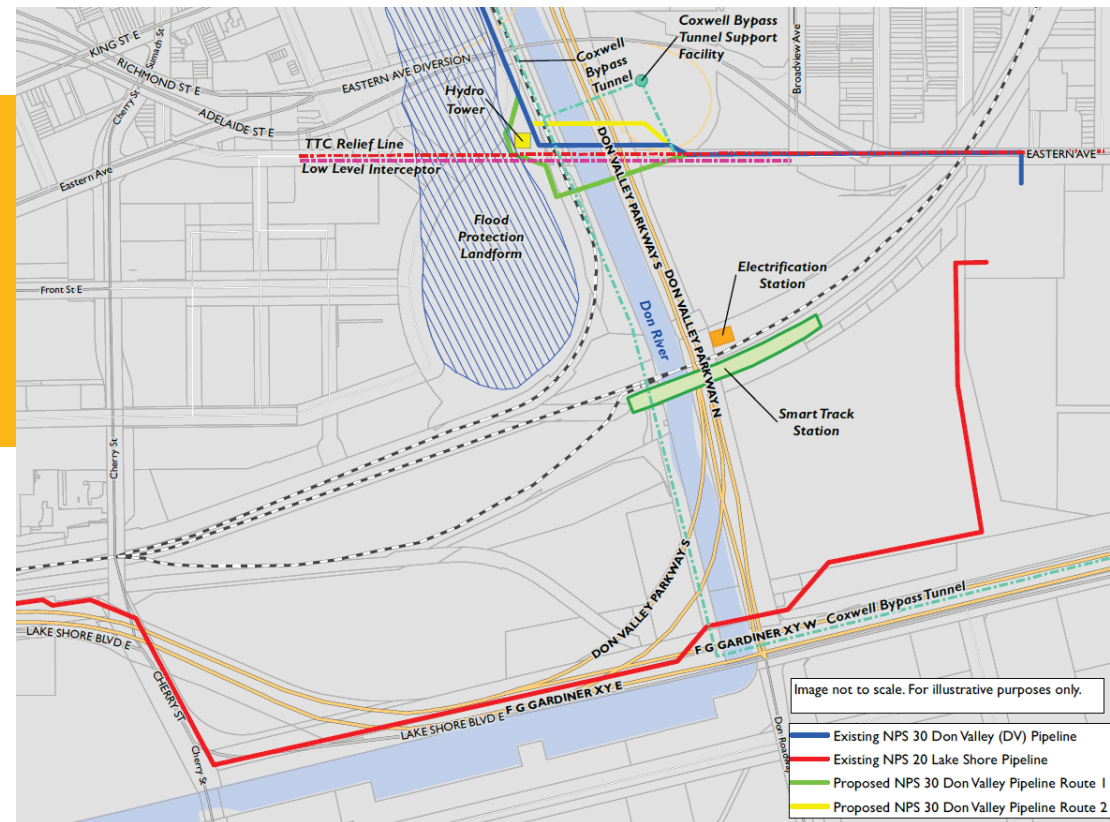
While not required, Enbridge has documented all route/site options

A Class EA is available for a 30 day public review period. Public notification of the ESR completion/review is mandatory.

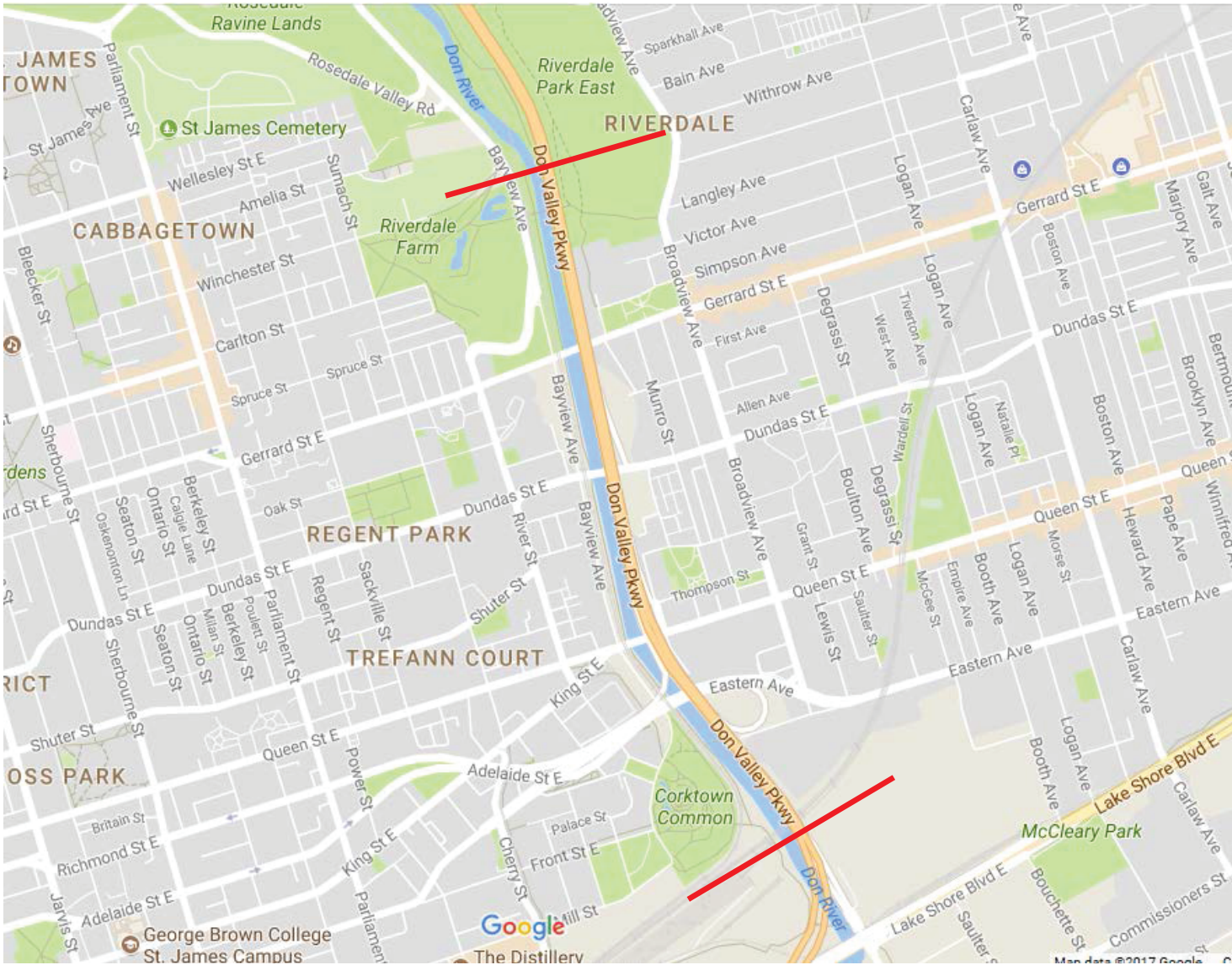
Grading or placement of structures on the existing footprint of the FPL will not be supported by TRCA since the long term implications are not clearly understood. To date, TRCA has not supported any such requests by other proponents for such infrastructure due to the complexity in the design requirements and the intent of the FPL. Without a full understanding of the risks and implications of partial penetrations along the FPL, staff is unable to set precedent with this project especially since Enbridge has not demonstrated through any planning studies that this is the best possible solution for the proposed route to the satisfaction of staff.



- Enbridge originally proposed 2 routes for the NPS 30 (yellow/green):
  - Through pre consultation meetings with external agencies determined that yellow is not constructible – TTC, Coxwell bypass
  - Meeting scheduled with Hydro One
  - More detailed information is available

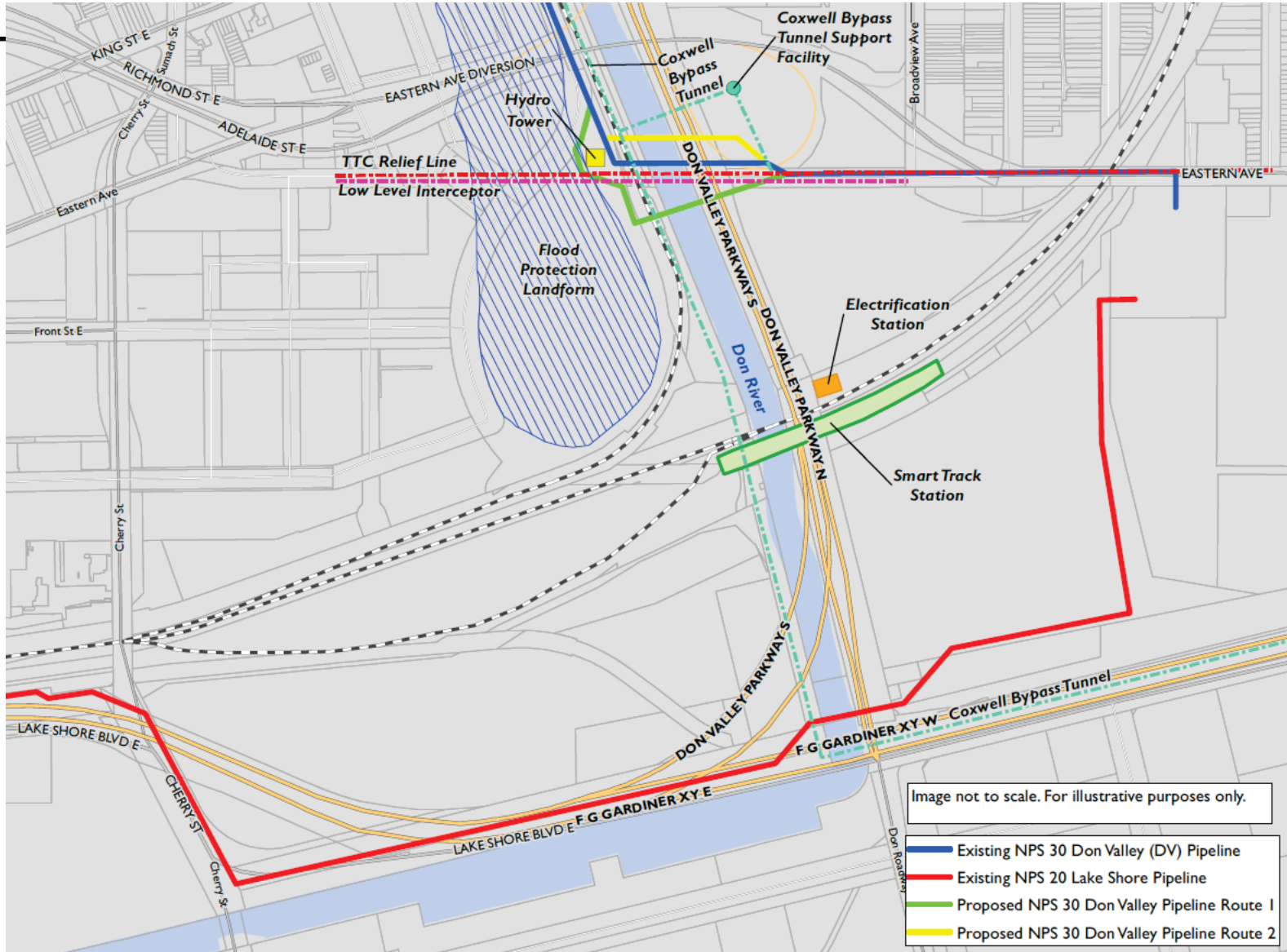






After receiving the letter from the TRCA addressing concerns Enbridge Gas has revisited the original extensive review of possible routes between the Metrolinx/CNR tracks and Riverdale Park.

# NPS 30 - Crossing Detail of the 30" crossing

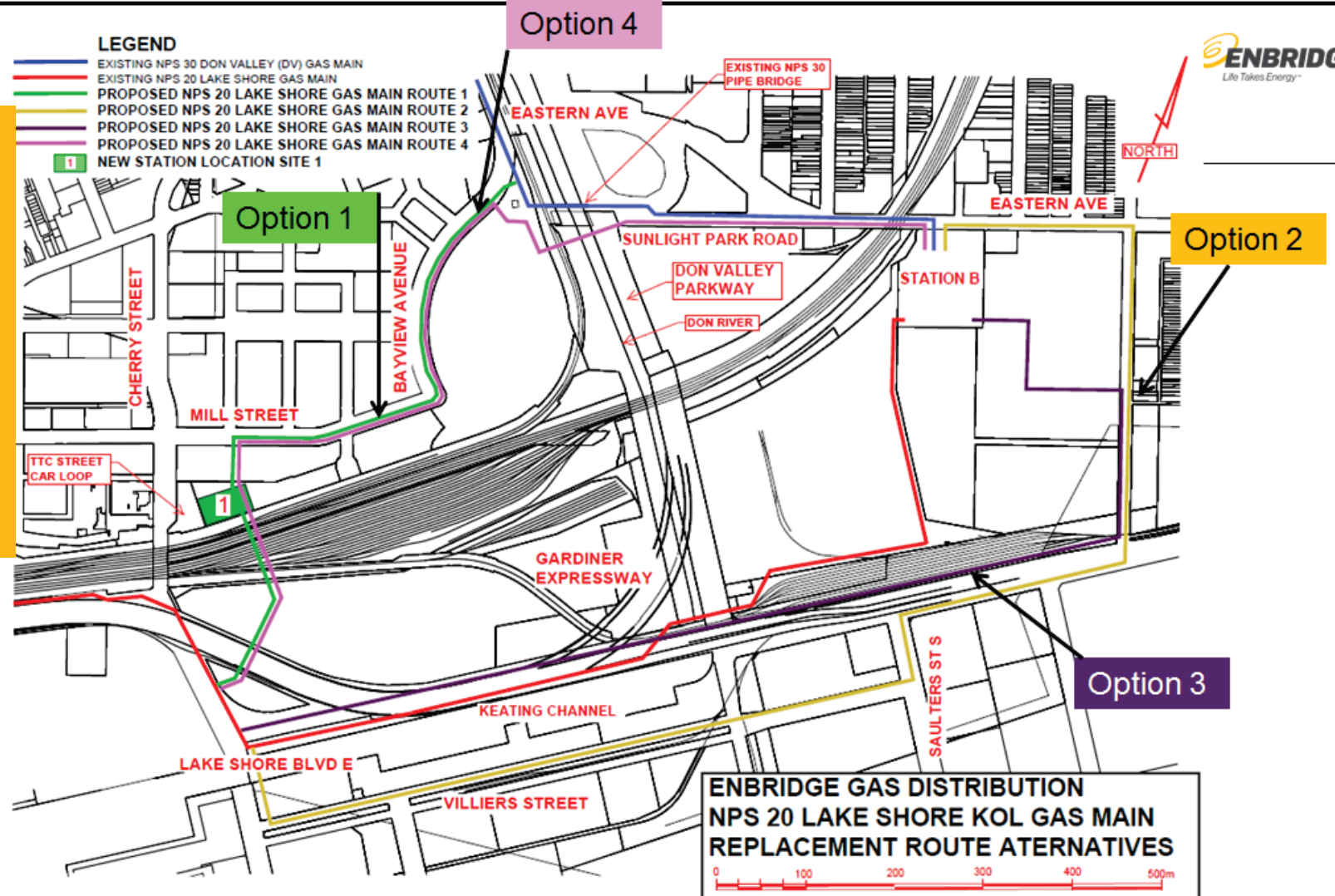




# NPS 20 HP

Enbridge Gas has shortlisted various options looking at a number of variables including cost, technical feasibility, customer impact

We are in the process of re-evaluating these based on TRCA & City feedback





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# Maintenance

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With regards to easements and long-term maintenance implications, again without full understanding of the significance of future maintenance TRCA is not in the position to consider any easements along the FLP at this time. In addition, staff is concerned that the introduction of a high pressure gas main within/underneath the FPL has the potential to cause future undefined maintenance constraints on the FPL.

- Discuss clarification regarding
  - TRCA maintenance of the FLP
  - Pipeline maintenance – can agree through easement document or separate agreement

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## Round Table

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- Round table discussion
- Next steps
  - Input from the TRCA on whether concerns are just with the NPS 20 not with the NPS 30
  - Enbridge to provide Formal Response
  - Set up next meeting with TRCA

**Ministry of Energy**

77 Grenville Street 6<sup>th</sup> Floor  
Toronto ON M7A 2C1  
Tel: (416) 314-2599

**Ministère de l'Énergie**

77 rue Grenville 6<sup>e</sup> étage  
Toronto ON M7A 2C1  
Tél: (416) 314-2599



Indigenous Energy Policy

VIA EMAIL

November 28, 2017

Stephanie Allman  
Regulatory Analyst – Regulatory Affairs  
Enbridge Gas Distribution Inc.  
500 Consumers Road, North York  
North York ON M2J 1P8

**Re: Don River Crossing Refurb Pipeline Projects (part A and part B)**

Ms. Allman,

Thank you for your email from October 10, 2017, notifying the Ministry of Energy of Enbridge's proposed Don River Replacement Project, and requesting guidance on Duty to Consult requirements.

Your correspondence details a project that will eliminate two bridge crossings over the Don River in the City of Toronto. I understand that this has now been split into two separate projects, Project A: Installation of approximately 300 meters of NPS 30 (Nominal Pipe size 30 inch diameter) Extra High Pressure (XHP) steel natural gas main ("Segment A") underneath the Don River from Bayview Ave to Sunlight Park Road and the decommissioning of approximately 250 meters of the existing NPS 30, and Project B: Installation of approximately 500 m of NPS 20 XHP main along Bayview Ave to Mill Street; installation of approximately 600 m of NPS 20 High Pressure (HP) from Mill Street to Cherry Street (together "Segment B"); installation of a feeder station in the vicinity of Cherry and Mill Street; and the decommissioning of approximately 1.6 km of NPS 20 HP gas main from Station B to Cherry Street.

The Ministry of Energy has reviewed the information provided relative to its current understanding of the rights of First Nation and Métis communities in the area and has determined that the projects may have the potential to affect First Nation and Métis communities who hold or claim Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982.

As you are aware, the Government of Ontario (the "Crown") has a constitutional duty to consult and accommodate First Nation and Métis communities when Crown project approvals may lead to an appreciable adverse impact on established or asserted Aboriginal or treaty rights. While the legal duty to consult falls on the Crown, the Crown may delegate the day-to-day, procedural aspects of consultation to project proponents. The Ministry of Energy is delegating the procedural aspects of consultation to Enbridge through this letter.

Based on the Crown's preliminary assessment of First Nation and Métis community rights and projects' impacts, the following Aboriginal communities should be consulted on both projects on the basis that they have or may have constitutionally protected Aboriginal or treaty rights that may be adversely affected by the projects:

Community	Contact Information
Mississaugas of the New Credit First Nation	Chief Stacey LaForme 2789 Mississauga Rd., R.R. #6 HAGERSVILLE, ON NOA 1H0 Stacey.Laforme@newcreditfirstnation.ca

This rights-based consultation list is based on information that is subject to change. First Nation and Métis communities may make new rights assertions at any time, and other developments (e.g. the discovery of Aboriginal archaeological sites) can occur that may require additional First Nation and Métis communities to be notified and/or consulted. If you become aware of potential rights impacts on communities that are not listed above at any stage of the consultation and approval process, kindly bring this to the attention of the Ministry with any supporting information regarding the claim. The Ministry will then assess whether it is necessary to include the community on the rights-based consultation list above.

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

- Providing the First Nation and Métis communities with timely notice of the project for the purposes of considering possible impacts on their Aboriginal and/or treaty rights;

- Providing First Nation and Métis communities with information about the project including anticipated impacts, and information about timelines;
- Following up with First Nation and Métis communities to ensure they received the project information and that they are aware of the opportunity to provide comments and concerns about the project;
- Explaining the regulatory and approval processes that apply to the project;
- Gathering information about how the project may adversely impact the relevant Aboriginal and/or treaty rights (for example, hunting, fishing) or sites of cultural significance (for example, burial grounds, archaeological sites);
- Considering the comments and concerns raised by First Nation and Métis communities and providing responses;
- Where appropriate, discussing accommodation, including mitigation or other measures to address potential adverse impacts on Aboriginal and/or treaty rights;
- Where appropriate, developing and discussing with the Crown appropriate accommodation measures;
- Taking reasonable steps to foster positive relationships with the First Nation and Métis communities;
- Bearing the reasonable costs associated with these procedural aspects of consultation; and
- Maintaining records of activities in relation to carrying out the delegated procedural aspects of consultation and providing information to the Ministry.

If you have any questions about this letter or require any additional information please contact [morgan.owen@ontario.ca](mailto:morgan.owen@ontario.ca).

Sincerely,



Emma Sharkey  
A/Manager  
Indigenous Energy Policy

Cc: Emma Sharkey, A/Manager, Indigenous Energy Policy, Ministry of Energy  
OPCC



**From:** Bertenshaw, Meghan  
**To:** ["jwhitehead@waterfrontoronto.ca"](mailto:jwhitehead@waterfrontoronto.ca)  
**Cc:** [Kelsey Mills \(Kelsey.Mills@enbridge.com\)](mailto:Kelsey.Mills@enbridge.com); [Georgopoulos, Rooly](#)  
**Subject:** RE: Enbridge 20" Gas Pipeline Replacement  
**Date:** Tuesday, May 22, 2018 9:23:00 AM  
**Attachments:** [160951037\\_Newspaper\\_Map\\_NPS20\\_Colour\\_20180508.pdf](#)

---

Good Morning John,

As requested, please find a larger figure of the proposed NPS20 pipeline replacement preferred and alternative routes.

Thank you,

**Meghan Bertenshaw**

MES, B.Sc., EP(t)  
Environmental Scientist, Assessment and Permitting

Direct: (519) 780-8109  
Mobile: (519) 546-2891

Stantec Consulting Ltd.  
1-70 Southgate Drive  
Guelph ON N1G 4P5 CA

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**From:** Georgopoulos, Rooly  
**Sent:** Friday, May 18, 2018 4:55 PM  
**To:** Bertenshaw, Meghan <[Meghan.Bertenshaw@stantec.com](mailto:Meghan.Bertenshaw@stantec.com)>  
**Cc:** [Kelsey Mills \(Kelsey.Mills@enbridge.com\)](mailto:Kelsey.Mills@enbridge.com) <[Kelsey.Mills@enbridge.com](mailto:Kelsey.Mills@enbridge.com)>  
**Subject:** Fwd: Enbridge 20" Gas Pipeline Replacement

Meghan can you tackle this when you are back in the office next week?

---

**From:** John Whitehead <[JWhitehead@waterfrontoronto.ca](mailto:JWhitehead@waterfrontoronto.ca)>  
**Sent:** Friday, May 18, 2018 4:46:55 PM  
**To:** Georgopoulos, Rooly  
**Subject:** Enbridge 20" Gas Pipeline Replacement

Hello Rooly,

I just received your letter regarding this project. I am having difficulty reading the small plan showing the alternative routes. Could you send me a PDF copy?

Thanks

John



john whitehead | senior project manager | **Waterfront Toronto** | 1310-20 bay street | toronto ON M5J 2N8 | +1  
(416) 306-8663 | [jwhitehead@waterfronttoronto.ca](mailto:jwhitehead@waterfronttoronto.ca) | [www.waterfronttoronto.ca](http://www.waterfronttoronto.ca)



**WATERFRONT**Toronto

**From:** [Environmental Assessment, Replacement 20](#)  
**To:** [Alyssa Roth](#); [Environmental Assessment, Replacement 20](#)  
**Cc:** [Tony To](#); [Don Ford](#); [Bill Snodgrass](#); [sourceprotectionscreening@ontario.ca](mailto:sourceprotectionscreening@ontario.ca); [Kelsey Mills](#) ([Kelsey.Mills@enbridge.com](mailto:Kelsey.Mills@enbridge.com))  
**Subject:** RE: Enbridge Gas Distribution Inc. - NPS 20 Replacement Project - Notice of Project Commencement and Information Session  
**Date:** Friday, May 25, 2018 1:21:59 PM

---

Good afternoon Alyssa, thank you for the information you provided, when we are preparing our Environmental Report, this information will be taken into consideration when developing our mitigation measures.

Regards,  
Rooly

**Rooly Georgopoulos** B.Sc.,  
Senior Associate

Direct: 905-415-6367  
Mobile: 416-729-2300  
Fax: 905-474-9889  
[rooly.georgopoulos@stantec.com](mailto:rooly.georgopoulos@stantec.com)

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**From:** Alyssa Roth [mailto:Alyssa.Roth@trca.on.ca]  
**Sent:** Tuesday, May 22, 2018 1:06 PM  
**To:** Environmental Assessment, Replacement 20 <EA.Replacement20@stantec.com>  
**Cc:** Tony To <tto@trca.on.ca>; Don Ford <dford@trca.on.ca>; Bill Snodgrass <wsnodgr@toronto.ca>; [sourceprotectionscreening@ontario.ca](mailto:sourceprotectionscreening@ontario.ca)  
**Subject:** Enbridge Gas Distribution Inc. - NPS 20 Replacement Project - Notice of Project Commencement and Information Session

Hello Rooly,

Please find attached comments pertaining to the Proposed 20-inch Replacement Project and source protection considerations.

Thank you,  
Alyssa

**Alyssa Roth**, MES  
Coordinator II  
Source Water Protection | Watershed Strategies

T: 416.661.6600 ext. 5633

E: [Alyssa.Roth@trca.on.ca](mailto:Alyssa.Roth@trca.on.ca)

A: 101 Exchange Ave, Vaughan, ON | L4K 5R6

Toronto and Region Conservation Authority (TRCA) | [trca.ca](http://trca.ca)

CTC Source Protection Region | [ctcswp.ca](http://ctcswp.ca)



5 Shoreham Drive, Downsview, ON M3N 1S4  
T. 416-661-6600 | info@trca.on.ca

## CTC Source Protection Region

Rooly Georgopoulos  
Stantec Consulting Limited  
300-675 Cochrane Drive, West Tower  
Markham, ON  
L3R 0B8

May 22, 2018

Dear Mr. Georgopoulos:

**RE: Proposed 20 Inch Natural Gas Pipeline Replacement, City of Toronto**

The *Clean Water Act, 2006* ensures communities protect their drinking water supplies through prevention – by developing collaborative, watershed-based source protection plans that are locally driven and based on science. This correspondence confirms that the proposed Project is located in the **Toronto and Region Source Protection Area**.

### VULNERABLE AREAS UNDER THE *CLEAN WATER ACT, 2006*

Upon review of the Toronto and Region Assessment Report, the study area for the proposed 20-Inch Natural Gas Pipeline Replacement Project transects the following vulnerable areas identified under the *Clean Water Act, 2006*:

- Wellhead Protection Area (Quality)
- Wellhead Protection Area (Quantity)
- Intake Protection Zone
- Significant Groundwater Recharge Area (SGRA)
- Highly Vulnerable Aquifers (HVA)

A description of these vulnerable areas follow below.

- An **Intake Protection Zone (IPZ)** is the area on the water and land surrounding a municipal surface water intake. The size of each zone is determined by how quickly water flows to the intake, in hours. Because surface water travels much faster than groundwater, the IPZ is drawn primarily for emergency response purposes.
- A **Highly Vulnerable Aquifer** can be easily changed or affected by contamination from both human activities and human process as a result of its intrinsic susceptibility (as a function of the thickness and permeability of overlaying layers), or by preferential pathways to the aquifer.

The map that accompanies this correspondence indicates that the proposed Study Area transects an Event Based Area (EBA). An EBA is delineated if modelling demonstrates that a spill from a specific activity may be transported to an intake and represents an activity that poses a significant threat to drinking water.

## **PRESCRIBED THREATS**

Under the *Clean Water Act, 2006*, a “prescribed threat” (hereafter referred to as “threat”) is defined as “an activity or condition that adversely affects or has the potential to adversely affect the quality or quantity of any water that is or may be used as a source of drinking water, and includes an activity or condition that is prescribed by source protection regulation as a drinking water threat”.

The Province has identified 21 activities (see below) that, if they are present in vulnerable areas, now or in the future, could pose a threat (listed in Section 1.1 of O. Reg. 287/07). Nineteen of these activities are relevant to drinking water quality threats, while two are relevant to drinking water quantity threats. It is possible that activities related to the Project may pose threats to the vulnerable area(s) identified.

- The establishment, operation, or maintenance of a waste disposal site within the meaning of Part V of the *Environmental Protection Act (EPA)*;
- The establishment, operation, or maintenance of a system that collects, stores, transmits, treats, or disposes of sewage;
- The application of agricultural source material to land;
- The storage of agricultural source material;
- The management of agricultural source material;
- The application of non-agricultural source material (NASM) to land;
- The handling and storage of non-agricultural source material (NASM);
- The application of commercial fertilizer to land;
- The handling and storage of commercial fertilizer;
- The application of pesticide to land;
- The handling and storage of pesticide;
- The application of road salt;
- The handling and storage of road salt;
- The storage of snow;
- The handling and storage of fuel;
- The handling and storage of a dense non-aqueous phase liquid;
- The handling and storage of an organic solvent;
- The management of runoff that contains chemicals used in the deicing of aircraft;
- An activity that takes water from an aquifer or a surface water body without returning the water taken to the same aquifer or surface water body;
- An activity that reduces the recharge of an aquifer; and
- The use of land as livestock grazing or pasturing land, an outdoor confinement area, or a farm-animal yard.

**CTC SOURCE PROTECTION PLAN POLICIES**

The CTC Source Protection Plan contains policies, developed by residents, businesses, and municipalities to protect the vulnerable areas described above. The CTC Source Protection Plan became effective on December 31, 2015 and the complete document is available on the CTC Source Protection Region [website](#) for reference. Policies that apply to HVAs include SAL 10-12, DNAP-3, and OS-3, and Lake Ontario policies apply to EBAs. Should the scope of your project change please feel free to reach out to us again to ensure that source protection is appropriately considered.

Where an activity associated with the proposed Project poses a risk to drinking water, the Proponent must document and discuss in the Report how the Project adheres to or has regard to applicable policies in the CTC Source Protection Plan. The Province has created a [Source Protection Information Atlas](#) to assist in determining where policies apply in vulnerable areas across the province.

I trust that this information will assist you in the design of the Proposed 20 Inch Natural Gas Pipeline Replacement Project, in the City of Toronto. I strongly recommend that you liaise with Bill Snodgrass, Senior Engineer, City of Toronto (1-416-392-9746; [wsnodgr@toronto.ca](mailto:wsnodgr@toronto.ca)), should you have any questions when designing your Project to ensure the protection of sources of drinking water. In the event that you have any questions with respect to this correspondence, please contact me at 416-892-9634 or by email at [jstephens@trca.on.ca](mailto:jstephens@trca.on.ca).

Best Regards,

Jennifer Stephens  
Program Manager, CTC Source Protection Region

Cc: Tony To, Planner I, Toronto and Region Conservation Authority  
Don Ford, Hydrogeologist, Toronto and Region Conservation Authority  
Bill Snodgrass, Senior Engineer, City of Toronto  
Source Protection Screening, Source Protection Programs Branch, Ministry of the Environment and Climate Change

Attach.

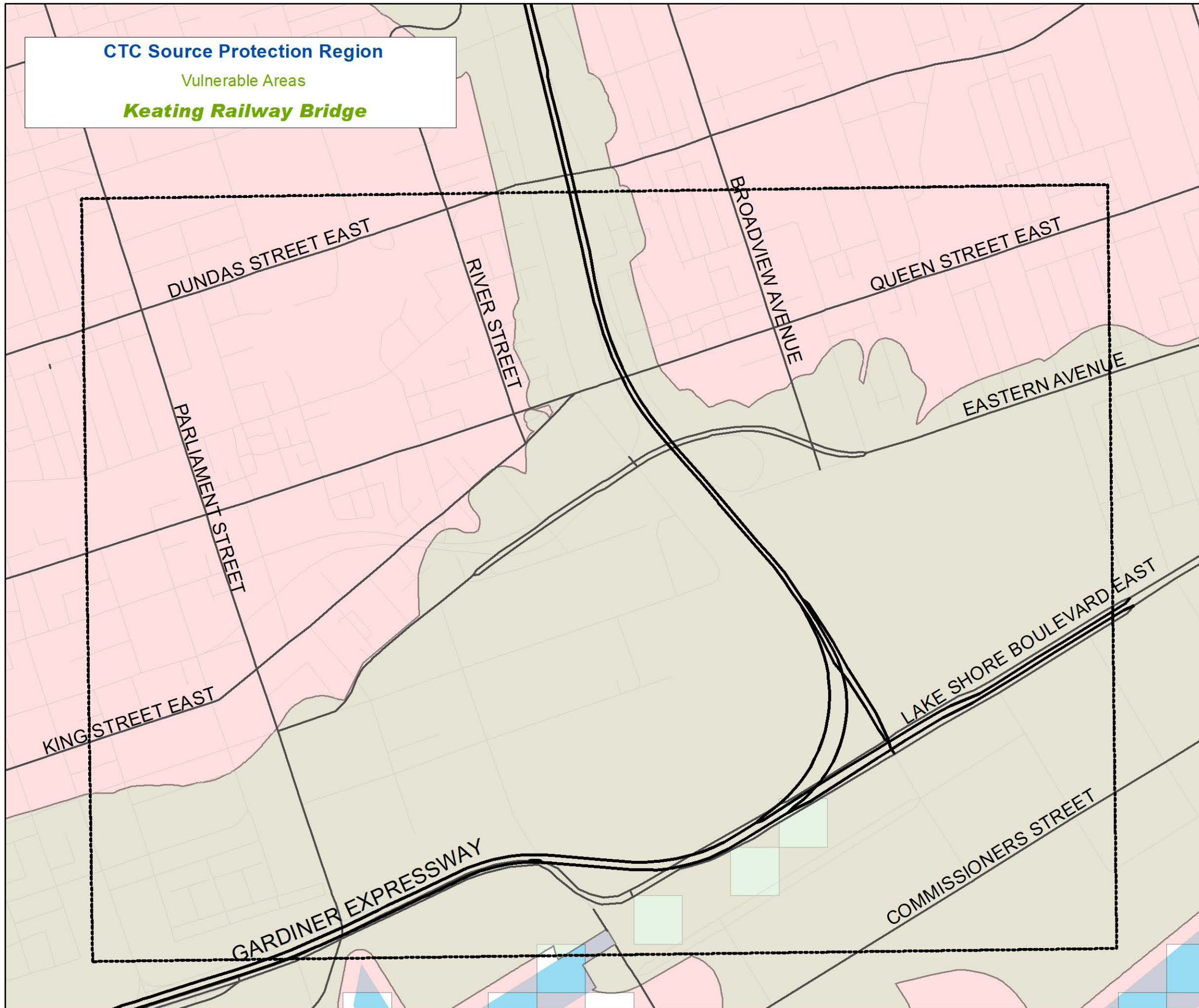







### CTC Source Protection Region

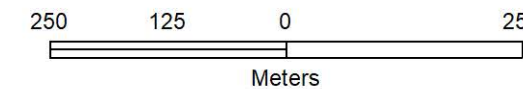
Vulnerable Areas

**Keating Railway Bridge**



### Legend

-  Approximate Project Boundary
-  Event Based Area (EBA)
-  Highly Vulnerable Aquifer (HVA)



(c) Copyright. Toronto & Region Source Protection Area, 2018.

This map has been prepared to meet provincial requirements under the Clean Water Act, 2006 and should be used for other purposes ONLY after consultation with the responsible conservation authority or source protection authority. The analysis used to produce this map relies on best available information as of the date of the map. Priority should be given to site specific information collected in accordance with accepted scientific protocols when being used for other purposes.





**From:** [Hatcher, Laura \(MTCS\)](#)  
**To:** [Environmental Assessment, Replacement 20](#)  
**Cc:** [Georgopoulos, Rooly](#); [Kelsey Mills](#)  
**Subject:** RE: Enbridge Gas Distribution Inc. - NPS 20 Replacement Project - Notice of Project Commencement and Information Session  
**Date:** Thursday, May 24, 2018 11:35:39 AM  
**Attachments:** [FW MTCS Response - Information Request NPS 30 Don River Replacement and NPS 20 Supply Project.msg](#)

---

Good morning,

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Commencement and PIC for your project. MTCS's interest in this project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

### **Archaeological Resources**

Your EA project may impact archaeological resources and you should screen the project with the MTCS [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment (AA) is needed. MTCS archaeological sites data are available at [archaeology@ontario.ca](mailto:archaeology@ontario.ca). If your EA project area exhibits archaeological potential, then an AA should be undertaken by an archaeologist licenced under the *Ontario Heritage Act*, who is responsible for submitting the report directly to MTCS for review. If your screening of the project area determines that an AA is not required, then this should be documented in the environmental study.

### **Built Heritage and Cultural Heritage Landscapes**

The MTCS [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether your project may impact cultural heritage resources. Heritage Preservation Service at the City of Toronto can provide information on property registered or designated under the *OHA*. In June 2017, MTCS provided Stantec with a list of provincial heritage properties in the study area. I have attached the email for your reference.

MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MTCS for review, and make it available to local organizations or individuals who have expressed interest in review.

**Environmental Study Reporting**

All technical heritage studies and their recommendations are to be addressed and incorporated into projects. Please advise MTCS whether any technical heritage studies will be completed for this project, and provide them to MTCS before commencement of work on-site. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the environmental study.

Thank-you for consulting MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Laura

**Laura Hatcher, MCIP, RPP**

Heritage Planner

Heritage Program | Programs and Services Branch | Ministry of Tourism, Culture and Sport

401 Bay Street Suite 1700 Toronto ON M7A 0A7

Tel. 416.314.3108 | email: [laura.e.hatcher@ontario.ca](mailto:laura.e.hatcher@ontario.ca)

---

**From:** Environmental Assessment, Replacement 20 [mailto:EA.Replacement20@stantec.com]

**Sent:** May 15, 2018 1:14 PM

**Cc:** Georgopoulos, Rooly <Rooly.Georgopoulos@stantec.com>; Kelsey Mills <Kelsey.Mills@enbridge.com>

**Subject:** Enbridge Gas Distribution Inc. - NPS 20 Replacement Project - Notice of Project Commencement and Information Session

Sent on behalf of Mr. Rooly Georgopoulos (Stantec Consulting Ltd.)

Good afternoon,

Please find attached a Letter and Notice regarding the Study Commencement and Information Session for the **"Proposed 20 Inch Natural Gas Pipeline Replacement"** project in the City of Toronto. The Notice provides a general description of the proposed natural gas pipeline and details of the Information Session to be held at the Enoch Turner Schoolhouse on Tuesday May 29<sup>th</sup>, 2018.

Should you have any questions or require additional information regarding the above-mentioned project, please refer to the letter and Notice for project contact information. Please note that a hard copy of the letter and notice has also been sent to you in the mail.

Regards,

**Meghan Bertenshaw**

MES, B.Sc., EP(t)

Environmental Scientist, Assessment and Permitting

Direct: (519) 780-8109

Mobile: (519) 546-2891

Stantec Consulting Ltd.  
1-70 Southgate Drive  
Guelph ON N1G 4P5 CA

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.





**From:** [Kelsey Mills](#)  
**To:** [Tony To](#)  
**Cc:** [Melany Afara](#); [Georgopoulos, Rooly](#); [Environmental Assessment, Replacement 20](#)  
**Subject:** RE: [External] CFN 59825 - Enbridge 20 Inch Replacement Project - TRCA Response to Notice of Commencement  
**Date:** Wednesday, June 13, 2018 11:34:54 AM  
**Attachments:** [160951037\\_EnbridgeBoards\\_20inch-pipeline\\_REDUCED.pdf](#)

---

Hi Tony,

Thank you for your email and we are acknowledging receipt of the letter.

We will review the areas of interest within the study area as indicated by the TRCA and consider the TRCA's *Living City Policies* while assessing the alternative routes. The detailed design and summary of detailed design commitments will be addressed during the permitting and approval phase of the project.

Please see attached for the presentation material that was presented at the open house which was held on May 29, 2018 at the Enoch Turner School House. Please also reference the project website below for ongoing updates (you will have to click the projects button). As requested one copy of the final Environmental Report will be provided to TRCA for review and comment.

<https://www.enbridgegas.com/en/About-Us>

Please let me know if you have any questions or concerns.

Thank you,

**Kelsey Mills**

Environmental Advisor

—

**ENBRIDGE GAS DISTRIBUTION**

TEL: 905-927-3145 | CELL: 416-454-9539

101 Honda Blvd. Markham, Ontario L6C 0M6

[enbridgegas.com](http://enbridgegas.com)

Integrity. Safety. Respect.

**From:** Tony To [mailto:[tto@trca.on.ca](mailto:tto@trca.on.ca)]

**Sent:** Wednesday, May 30, 2018 7:23 AM

**To:** Kelsey Mills

**Cc:** Rooly Georgopolous; Chuck Reaney; Melany Afara; Beth Williston; Renee Afoom-Boateng; Sharon Lingertat; Ken Dion; Nancy Gaffney; Jennifer Stephens; Alyssa Roth

**Subject:** [External] CFN 59825 - Enbridge 20 Inch Replacement Project - TRCA Response to Notice of Commencement

Hi Kelsey,

Please see attached for TRCA's response to the Notice of Commencement for the 20-inch gas pipeline replacement project in the City of Toronto. Please let me know if you have any questions.

Best,

**Tony To**



Planner I  
Environmental Assessment Planning | Planning and Development

T: 416.661.6600 ext. 5798

E: [tto@trca.on.ca](mailto:tto@trca.on.ca)

A: 101 Exchange Avenue, Vaughan ON L4K 5R6

Toronto and Region Conservation Authority (TRCA) | [trca.ca](http://trca.ca)



May 30, 2018

CFN 59825  
XREF CFN 58638

**BY E-MAIL ONLY** ([Kelsey.mills@enbridge.com](mailto:Kelsey.mills@enbridge.com))

Ms. Kelsey Mills  
Environmental Advisor  
Enbridge Gas Distribution Inc.  
3<sup>rd</sup> Floor, 101 Honda Boulevard  
Markham, ON  
L6C 0M6

Dear Ms. Kelsey Mills:

**Re: Response to Notice of Commencement and Public Information Session  
Proposed 20 Inch Natural Gas Pipeline Replacement  
In Accordance with the Ontario Energy Board's Environmental Guidelines for the  
Construction of Hydrocarbon Pipelines and Facilities in Ontario  
Don River Watershed; City of Toronto – Toronto and East York**

Toronto and Region Conservation Authority (TRCA) staff received the Notice of Commencement for the above noted Environmental Assessment (EA) on May 18, 2018.

It is our understanding that this undertaking involves examining options for the relocation of a segment of Nominal Pipe Size (NPS) 20 inch vital gas main located in the lower Don Lands of the City of Toronto. Presently, the pipeline is carried over the Don River via the Keating Railway Bridge. However, the crossing has been identified as being subject to risk from significant weather events, and as such, is being relocated underground within the right-of-way of municipal roads.

It is further understood that this pipeline relocation project was originally a component of the NPS 30 XHP relocation in the lower Don River (CFN 58638). However, due to constraints on construction timing, the original scope of work was divided into two separate projects.

### **TRCA Areas of Interest**

Staff has identified the following Areas of Interest within the study area:

#### TRCA Regulated Areas

- Regulation Limit
- Crest of Slope
- Regulatory Flood Plain
- Watercourses

#### TRCA Program and Policy Areas

- Aquatic Species and Habitat
- Aquifers and Hydrogeological Features
- Archaeological and Heritage Resources
- Conservation Land (TRCA property)
- Flood Remediation
- Special Policy Areas

- Terrestrial Natural Heritage System Strategy

There may be additional consultation with other federal and provincial agencies to ensure that the requirements of such legislation are met. This list is not inclusive and the onus is on the proponent and its consultants to consult with other agencies as required.

Upon request, available mapping and program information regarding these Areas of Interest {are enclosed/will be sent under separate cover} for your reference. Please ensure that the status, potential impacts and opportunities for enhancement related to these Areas of Interest are documented and assessed through a review of background material, technical study, field assessment and detailed evaluation, as appropriate.

### **Selection of Alternatives**

In consideration of TRCA's *Living City Policies*, Ontario Regulation 166/06, and TRCA's other programs and policies, staff requires that the preferred alternative meets the following criteria:

1. Prevents the risk associated with flooding, erosion or slope instability.
2. Protects and rehabilitates existing landforms, features and functions.
3. Provides for aquatic, terrestrial and human access.
4. Minimizes water/energy consumption and pollution.
5. Addresses TRCA property and heritage resource concerns.

Staff recommends that the preferred alternative meets the policies of section 7, in particular section 7.4.4, of The Living City Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority. Furthermore, staff recommends that the preferred alternative allows the detailed design to meet the policies of section 8, including section 8.9, of The Living City Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority

TRCA staff recommends that a summary of detailed design commitments be included in the EA as a Pre-design Brief. This summary should include, but not be limited to:

- a. An aerial photo indicating the study area, regulated area, existing conditions and preferred solution/design;
- b. Text indicating the preferred alternative solution/design;
- c. A Reference list of alternative solutions and designs considered;
- d. A synopsis of all TRCA requirements and technical commitments.

It is intended that the proponent and their consultants, as well as TRCA, would use the Pre-design Brief during the preliminary stages of detailed design. In the Pre-design Brief, commitments made during the EA would be clearly articulated in order to facilitate a 90 % detailed design submission to TRCA for all required permits. TRCA staff would then be able to review the required studies, reports or plans; and confirm any additional study requirements or revisions to the submitted materials. Ideally, the completion of the Pre-Design Brief will result in a more timely and streamlined permit approval process in the future.

### **TRCA Review**

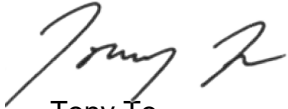
- Notices of public meetings and display material and handouts

- Four copies of all preliminary studies (please contact the undersigned to confirm)
- One hard copy of the Final EA Document.

Please include a digital copy of all submitted material. Materials must be submitted in PDF format, with drawings pre-scaled to print on 11"x17" pages. Materials may be submitted on discs, via e-mail (if less than 2.5 MB), or through file transfer protocol (FTP) sites (if posted for a minimum of two weeks).

Should you have any questions, please contact me at extension 5798 or at [tto@trca.on.ca](mailto:tto@trca.on.ca).

Yours truly,



Tony To  
Planner I, Environmental Assessment Planning  
Planning and Development

Encl.: TRCA Areas of Interest Summary Table

**BY E-MAIL**

cc:

Stantec: Rooly Georgopoulos, Senior Project Manager, ([rooly.georgopoulos@stantec.com](mailto:rooly.georgopoulos@stantec.com))

Enbridge: Chuck Reaney, Land Services, ([chuck.reaney@enbridge.com](mailto:chuck.reaney@enbridge.com))

Melany Afara, Project Technical Specialist, ([melany.afara@enbridge.com](mailto:melany.afara@enbridge.com))

TRCA: Beth Williston, Associate Director, Environmental Assessment Planning  
Renee Afoom-Boateng, Senior Planner, Planning and Development  
Sharon Lingertat, Senior Planner, Planning and Development  
Ken Dion, Senior Manager, Project Manager Office  
Nancy Gaffney, Waterfront Specialist

CTC Source  
Protection

Region: Jennifer Stephens, Program Manager, ([j.stephens@trca.on.ca](mailto:j.stephens@trca.on.ca))  
Alyssa Roth, Coordinator II, ([a.roth@trca.on.ca](mailto:a.roth@trca.on.ca))

## TRCA AREAS OF INTEREST

### EA Requirements

Document and assess the status, potential impacts and opportunities for enhancement that relate to the following Areas of Interest through a review of background material, technical study, field assessment and detailed evaluation, as appropriate. Make reference to the applicable Program and Policy documents. Include in the EA Document appendices any minutes, structure summary sheets for watercourses or wetlands, or other material collected through meetings with TRCA staff. Natural features may need to be confirmed on site by TRCA staff.

Area of Interest / Data Availability	Program and Policy Concerns
<b>TRCA REGULATED AREAS</b>	
Regulation Limit  <b>GIS data available</b>	<p>In accordance with Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses), a permit is required from the TRCA prior to any development (e.g. construction) if, in the opinion of TRCA, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected. The Regulation Limit defines the greater of the natural hazards associated with Ontario Regulation 166/06 (listed below).</p> <p>NOTE: The Regulation Limit provides a geographical screening tool for determining if Ontario Regulation 166/06 will apply to a given proposal. Through site assessment or other investigation, it may be determined that areas outside of the defined Regulation Limit require permits under Ontario Regulation 166/06. In these instances, it is the text of the regulation that will prevail; modifications to the regulation line may be required.</p> <p>Any development within the Regulation Limit must comply with the applicable sections of TRCA's <i>Living City Policies</i>.</p>
Crest of Slope	<p>Valley and stream corridors are dynamic systems that provide important natural functions and linkages for the physical, chemical and biological processes of wildlife, watercourses, and other natural features. The Crest of Slope identifies the physical limit of these corridors; however, due to ecological sensitivities, development restrictions typically extend beyond the actual Crest of Slope.</p>
Regulatory Flood Plain  <b>Engineered maps may be available</b>	<p>The Regulatory Flood Plain is the approved standard used in a particular watershed to define the limit of the flood plain for regulatory purposes. Within TRCA's jurisdiction, the Regulatory Flood Plain is based on the greater of the regional storm, Hurricane Hazel, and the 100 year flood.</p> <p>Any development or alterations to existing structures within the Regulatory Flood Plain may introduce risk to life or property, and may not be compatible with existing natural features. TRCA's framework for Flood Plain Management is the <i>Living City Policies</i>.</p> <p>TRCA may require a flood study or hydraulic update to confirm that there will be no impacts to the storage or conveyance of flood waters.</p>
Watercourses  <b>Partial GIS data available</b>	<p>Typically, watercourses are associated with aquatic species and habitat. Any alteration or interference to a watercourse (e.g. straightening, diverting, realigning, altering baseflow) has the potential to impact fish communities, but may also affect the Regulatory Flood Plain, erosion or other natural channel processes. TRCA may require an environmental study or site confirmation of watercourse locations.</p>
<b>TRCA PROGRAM AND POLICY AREAS</b> <i>Note: Additional program and policy information may be available at <a href="http://www.trca.on.ca">www.trca.on.ca</a>, or by request.</i>	
Aquifers and Hydrogeological Features	<p>The extraction and discharge of groundwater has the potential to negatively impact surrounding natural features. Even small amounts of groundwater extraction may reduce contributions to groundwater dependent features such as wetlands, springs, or fish spawning habitat. In addition, the discharge of groundwater must be controlled to avoid impacts to watercourses and fish habitat from erosion, sedimentation and water quality concerns.</p>

## TRCA AREAS OF INTEREST

	TRCA may require geotechnical or hydrogeological investigations to confirm dewatering and discharge requirements, and to identify appropriate mitigation measures with respect to potential impacts to natural features (i.e., wetlands, watercourses, natural features and aquatic habitat).
Archaeological and Heritage Resources	<p>TRCA watershed strategies include recommendations for the management of archaeological and heritage resources in accordance with Ministry of Culture and Municipal standards. Preserve and protect archaeological resources where possible.</p> <p>TRCA may require a Stage 1, 2, 3, or 4 archaeological assessment to confirm impacts to these resources. Note that an archaeological investigation by TRCA's archaeological staff must precede any disturbance to TRCA property, at the cost of the proponent. Scheduling will be subject to weather, seasonal programs and other field work.</p>
Conservation Land (TRCA Property) <b>GIS data available</b>	<p>If TRCA property is needed for the implementation of the preferred alternative, permission and approval from TRCA and the Minister of Natural Resources are required. The design must demonstrate that TRCA program and policy objectives are met. Formal approval typically takes 12 to 18 months from the completion of the EA document. As noted above, an archaeological investigation by TRCA's archaeological staff must precede any disturbance to TRCA property.</p> <p>Applicable programs and strategies for works on TRCA property may include: <i>TRCA Strategy for Public Use of Authority Lands</i>, <i>TRCA Greenspace Strategy</i>, <i>Archaeological Resource Management Procedures: Guidelines</i>, master plans for specific conservation lands, watershed strategies, or other programs or policies referenced in this document.</p>
Environmentally Significant Areas <b>GIS data available</b>	Environmentally Significant Areas have been identified by TRCA based on a set of ecological criteria regarding the function, significance and rarity of the features or species found in the area.
Special Policy Areas <b>GIS data available</b>	Developed areas that have historically existed within a flood plain may be designated as Special Policy Areas (SPA) as permitted under the 2005 <i>Provincial Policy Statement</i> . Policies for development and land use in these areas address the social, economic and cultural factors that support the continuation of the community. SPAs allow development and land uses that would not otherwise be permitted by the provincial policies on flood plain management.
Terrestrial Natural Heritage System Strategy <b>GIS data available for the refined watershed system</b>	TRCA has identified the need to improve both the quality and quantity of terrestrial habitat. TRCA's <i>Terrestrial Natural Heritage System Strategy</i> sets measurable targets for attaining a healthier natural system by creating an expanded and targeted land base. It includes strategic directions for stewardship and securement of the land base, a land use policy framework to help achieve the target system, and other implementation mechanisms.
Terrestrial Species and Habitat <b>GIS data available</b>	<p>The terrestrial system includes landscape features, vegetation communities and flora and fauna species. Terrestrial species and habitat should be assessed based on their conservation status according to sensitivity to disturbance and specialized ecological needs, as well as rarity.</p> <p>TRCA may require a site assessment and terrestrial inventory to confirm impacts to these resources. TRCA's <i>Terrestrial Natural Heritage Strategy</i> may be applicable to any work that impacts terrestrial species and habitat. In addition, relevant legislation (e.g. <i>Migratory Bird Convention Act</i>, <i>Species at Risk Act</i>) should be applied.</p>





**From:** [Melany Afara](#)  
**To:** [bwilliston@trca.on.ca](#); [slingertat@trca.on.ca](#); [gbowen@trca.on.ca](#); [Tony To \(tto@trca.on.ca\)](#); [Renee Afoom-Boateng \(rafoom-boateng@trca.on.ca\)](#); [Ken Dion \(kdion@trca.on.ca\)](#); [Robert Chan \(rchan@trca.on.ca\)](#); [carolyn.woodland@trca.on.ca](#); [ngaffney@trca.on.ca](#); [jstephens@trca.on.ca](#); [Alyssa.Roth@trca.on.ca](#)  
**Cc:** [Chuck Reaney](#); [Environmental Assessment, Replacement 20](#); [Kelsey Mills](#); [Georgopoulos, Rooly](#)  
**Subject:** Enbridge Gas Distribution - NPS 20 Replacement Project - UPDATE  
**Date:** Friday, August 03, 2018 9:58:52 AM  
**Attachments:**

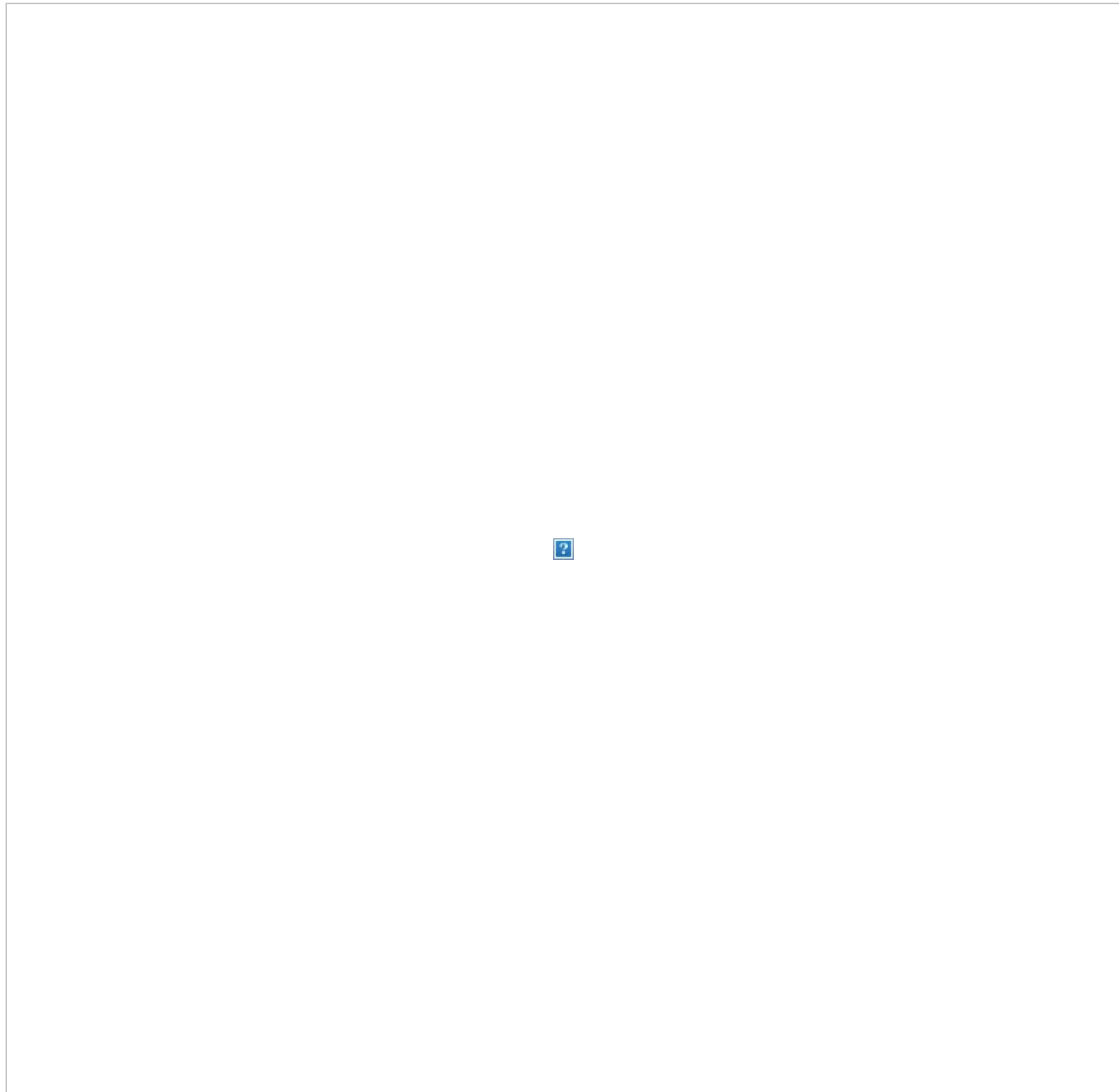
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Hello,

Enbridge recently completed additional investigative work on a segment of **NPS 20 inch** Lakeshore natural gas pipeline east of Cherry Street. As a result of this work and the findings, there is no near term requirement for replacement of the pipeline. As Enbridge continues to further evaluate the pipeline, the project timing will be reassessed and updated accordingly.

The Leave to Construct application will be put on hold until a new timeline is determined at which time Enbridge will be in touch to provide an update.

Please contact me if you have any questions or concerns.



Thank you,

**Melany Afara, P. Eng.**

Sr. Advisor Planning  
Planning & Design

**ENBRIDGE GAS DISTRIBUTION**  
TEL: 905-704-3791 | CELL: 437-991-7872  
3401 Schmon Pky Thorold, ON

[melany.afara@enbridge.com](mailto:melany.afara@enbridge.com)  
[enbridgegas.com](http://enbridgegas.com)

**Integrity. Safety. Respect.**

**From:** [Melany Afara](#)  
**To:** [Kelsey Mills](#)  
**Subject:** FW: NPS 20 on Lake Shore bridge over Don River  
**Date:** Friday, September 28, 2018 10:24:38 AM

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**From:** Leonard Ng [mailto:[lng@waterfrontoronto.ca](mailto:lng@waterfrontoronto.ca)]  
**Sent:** Thursday, August 16, 2018 5:11 PM  
**To:** Melany Afara; Jim Arnott  
**Cc:** Shannon Baker; Maher Al-Huq; Leonard Borgdorff  
**Subject:** [External] NPS 20 on Lake Shore bridge over Don River

Melany and Jim,

We like to meet with you regarding this 20" gasmain as soon as possible. Please give us a few time slots that you will be available within next week so that we can arrange a meeting for discussion. I will look forward to hearing from you. Thank you.

**Leonard Ng, P.Eng.**

Roads and Services | PLFP Program Management Team

**COLLIERS PROJECT LEADERS**

**Mobile** 647 588 9010

[lng@Waterfrontoronto.ca](mailto:lng@Waterfrontoronto.ca)



## Conflict with Existing NPS 20 Gas main Waterfront Toronto

TYPE OF MEETING	Discuss conflict of existing NPS 20 with Waterfront Toronto
LOCATION	20 Bay Street, 13 <sup>th</sup> Floor, Townhall 14
DATE	October 10, 2018 2:00 pm – 3:00 pm
ATTENDEES	In person: Mark Cairns, Chris McGivery, Jim Arnott, Byron Madrid, Melany Afara, Michael Machismo, Ken Henderson, Zach Ellis, Shannon Baker, Ahmed Bhabha, Marc Kramer, Simon, Demitri Koutsoukis; Julius Gombos, Ken Dion Phone: Mike Noble, Tara Kuuskman

### Agenda topics

#### 1. Review of Conflict with Existing Enbridge NPS 20 Gas main

DISCUSSION	<ul style="list-style-type: none"> <li>• Waterfront Toronto gave an over view of their project.</li> <li>• Enbridge explained the existing conflict with the proposed work - Two existing spans with current bridge in place, 5 spans to be constructed (additional abutments and footings) which will be in conflict with Enbridge's existing NPS 20 gas main. This NPS 20 pipeline is the main natural gas supply to the downtown Toronto area with the immediate gas supply coming from the station on the east side of the Don River off Eastern Ave.</li> </ul>
ACTION ITEMS	<ul style="list-style-type: none"> <li>• N/A</li> </ul>

#### 2. Relocation Options that were Considered – Not Viable

DISCUSSION	<ul style="list-style-type: none"> <li>• Enbridge reviewed the concepts that were considered and are not viable. These options included:             <ul style="list-style-type: none"> <li>○ Keeping the main in place during the construction of the new bridge. Not viable due to EGD Operations and Engineering concerns and risks to the vital main. Suggestions from Waterfront to make this option work included widening the roadway (Lakeshore) or taking down the Gardiner first. Enbridge explained they would not take the risk of this work taking place around the Vital NPS 20 Gas Main.</li> <li>○ Going on the south side of the bridge; Not a viable option due to poor to no support options and no cover crossing back under Lakeshore both sides of the River (east &amp; west) for the tie-in to the existing main (depth of cover issues). Also, City of Toronto does not support permitting pipelines on bridges.</li> <li>○ 2 micro-tunneling alignments (under the Don River). Not viable due to 3<sup>rd</sup> party construction projects happening in the near future in the immediate vicinity</li> </ul> </li> </ul>
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	(First Gulf, Villiers, Gardiner, Don Mouth and Coxwell Bypass, etc.). Also this method of construction would not be executed on time to address the conflict.
ACTION ITEMS	<ul style="list-style-type: none"> <li>N/A</li> </ul>

### 3. Viable Solution – High Level Concept

DISCUSSION	<ul style="list-style-type: none"> <li>Only one viable solution was determined to be constructible and feasible to isolate the existing 20" main on either side of the river. This can only be done by installing a new station on the west side of the Don River to maintain the supply to the Vital NPS 20 pipeline.</li> <li>Similar to the Option presented at the Enbridge Open House (May 2018) for the NPS 20 Replacement Project (same study area). However, differs based on the length of EGD's current asset being isolated/abandoned to accommodate the proposed Waterfront Toronto scope of work.</li> <li>Project Requires a LTC application to be filed with the OEB. Since project study area and proposed routes for new pipes are the same an additional EA is not required. Can continue with draft EA from NPS 20 replacement.</li> <li>Cost sharing is required</li> <li>Waterfront had concerns regarding the cost of the project as currently no money has been budgeted for the Keating Railway Bridge and relocation of existing utilities. Waterfront would like Enbridge to relook at any and all concepts that will be viable for this relocation.</li> <li>Waterfront suggested Enbridge establish a cost and schedule and then they will discuss with other third party utilities regarding contributing the overall costs for this relocation.</li> <li>Driver and timing for this project is relocation based on conflict with Waterfront.</li> <li>High level construction schedule - February 2020 start and December 2020 completion is the soonest we would be able to execute.</li> <li>Enbridge had a question regarding the Labatt north tie-in location on this route. City will address this comment but does not see a concern as it is currently ROW.</li> <li>Enbridge's current schedule is partly based on available temporary working space. Enbridge is currently in discussions with DKT regarding availability of Temporary working space near the station.</li> </ul>
ACTION ITEMS	<ul style="list-style-type: none"> <li>Enbridge to determine more refined cost estimate for the project</li> </ul>

### 4. Next Steps/ Confirmation to proceed

DISCUSSION	<ul style="list-style-type: none"> <li>It was determined that Enbridge and Waterfront would proceed with the project but will stop the project if necessary i.e. (if funding cannot be obtained by Waterfront Toronto).</li> <li>Waterfront wanted to understand if the schedule included both design and construction – the Feb 2020 to Dec 2020 (with required abandonment to follow) only considered the construction schedule. The design schedule would begin immediately in parallel with the Leave to construct application (LTC) filing to the Ontario Energy Board (OEB) (i.e. 130 day oral hearing or 210 day written hearing from date of filing).</li> </ul>
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	<ul style="list-style-type: none"><li>• Enbridge indicated that filing the application with the OEB could not be done until cost sharing was sorted out, as it is included in the application.</li></ul>
ACTION ITEMS	<ul style="list-style-type: none"><li>• Enbridge to send high level schedule to Waterfront to execute the viable option</li><li>• Enbridge to send cost sharing agreement to Waterfront</li><li>• Enbridge and Waterfront to re-group in a week to discuss next steps further.</li><li>• Enbridge to send slide deck to Waterfront</li></ul>





# Waterfront Toronto Conflict with Existing NPS 20

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# Agenda

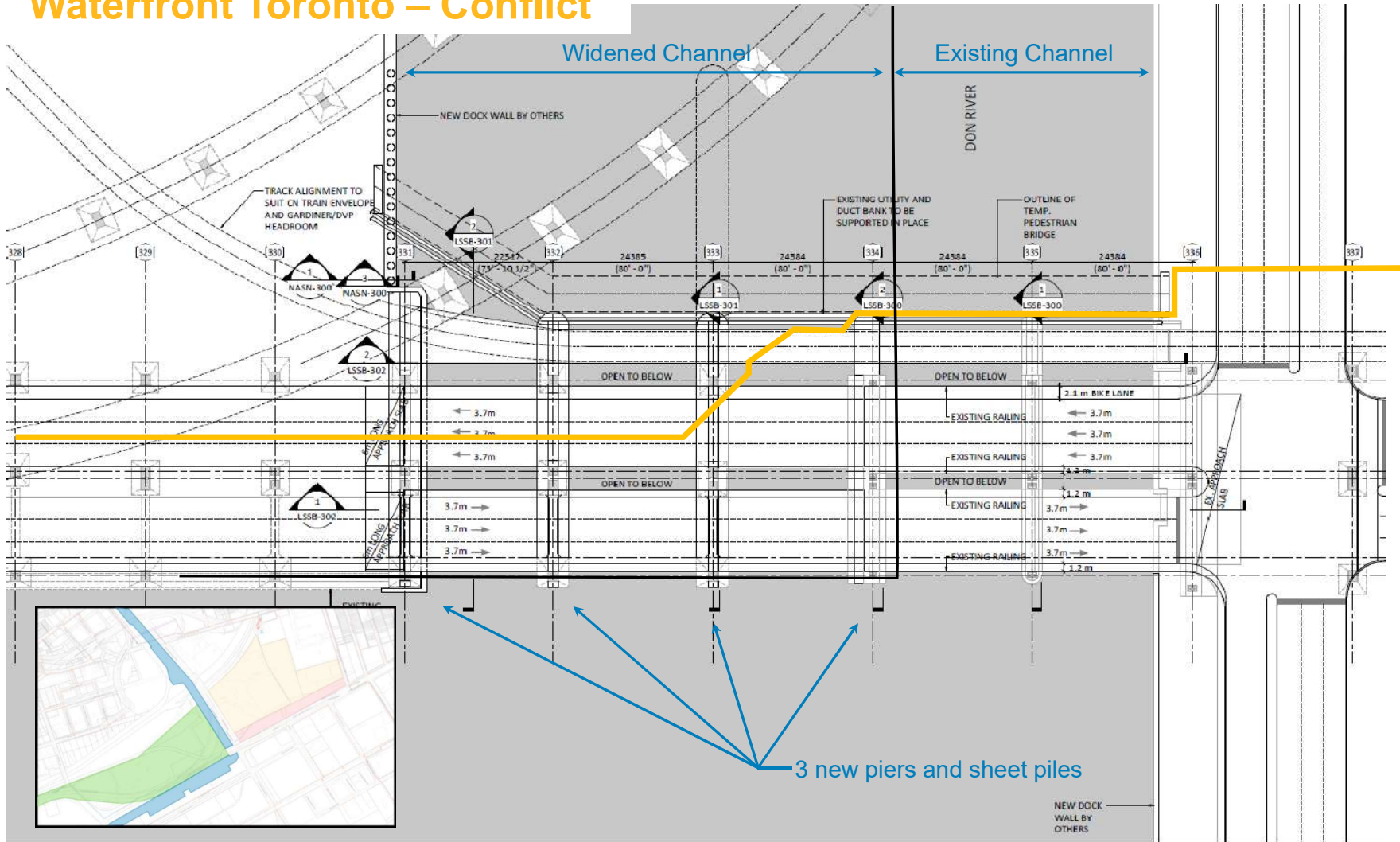


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## NPS 20

- Review of Conflict
- Relocation Options that were considered – not viable
- Viable Solution – High level concept
- Confirmation to proceed

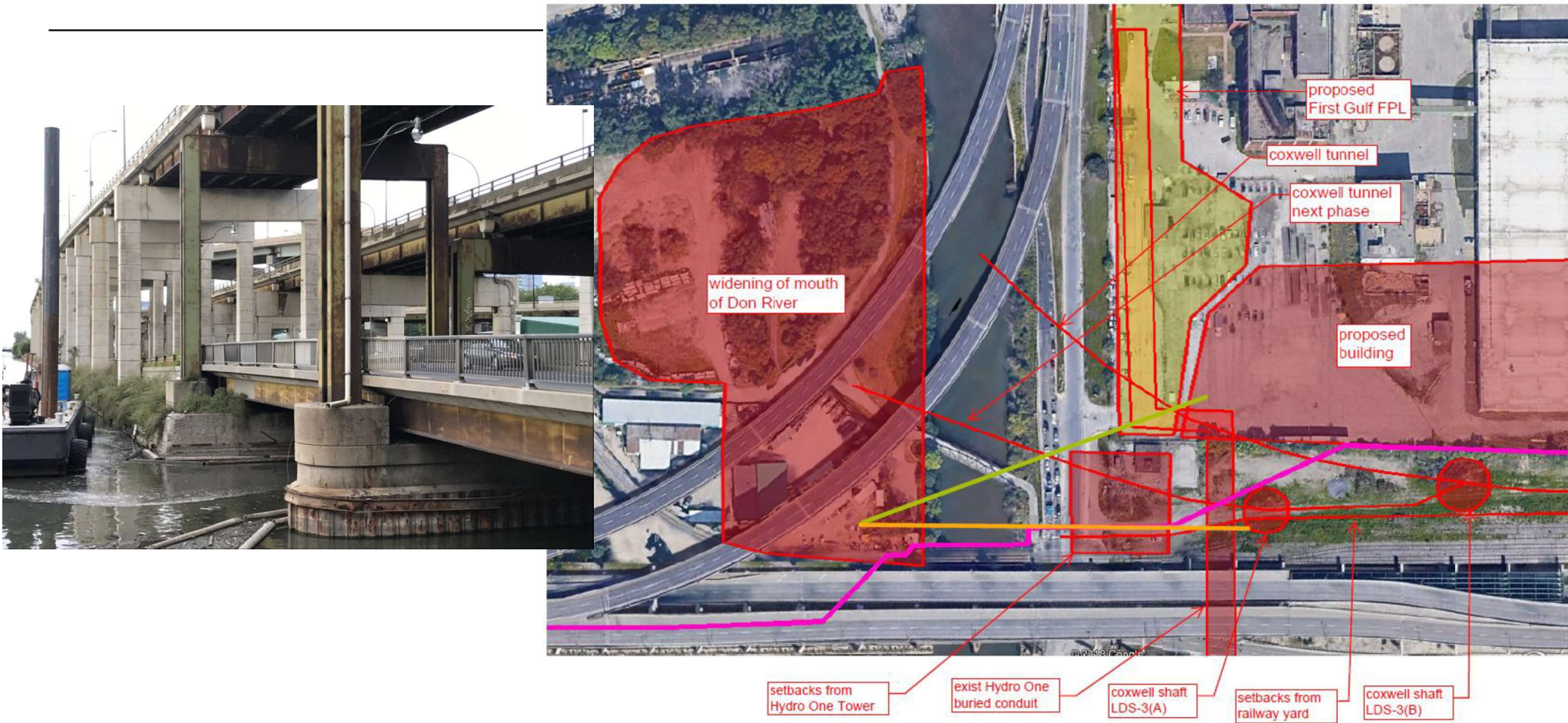
# Waterfront Toronto – Conflict



3 new piers and sheet piles

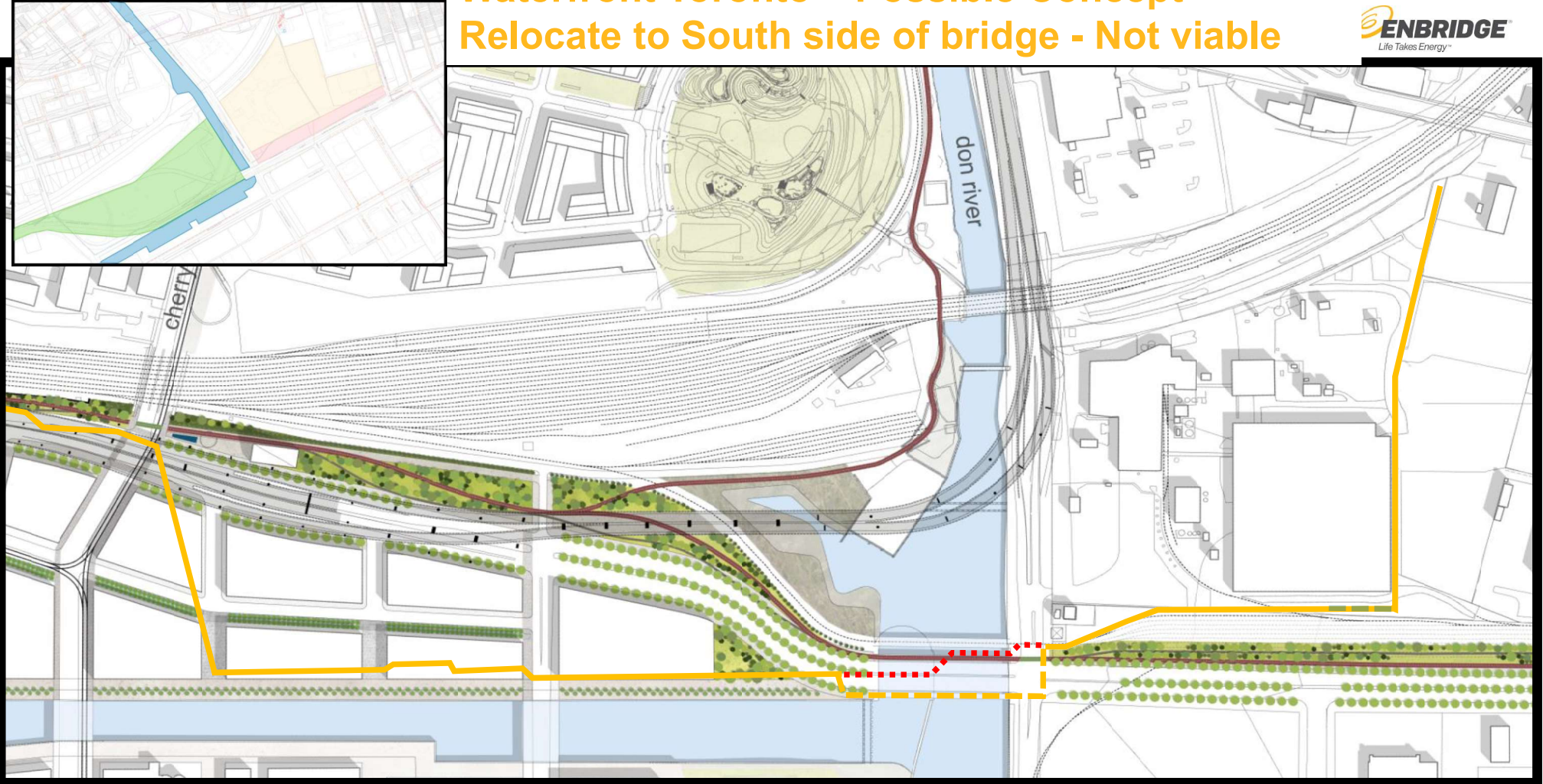
NEW DOCK WALL BY OTHERS

# Waterfront Toronto – Shorter Relocation Concepts Not Viable

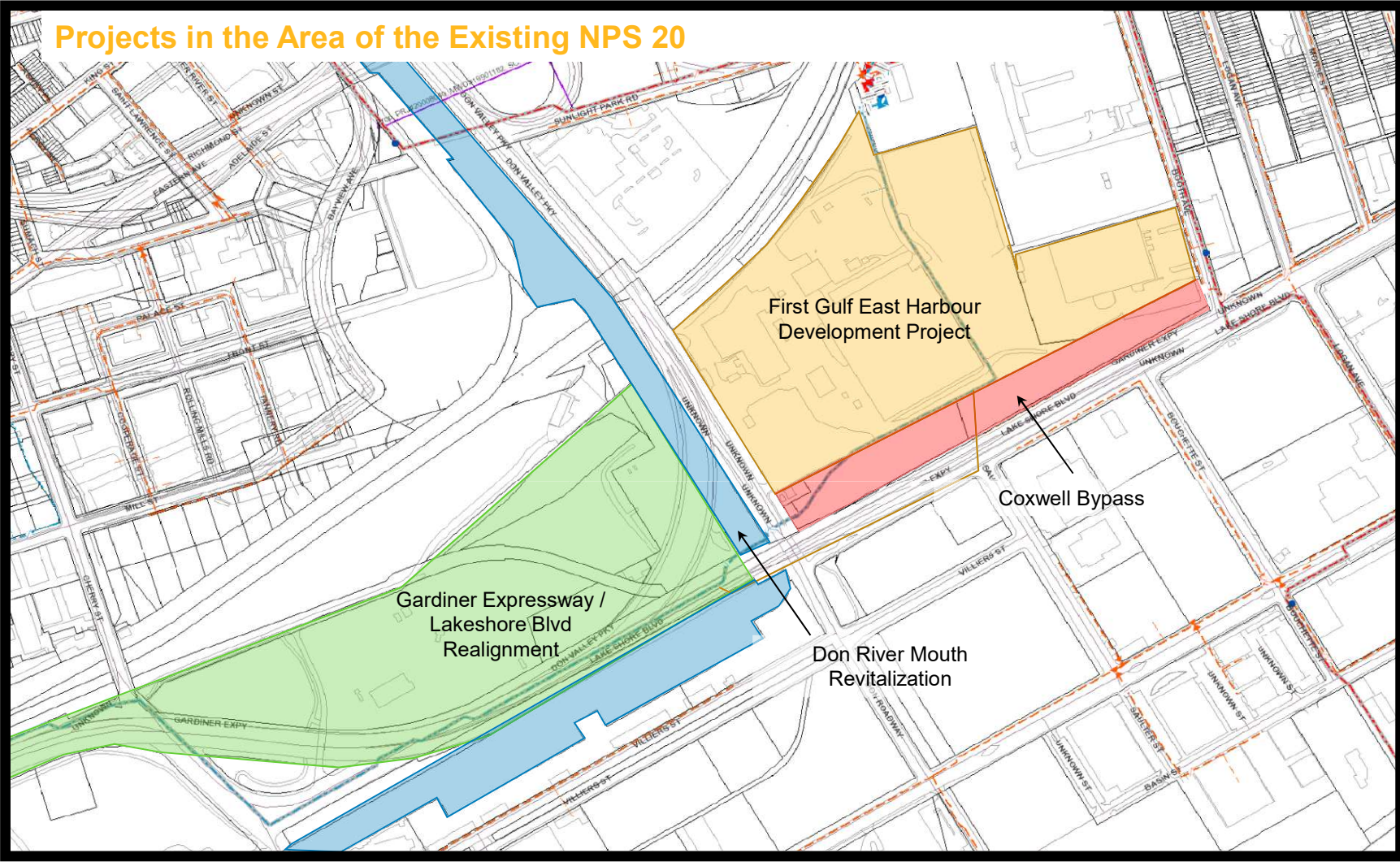




## Waterfront Toronto – Possible Concept Relocate to South side of bridge - Not viable

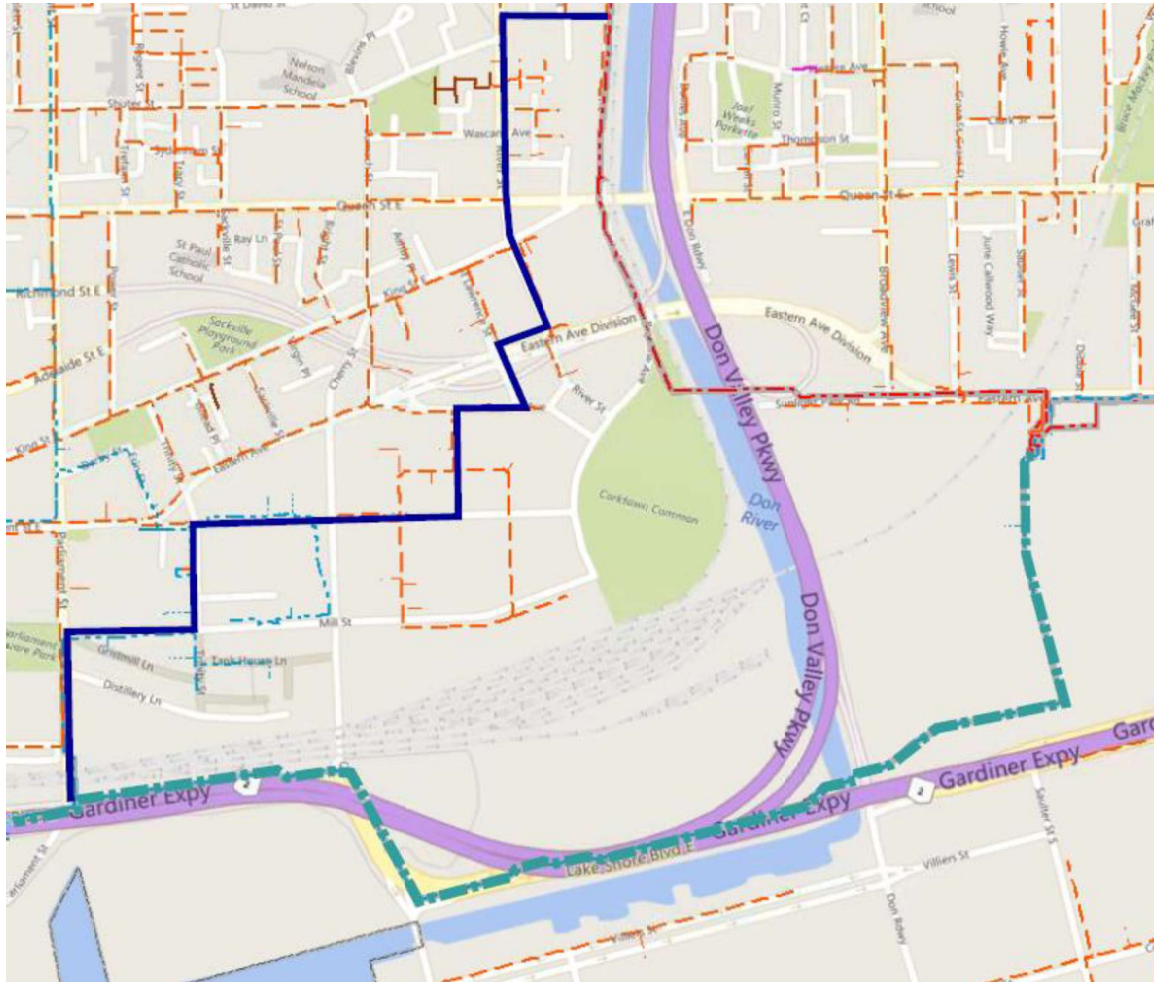


### Projects in the Area of the Existing NPS 20





# Viable Solution - Includes NPS 20 natural gas main & Station



Isolation of existing 20" on either side of the river

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## Schedule & Next Steps

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**Proposed Construction Timeline:** Feb 2020 – Dec 2020  
Abandonment to follow

**Next Steps:**

- Confirmation required from Waterfront to Proceed
- Send External communication to stakeholders/public advising that a variation of the NPS 20 project is proceeding with the conflict relocation as the driver.
- Finalize the ER
- File the LTC



## Minutes of Meeting

**Project Name:** Port Lands Flood Protection Project  
**Meeting Number:** 3  
**Subject:** Enbridge NPS-20 Re-Routing Follow-Up Meeting  
**Minutes Prepared By:** Sean Decloux  
**Date of Meeting:** April 23, 2019  
**Date of Next Meeting:** TBD  
  
**Location:** Waterfront Toronto Offices  
 1-866-488-8972, Conference code 269

<b>Attendees:</b>	<b>Initials</b>	<b>Copies to:</b>	<b>Initials</b>
Simon Karam, WT	SK	David Kusturin, WT	DK
Shannon Baker, WT	SB	Julius Gombos, WT	JG
Ken Dion, WT	KD	Jennifer Ogrodnick, WT	JO
Ahmed Bhabha, WT	AB	Sasha Jurak, WT	SJ
Srinivas Ravulaparathi, Colliers	SR	Maher Al-Huq, Colliers	MAH
Sean Decloux, Colliers	SD	John McKee, Colliers	JM
Ahmed Bhabha, Colliers	AB	Stephen McKenna, CoT	SM
Jose Cruz, EllisDon	JC		
Ken Henderson, EllisDon	KH		
Michael Noble, CoT	MN		
Melany Afara, Enbridge	MA		
Byron Madrid, Enbridge	BM		
Jim Arnott, Enbridge	JA		
Tracey Browne, Enbridge	TB		
Aron Murdoch, Enbridge	AM		
Tara Kuuksman, Enbridge	TK		
Chris McGivery, Enbridge	CM		
Michael Meschino, Entuitive	MM		
Mike MacDonald, Planmac	MM2		



Item		Action	Due
	<b>INTRODUCTION</b>		
	[no items]		
	<b>UPDATES ON PREVIOUS MEETING ACTION ITEMS</b>		
	[no items]		
	<b>ENBRIDGE REROUTING OPTIONS REVIEW MATRIX</b>		
1.1	<p>Team (Enbridge, Waterfront Toronto, EllisDon, Planmac, Entuitive, City) filled out the Draft Study Table. The table will continue to be advanced as options are reviewed and refined.</p> <ul style="list-style-type: none"> <li>The table will be circulated alongside these minutes. Parties to review table and provide any missing info.</li> </ul>	<p>Info</p> <p>All</p>	May 6
	<b>NEXT STEPS</b>		
1.2	Enbridge to send email to SK regarding further clarifications for Agreement.	Enbridge	April 25
1.3	WT to respond to 1.2.	WT	May 3
1.4	Enbridge to promptly provide Cost Breakdowns associated with each option following completion of 1.3. Cost Breakdown information is required for review by team and to determine next steps.	Enbridge	May 3
1.5	Enbridge (JA) to provide sketches that outline each of the three options in a plan view of the site. <b>Post meeting note:</b> Complete.	JA	May 3
1.6	Entuitive / Planmac to review Cost Breakdowns referred to in 1.4.	Entu / Planmac	May 10
1.7	Agreement aiming to be executed by May 10.	WT / Enbridge	May 10
	<b>OTHER BUSINESS</b>		
1.8	<p>WT stated that the earliest date to commence Lake Shore Bridge Construction is:</p> <ul style="list-style-type: none"> <li>August 2020 for Base Case (ramps in place)</li> <li>January 2021 for Alternative Case (ramps removed)</li> </ul>	Info	
<p>These minutes are considered an accurate reflection of discussions, agreements and decisions made. Should participants disagree with minute items carried, they are to request changes as may be applicable at the following meeting. If no changes are made, minutes are considered as an accurate record of the meeting held.</p>			

### Enbridge Relocation Study Table (Draft for Discussion)

Populated based on April 23, 2019 Meeting

Option and Description	Enbridge Cost Estimate*	Schedule	Risks	Constructability	Remarks
1. Relocation on the west side of the Don River (as per the option presented Oct 9, 2018)	\$54M	<p>If agreed to proceed by May 10:</p> <ul style="list-style-type: none"> <li>Planning: 12-18months (8-12months from approval for piping)</li> <li>Piping Construction start Nov 2019 and finish Aug 2020</li> <li>Station Construction start Jan 2020 and finish Feb 2021</li> <li>Abandonment in March / April 2021</li> </ul>	<ul style="list-style-type: none"> <li>If LTC not required (just for pipe portion) <ul style="list-style-type: none"> <li>Minor schedule improvement if not required. Station is driver</li> </ul> </li> <li>Lake Shore Bridge delay</li> <li>Coordination of adjacent works</li> <li>Concurrent works - risk to Enbridge project (can coordinate to mitigate) - North Tie in at ~Labatt Ave</li> </ul>	<ul style="list-style-type: none"> <li>Enbridge would like to abandon in place and decommission</li> <li>1920m of new 20" pipe</li> <li>~300m of abandoned 20" pipe</li> <li>EllisDon is not constructing anything in this scenario other than removing pipe</li> </ul>	<ul style="list-style-type: none"> <li>Zoning Permit for station site Required.</li> <li>City approval required for road moratorium</li> <li>Station required</li> </ul>
2. Microtunnel under the Don River near the existing crossing alignment	\$47M	<p>If agreed to proceed by May 10:</p> <ul style="list-style-type: none"> <li>Planning: 18-20months</li> <li>Construction is 8-10months</li> <li>Submit LTC Feb 2020. Approval by OEB Aug 2020.</li> <li>Construction Start Jan 2021 and finish Dec 2021</li> <li>Abandonment in Jan / Feb 2022</li> </ul>	<ul style="list-style-type: none"> <li>Impact on existing structures</li> <li>Third party projects in vicinity</li> <li>Damages to new structures (pipeline)</li> <li>Future development concerns</li> <li>Difficulty associated with deep scheme construction (~10 - 20m below grade)</li> </ul>	<ul style="list-style-type: none"> <li>Geology may not be favourable for construction</li> <li>Enbridge engineering department not favourable based on third party requirements and additional risks</li> <li>375m of new 20" pipe</li> <li>~320m of abandoned 20" pipe</li> </ul>	<ul style="list-style-type: none"> <li>20m down for micro tunneling</li> <li>Hydro One, City, IO, TRCA approvals</li> <li>LTC planning wouldn't limit schedule like in Option 1 due to previous work done</li> <li>LTC required for land easement.</li> <li>LTC requires EA report, documentation to MOE, Open house, etc.</li> <li>Station not required</li> </ul>
3. Temporary relocation on the existing (or a new) pedestrian bridge crossing the Don River (gas main to be moved back on the Lake Shore Bridge in the final condition)	\$45M	<p>If agreed to proceed by May 10:</p> <ul style="list-style-type: none"> <li>Enbridge engineering studies will be expansive and timely</li> <li>Same LTC requirements as Option 2</li> </ul>	<ul style="list-style-type: none"> <li>Construction in vicinity of exposed Enbridge line</li> </ul>	<ul style="list-style-type: none"> <li>12.2m clearance from base of rail required</li> <li>New temporary crossing by EllisDon</li> <li>Provide permanent support for when pipe is relocated</li> <li>Enbridge engineering department not favourable based on third party requirements and additional risks</li> </ul>	<ul style="list-style-type: none"> <li>City exemption required</li> <li>Enbridge has no interest due to risk in this option - lack of internal support due to high risk and costly construction.</li> </ul>

\*Cost estimate breakdown to be provided by Enbridge for review.





**David Stonehouse**  
Director, Waterfront  
Secretariat

**City Planning**  
**Gregg Lintern, MCIP, RPP**  
Chief Planner and Executive Director

481 University Avenue  
6<sup>th</sup> Floor  
Toronto, Ontario M5G 2E9

**Tel: 416-392-8113**  
**Fax: 416-392-8805**  
[David.Stonehouse@toronto.ca](mailto:David.Stonehouse@toronto.ca)

July 18, 2019

Mr. Byron Madrid, P. Eng  
Manager Capital Development & Delivery  
System Improvement  
Enbridge Gas Inc.  
500 Consumers Road  
Toronto, ON M2J 1P8

Dear Byron:

**Re: Lakeshore/Keating Rail Bridge – Proposed Relocation of Gas Infrastructure**

Further to your letter of June 5, 2019, I am writing to provide you with an update regarding the status of discussions between the City of Toronto, Waterfront Toronto and Enbridge Gas Inc., regarding the proposed relocation of the gas infrastructure that currently crosses the Don River on abutments immediately north of the Lakeshore/Keating Rail Bridge.

In your letter you requested clarification regarding the legal status of Waterfront Toronto as an "agent" of the City of Toronto. On July 9, our solicitor Michael Smith spoke to Enbridge's Senior Legal Counsel Scott Wallace. Mr. Smith explained that while City Council authorized the Port Lands Flood Protection and Enabling Infrastructure Project Contribution Agreement, City Council did not specifically appoint Waterfront Toronto as an "agent" of the City. The relationship as set out in the agreement clearly establishes that Waterfront Toronto is undertaking the Port Lands Flood Protection Project on behalf of, at the direction of and with the full approval of the City of Toronto, and is not unlike other types of relationships that municipal road authorities enter into with third parties to deliver major redevelopment projects. Mr. Smith also noted that the chosen method of procurement and funding does not remove the Contribution Agreement from the application of the *Public Service Works on Highways Act*.

Based on the above, the proposed reconstruction of the Lakeshore/Keating Rail Bridge can be considered a "road improvement" project for the purposes of the *Public Service Works on Highways Act*. Messers. Smith and Wallace also discussed the possibility of a "Master Agreement" between or among the City of Toronto, Waterfront Toronto and Enbridge Inc., which would address both this and other pipeline relocation projects within the Port Lands area. Mr. Smith indicated that the City, in its role as road authority, could potentially support such an approach.





It was also noted that a separate concurrent agreement and discussions regarding cost sharing arrangements would be required for the relocation of Enbridge's Keating Channel pipeline within the alignment and on newly constructed abutments as proposed by Waterfront Toronto and the City. It is acknowledged that this proposed option represents a "temporary design solution" until such time as Enbridge completes its preferred alternative, however, it is currently the only viable option that both Waterfront Toronto and the City are willing to consider as the basis for a cost sharing agreement at this time. A diagram of the proposed Waterfront Toronto solution is attached.

It should be noted that the Port Lands Area will undergo significant change over the next 50 years, consistent with Port Lands Planning Framework approved by City Council in December 2017 (See link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG24.6>). As such, the Port Lands Flood Protection and Enabling Infrastructure Project represents just the first of what is anticipated to be numerous major investments in infrastructure in the area as the Planning Framework is implemented. Other major projects are already currently underway including the realignment and rehabilitation of the Gardiner Expressway, Metrolinx's Wilson Yard expansion and RER program and the re-development of First Gulf's lands within the Unilever Precinct.

Within this context, the temporary design solution proposed by Waterfront Toronto and the City addresses short-term requirements. Over the next 50 years, it is reasonable to assume that there will be opportunities to potentially coordinate implementation of Enbridge's preferred alternative of the long-term as the Port Lands Area continues to re-develop. Indeed, there may be advantages to waiting for future implementation, given that most of the projects in the area have been designed in concept only and are subject to change through further stages of detailed design.

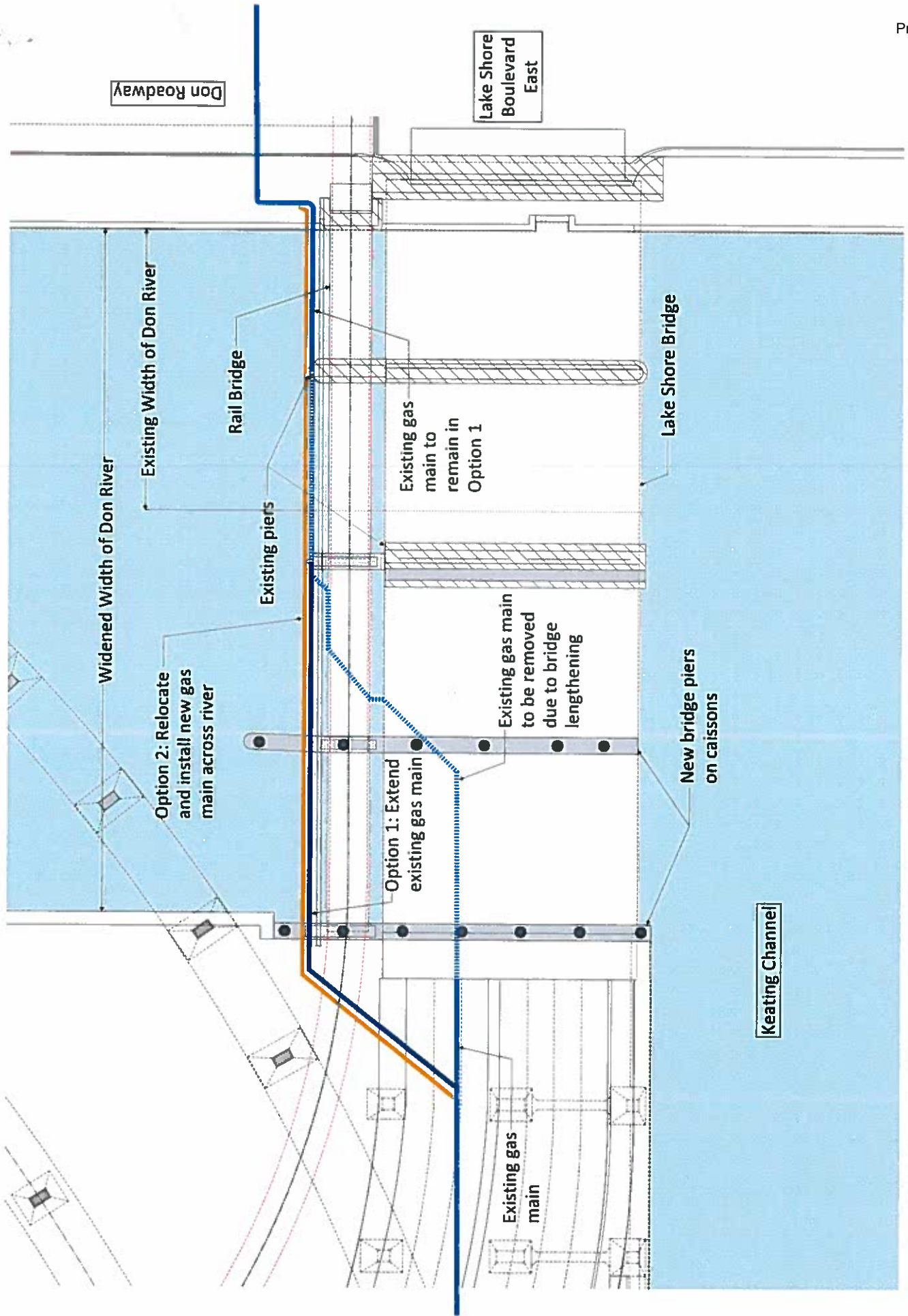
I would like to suggest a meeting to discuss next steps, including the Waterfront Toronto temporary design solution. Please suggest some dates in the coming weeks.

Many thanks,

A handwritten signature in blue ink that reads "David Stonehouse".

David Stonehouse

Copy: David Kusturin, Waterfront Toronto  
Michael Smith, Legal Services  
Scott Wallace, Enbridge  
Aron Murdoch, Enbridge  
Melany Afara, Enbridge







Enbridge Gas Inc.  
PO Box 650  
Scarborough, ON M1K 5E3

August 16, 2019  
City of Toronto  
481 University Avenue 16<sup>th</sup> Floor  
Toronto On M5G 2E9

Attention: David Stonehouse

**Re: Response to Lakeshore/Keating Rail Bridge – Proposed Relocation of Gas Infrastructure**

Dear Mr. Stonehouse,

Thank you for your letter dated July 18, 2019. Enbridge has completed a comprehensive review of the suggested “Temporary Design Solution” that was presented by both the City of Toronto in the July 18, 2019 letter and at the meeting with Waterfront Toronto on July 29, 2019.

It is Enbridge’s understanding that the proposed relocation option involves new cantilever beams to be installed on two of the existing Keating railway bridge abutments/piers for the purpose of utility relocations. In addition, this proposal involves Waterfront Toronto constructing three additional caissons and piers across the proposed river widening area to allow for our gas pipeline relocation. The pipeline would be installed above grade (with either the Gardiner ramps in place or the Gardiner ramps down), but still within the proposed PLFP project construction work area.

This Option has been reviewed by Enbridge’s Engineering and Operations teams and as a result Enbridge is not supportive of this option based on the risk to our asset. The proposed design does not alleviate the risk associated with the Waterfront Toronto proposed PLFP project work in the immediate area of our existing asset. This increased risk will be immediately present for the entire estimated 1.5 to 2 year construction period of the Waterfront Toronto PLFP project. The Waterfront Toronto proposed cantilever above ground crossing solution also does not alleviate the risk associated with future construction concerns around the pipeline, as it will be exposed to third party construction activity, creating a greater chance of third party damage. Damage to the Enbridge vital main in the winter months could result in a large customer loss for Enbridge.

In addition to the above risk, several secondary risks were identified through our review process including; long term operational risks, construction risks, 3rd party construction risks, future maintenance challenges, legislative requirements, security of supply risks and the fact that Enbridge will only consider the use of a pipeline bridge crossing as a last resort if it does not increase the risk to the pipeline.



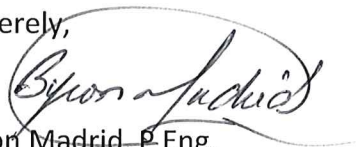
With regard to the cost sharing of the proposed relocation, Waterfront Toronto has confirmed that the City of Toronto ("City") has not expressly authorized it as agent of the City. Accordingly Enbridge is of the view that the relocation request is not unlike any other third party requests in a municipality whereby the third party is responsible for the costs associated with the relocation. Enbridge will provide further comment in this regard under a separate cover letter in due course.

Based on the above and in order to avoid delays for the required pipeline relocation Enbridge will resume the planning of the previously discussed relocation option that all parties had previously agreed to at the April 23, 2019 meeting.

Enbridge looks forward to meeting with Waterfront Toronto and the City of Toronto on September 9, 2019 to discuss the status of the April 23<sup>rd</sup> relocation option and how to expedite the project to help meet Waterfront Toronto's tight timelines. Enbridge encourages any questions in advance of that discussion.

Thank you,

Sincerely,



Byron Madrid, P. Eng.  
Manager, Capital Development & Delivery  
System Improvement  
Enbridge Gas Inc.  
500 Consumers Road  
Toronto, ON M2J 1P8

Copy: David Kusturin, Waterfront Toronto  
Simon Karam, Waterfront Toronto  
Michael Smith, Legal Services  
Scott Wallace, Enbridge  
Jim Sanders, Enbridge  
Tracey Teed Martin, Enbridge  
Neil MacNeil, Enbridge  
Aron Murdoch, Enbridge  
Melany Afara, Enbridge



## Minutes of Meeting

**Project Name:** Port Lands Flood Protection and Enabling Infrastructure Project  
**Meeting Number:** 04  
**Subject:** PLFP Enbridge Re-Routing Options Workshop Follow Up  
**Minutes Prepared By:** Ishan Garg  
**Date of Meeting:** July 29, 2019  
**Date of Next Meeting:** TBD

**Location:** Waterfront Toronto Offices  
 1-866-488-8972, Conference code 269

<b>Attendees:</b>	<b>Initials</b>	<b>Copies to:</b>	<b>Initials</b>
David Kusturin, WT	DK	Julius Gombos, WT	JG
Simon Karam, WT	SK	Shannon Baker, WT	SB
Srinivas Ravulaparathi, Colliers [WT]	SR	Ken Dion, WT	KD
Ishan Garg, Colliers [WT]	IG	Don Forbes, WT	DF
Sean Decloux, Colliers [WT]	SD	Sameer Akhtar, WT	SA
Christian Giles, WT Secretariat	CG	John McKee, Colliers [WT]	JM
Christopher Loader, CoT	CL	David Stonehouse, CoT	DS
Michael Catalano, CoT	MC	Stephen McKenna, CoT	SM
Michael Smith, CoT	MS	Andrea Broughton, CoT	AB
Jonathan Werner, Entuitive	JW	Greg Horgan, CoT	GH
Jonathan Ho, Entuitive	JH	Avi Bachar, CoT	AV
Brad Kalus, Planmac	BK		
Brian Samulewitsch, ED	BS		
Jose Cruz, ED	JC		
Matt Van Dyke, ED	MV		
Ken Henderson, ED	KH		
Byron Madrid, Enbridge	BM		
Aron Murdoch, Enbridge	AM		
Melany Afara, Enbridge	MA		
Jim Arnott, Enbridge	JA		

Item		Action	Due
<b>1.0</b>	<b>INTRODUCTION</b>		
1.1	The Meeting was attended by Waterfront Toronto (WT), City of Toronto (CoT), Enbridge, Entuitive, Planmac and EllisDon. The purpose of the meeting was to discuss the relocation of the NPS20 under Lake Shore bridge.		
<b>2.0</b>	<b>BACKGROUND INFO</b>		
2.1	WT briefed team on relocation needs of the NPS20 gas line for Lake Shore bridge construction and also on outcomes from previous communication with Enbridge.	Info	
2.2	WT explained both the design scenarios for Lake Shore bridge design i.e. Base case (with Gardiner ramps in place) and Alternative case (with Ramps Gardiner down).  WT clarified that the project team is working simultaneously on both the design scenarios until further instruction from CoT.	Info	
2.3	Enbridge acknowledged the receipt of CoT's letter and confirmed that their legal team is reviewing the same.	Info	
<b>3.0</b>	<b>DESIGN BRIEF ON PROPOSED OPTION</b>		
3.1	<b>Gas Line Background</b> – Enbridge mentioned that the gas line was installed in 1950s under agreement with Harbor Commission.		
3.2	<b>Enbridge Comments (C) and WT Responses(R):</b>  <b>C</b> Spacing of pipeline from rail line <b>R</b> Existing gas line current spacing with Rail line and latest spacing requirements will be confirmed.  <b>C</b> Proposed option is not a permanent option as the pipe will be exposed after relocation <b>R</b> Enbridge is advised to further explore the relocation options during future development in the vicinity as stated in the letter from CoT.		
3.3	Enbridge also expressed the risk of exposed pressure line during the extended period of construction.	Info	
3.4	Enbridge informed that their technical team will review the proposed relocation option and will confirm the feasibility.	Enbridge	
3.5	Enbridge confirmed that the tie-ins can be made during summer and time span required for the same will be approx. 2 months.	Info	



Item		Action	Due
<b>4.0</b>	<b>STAGING PLAN FOR PROPOSED OPTION</b>		
4.1	<p><b>Enbridge Comments (C) and WT Responses (R):</b></p> <p><b>C</b> Construction sequencing for relocation</p> <p><b>R</b> Proposed construction sequencing will be issued with the meeting minutes.</p> <p><b>C</b> Interference of relocated gas main with sheet pile wall tie-backs near new west abutment.</p> <p><b>R</b> Construction will be staged to avoid gas main interference with sheet pile wall tie-backs as described in staging plan.</p> <p><b>C</b> Enbridge requested WT to share the schedule for utility relocation and construction of the bridge.</p> <p><b>R</b> Proposed schedule will be issued with the meeting minutes. Construction will start in 2021</p> <p><b>C</b> Will the rail bridge be operational during utility relocation and construction?</p> <p><b>R</b> WT confirmed that rail bridge will not be operational during the utility relocation and construction phase.</p> <p><b>C</b> Vertical clearance for barge under bridge during relocation in 2021.</p> <p><b>R</b> Existing Bridge Soffit level is 77.5m at the lowest point and water levels can be accessed at <a href="http://www.waterlevels.gc.ca/eng">http://www.waterlevels.gc.ca/eng</a> to determine clearances.</p>		
<b>5.0</b>	<b>OTHER BUSSINESS</b>		
5.1	Enbridge enquired about WT's action plan on abandoned Oil line under Lake Shore bridge. WT will advise status.		
<b>6.0</b>	<b>NEXT STEPS</b>		
6.1	WT will share the presentation, proposed design, detailed staging plan, schedule along with meeting minutes and the presentation.	WT	Aug 2
6.2	Enbridge technical team will review the provided documents and demand extra document (if any) by August 09 and provide feedback on feasibility of the option by August 16.  This will include Legal and Technical Feedback	Enbridge	Aug 16
6.3	Follow up meeting will be scheduled in the week of August 19	WT / Enbridge	
<p>These minutes are considered an accurate reflection of discussions, agreements and decisions made. Should participants disagree with minute items carried, they are to request changes as may be applicable at the following meeting. If no changes are made, minutes are considered as an accurate record of the meeting held.</p>			



# NPS 20 Relocation

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Enbridge Gas Inc.

Meeting with City of Toronto & Waterfront Toronto



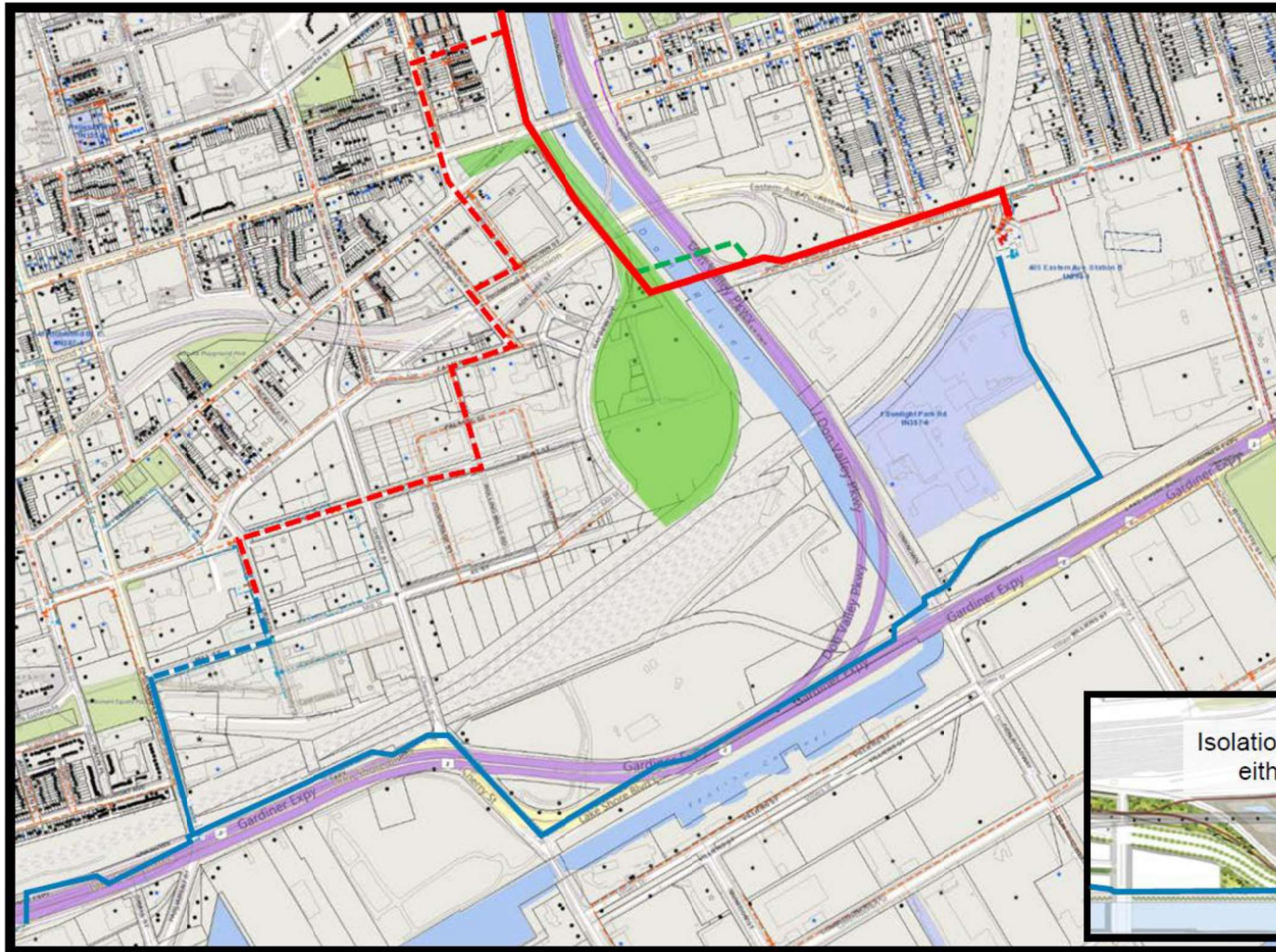
December 3, 2019

# Agenda



- Welcome and introductions
- Background and context
- Review of options and phasing
- City preferred option
- Enbridge preferred option
- Discussion
- Cost sharing issue
- Required OEB applications
- Required applications
- Timelines

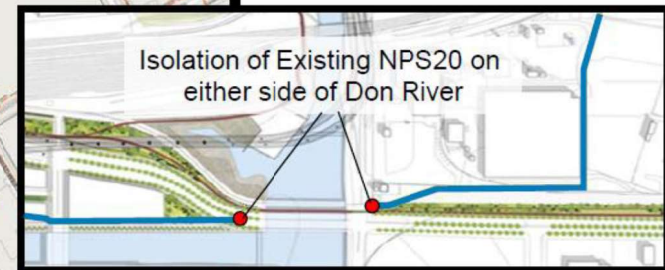
# Review of Options – Enbridge Option



## Viabile Solution

Relocation of NPS20 Gas Main and Regulation Station

- Existing NPS30 XHP
- Existing NPS20 HP
- Proposed NPS20 XHP
- Proposed NPS20 HP
- Proposed NPS30 XHP



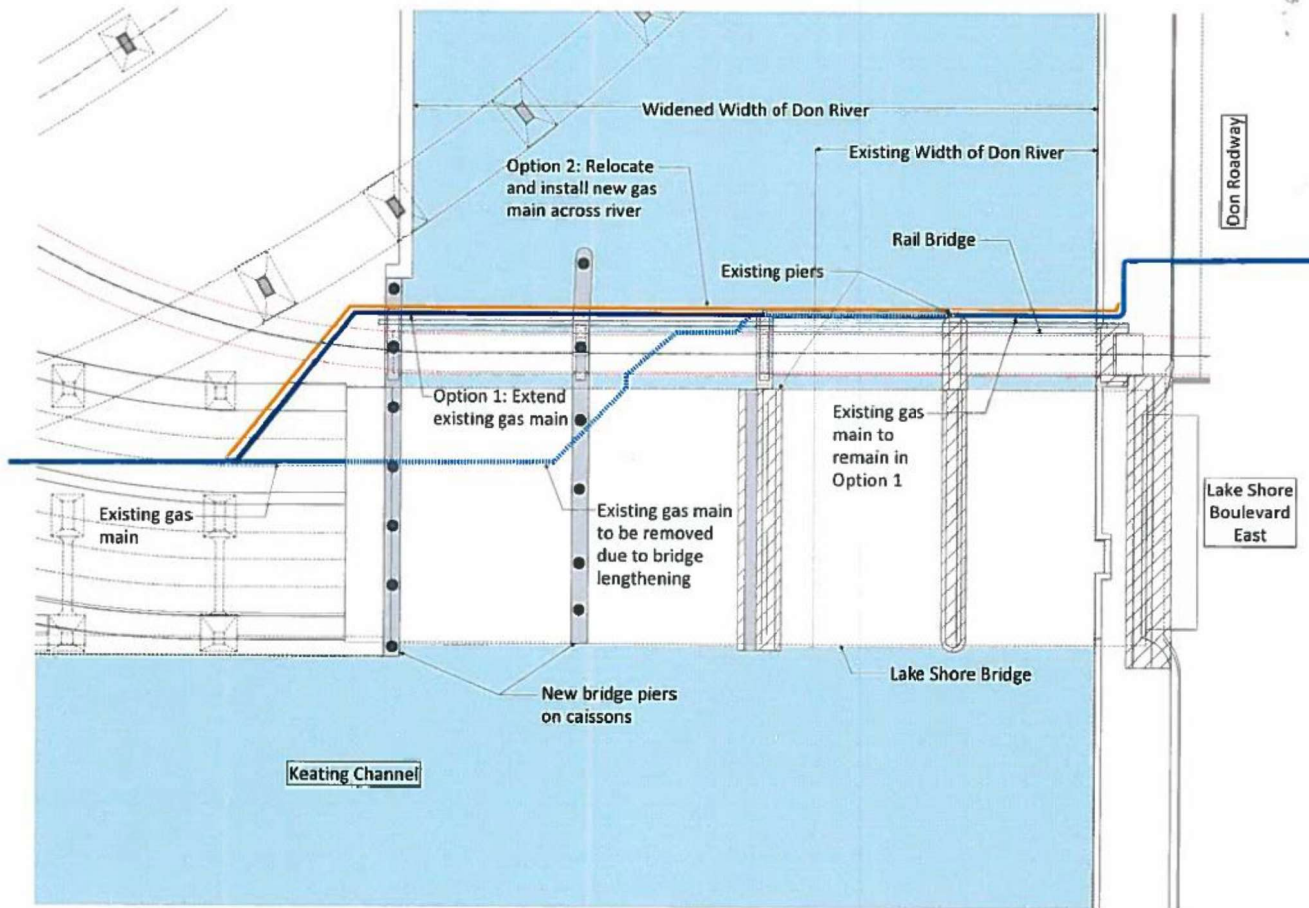


## Relocation Details

- Installation of approximately 1920 m of NPS 20 XHP/HP main.
- 300 m of existing NPS 20 HP will be abandoned on the Keating Bridge to eliminate the Waterfront conflict and isolate the main.
- LTC will be required.
- Permits required: TRCA (north tie-in), City of Toronto
- Involves a new station to be installed at Station A



# Review of Options – City Option July 2019





# Regulatory Framework

- The project is being planned in accordance with Ontario Energy Board (OEB) regulations
- In order to gain approval from the OEB, an environmental and cumulative effects assessment must be completed and an Environmental Report (ER) must be prepared
- Once complete, the ER is circulated to affected parties and to the Ontario Pipeline Coordinating Committee (OPCC)
- The OEB may order a written or oral hearing, based upon the complexity of the project and the level of public concern
- Enbridge plans to file a “Leave to Construct” application with the OEB March 2020.
- Physical, natural and socio-economic features will be identified and mitigation measures to minimize adverse effects will be recommended.
- The assessment will include a comprehensive stakeholder consultation program that will include agencies, Indigenous communities and the public.
- Other permits required prior to construction will also be identified.



# Cost Sharing



## High Level Cost Estimate

- \$54 M

## Next Steps

- Enbridge has drafted a Legal agreement for Waterfront to review
- Enbridge has drafted the work schedule for Waterfront to review



## Project Timelines

- Environmental Report Completion Jan 2020
- File LTC March 2020 with anticipated approval July 2020
- Construction Pipe start: August 2020 Complete: May 2021
- Construction Station start: September 2020 Complete: March 2021
- Abandonment Isolation of existing NPS 20: end of Q2 2021

# Q&A

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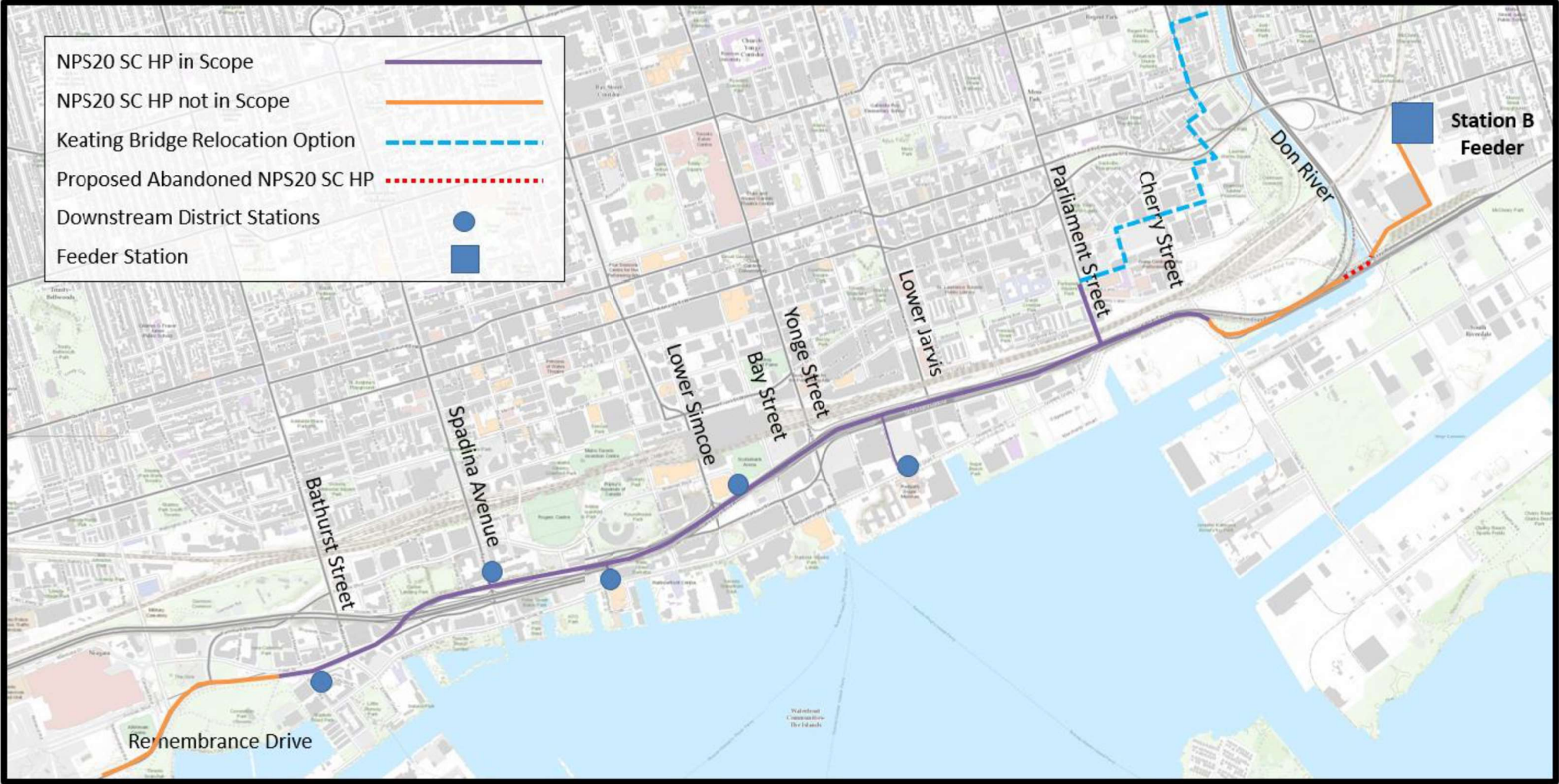
# Background Slides

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Enbridge Gas Inc.  
Meeting with City of Toronto



December 3, 2019



## Comparison of an Ontario Energy Board EA and Typical Class EA

Ontario Energy Board (OEB) EA	
<b>Type of Projects</b>	Gas transmission and distribution projects that trigger OEB EA process criteria
<b>Governing Documents</b>	<ul style="list-style-type: none"> <li>OEB's Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario</li> <li>Ontario Energy Board Act. S.O.1998 c.15 Sched. B</li> </ul>
<b>EA Documents to be Review</b>	The OEB Ontario Pipeline Coordinating Committee (OPCC) reviews applicant documents prior to their submission, including: <ul style="list-style-type: none"> <li>Constraint Map</li> <li>Environmental Report</li> <li>Supporting Studies</li> </ul>
<b>Alternative Solutions and Design</b>	Pre-screening of alternative routes/sites, including technical feasibility assessment is outside of the EA: <ul style="list-style-type: none"> <li>Evaluate all remaining alternative routes/sites through an impact assessment</li> <li>A constraint map is distributed to the Ontario Pipeline Coordinating Committee (OPCC) for feedback</li> <li>Any input received is considered prior to the selection of the preferred route/site</li> <li>An engineering and economic feasibility study is carried out to determine the preferred route/site</li> <li>Public consultation is recommended at this point but not mandatory</li> </ul>
<b>Environmental Report (ER)</b>	Completion of an Environmental Report including the following: <ul style="list-style-type: none"> <li>Identification and assessment of the short-list of feasible route/site options</li> <li>Methodology for routes/sites selection</li> <li>Assessment of environmental impacts (natural, built, cultural, and socio-economic) and their cumulative impacts</li> <li>Stakeholder consultation, including municipal, provincial, and federal agencies, conservation authorities, Indigenous communities, land owners, and the public</li> <li>Permits required as part of construction</li> </ul>
<b>Review Period</b>	The ER and application for Leave to Construct is filed with the OEB and circulated to the OPCC for a 42 day review period. If requested, the ER is also circulated to landowners, municipalities, Indigenous communities and conservation authorities. The OEB may order a written or oral hearing, based on the complexity of the Project. As part of the EA Enbridge allows for a 30 day (or more) comment period after the Open house. Additionally The OEB will post a notice in the newspaper of the project application and allows time for public comments
<b>Approval</b>	Ontario Energy Board - Ontario Pipeline Coordinating Committee (OPCC)
<b>Monitoring</b>	The applicant will submit post-construction interim and final monitoring reports to the OEB to demonstrate compliance with environmental report.

Different from a Class EA, pre-screening of alternative routes/sites and their Technical Feasibility is completed prior to the OEB EA

Pre-screening does not include a "Do Nothing" alternative

While not required, Enbridge has documented all route/site options

A Class EA is available for a 30 day public review period. Public notification of the ESR completion/review is mandatory.



**From:** [Hartwig, Emily](#)  
**To:** [Helfinger, Michael \(MEDJCT\)](#)  
**Cc:** [Falconi, Michael \(MEDJCT\)](#); [Mohammed, Shireen \(MEDJCT\)](#)  
**Subject:** RE: Notice of Project Change - Proposed 20-Inch Natural Gas Pipeline, Waterfront Relocation Project  
**Date:** Wednesday, January 22, 2020 10:52:00 AM  
**Attachments:**

Good morning Michael,

Thank-you for your prompt response – we will remove Michael Falconi from our contact lists.

Regards,

**Emily Hartwig** B.Sc., EP.

Environmental Consultant, Assessment and Permitting

Direct: 519 780-8186

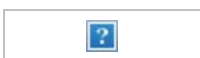
Mobile: 226 979-4457

[Emily.Hartwig@stantec.com](mailto:Emily.Hartwig@stantec.com)

Stantec

1-70 Southgate Drive

Guelph ON N1G 4P5



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**From:** Helfinger, Michael (MEDJCT) <Michael.Helfinger@ontario.ca>

**Sent:** Wednesday, January 22, 2020 10:40 AM

**To:** Hartwig, Emily <Emily.Hartwig@stantec.com>

**Cc:** Falconi, Michael (MEDJCT) <Michael.Falconi@ontario.ca>; Mohammed, Shireen (MEDJCT) <Shireen.Mohammed@ontario.ca>

**Subject:** RE: Notice of Project Change - Proposed 20-Inch Natural Gas Pipeline, Waterfront Relocation Project

Hi Emily:

Could you please remove Michael Falconi from Stantec's contact list with regard to the Ministry of Economic Development, Job Creation and Trade? He is no longer with the area of the Ministry responsible for environmental assessment reviews.

Thank you,

**Michael Helfinger, MA, MBA**

!Senior Policy Advisor! Strategic and Corporate Policy Branch!

**Ministry of Economic Development, Job Creation and Trade**

!56 Wellesley Street West 11th Floor! Toronto, ON M5S 2S3!

!416.434.4799! !Personal Mobile 416.722.6229!

[michael.helfinger@ontario.ca](mailto:michael.helfinger@ontario.ca)



---

**From:** Hartwig, Emily <[Emily.Hartwig@stantec.com](mailto:Emily.Hartwig@stantec.com)>  
**Sent:** January 22, 2020 10:19 AM  
**To:** EA-Replacement20 <[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com)>  
**Cc:** Georgopoulos, Rooly <[Rooly.Georgopoulos@stantec.com](mailto:Rooly.Georgopoulos@stantec.com)>  
**Subject:** Notice of Project Change - Proposed 20-Inch Natural Gas Pipeline, Waterfront Relocation Project

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

**Sent on behalf of Rooly Georgopoulos (Stantec Consulting Ltd.)**

---

Good morning,

Please find attached a Notice of Project Change regarding the Enbridge Gas Inc. ("Enbridge") Proposed 20-Inch Natural Gas Pipeline Waterfront Relocation Project.

Regards,

**Emily Hartwig** B.Sc., EP.  
Environmental Consultant, Assessment and Permitting

Direct: 519 780-8186  
Mobile: 226 979-4457  
[Emily.Hartwig@stantec.com](mailto:Emily.Hartwig@stantec.com)

Stantec  
1-70 Southgate Drive  
Guelph ON N1G 4P5



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**From:** [Vecchiolla, Joseph \(MGCS\)](#)  
**To:** [Hartwig, Emily](#)  
**Subject:** RE: Notice of Project Change - Proposed 20-Inch Natural Gas Pipeline, Waterfront Relocation Project  
**Date:** Wednesday, January 22, 2020 11:53:46 AM

---

Many thanks. This may have eluded me!

Joe

---

**From:** Hartwig, Emily <Emily.Hartwig@stantec.com>  
**Sent:** January 22, 2020 11:50 AM  
**To:** Vecchiolla, Joseph (MGCS) <joseph.vecchiolla@ontario.ca>  
**Cc:** EA-Replacement20 <EA-Replacement20@stantec.com>  
**Subject:** RE: Notice of Project Change - Proposed 20-Inch Natural Gas Pipeline, Waterfront Relocation Project

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good morning Joseph,

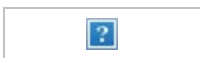
The Cherry St. to Bathurst is a different project – this is a Notice of Project Change for the 20-Inch Natural Gas Pipeline Replacement project. The Notice of Study Commencement and Information Session was originally distributed in May 2018 (I have attached this notice for your records).

Regards,

**Emily Hartwig** B.Sc., EP.  
 Environmental Consultant, Assessment and Permitting

Direct: 519 780-8186  
 Mobile: 226 979-4457  
[Emily.Hartwig@stantec.com](mailto:Emily.Hartwig@stantec.com)

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---

**From:** Vecchiolla, Joseph (MGCS) <[joseph.vecchiolla@ontario.ca](mailto:joseph.vecchiolla@ontario.ca)>  
**Sent:** Wednesday, January 22, 2020 11:09 AM  
**To:** Hartwig, Emily <[Emily.Hartwig@stantec.com](mailto:Emily.Hartwig@stantec.com)>  
**Subject:** RE: Notice of Project Change - Proposed 20-Inch Natural Gas Pipeline, Waterfront Relocation Project

Moring. Could this project be known by another name – Cherry St to Bathurst? I have no record of it.

## Thanks

---

**From:** Hartwig, Emily <[Emily.Hartwig@stantec.com](mailto:Emily.Hartwig@stantec.com)>  
**Sent:** January 22, 2020 10:19 AM  
**To:** EA-Replacement20 <[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com)>  
**Cc:** Georgopoulos, Rooly <[Rooly.Georgopoulos@stantec.com](mailto:Rooly.Georgopoulos@stantec.com)>  
**Subject:** Notice of Project Change - Proposed 20-Inch Natural Gas Pipeline, Waterfront Relocation Project

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**Sent on behalf of Rooly Georgopoulos (Stantec Consulting Ltd.)**

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Good morning,

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Regards,

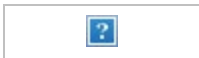
**Emily Hartwig** B.Sc., EP.  
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Direct: 519 780-8186

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**From:** [Slattery, Barbara \(MECP\)](#)  
**To:** [Hartwig, Emily](#)  
**Subject:** RE: Notice of Project Change - Proposed 20-Inch Natural Gas Pipeline, Waterfront Relocation Project  
**Date:** Thursday, January 23, 2020 10:21:33 AM  
**Attachments:**

---

Hi Emily, I think the problem is that this "Ontario Pipeline Coordinating Committee" contains each Regional APEP Supervisor – but they never meet, nor is there any coordination that occurs. I would say that ensuring that circulation is made to the appropriate region(s) within which the project is physically located in is sufficient.

Barb Slattery, EA/Planning Coordinator  
**Ministry of the Environment, Conservation and Parks**  
West Central Region  
(905) 521-7864

*We want to hear from you. How was my service? You can provide feedback at 1-888-745-8888.*

---

**From:** Hartwig, Emily <Emily.Hartwig@stantec.com>  
**Sent:** January 23, 2020 9:49 AM  
**To:** Slattery, Barbara (MECP) <barbara.slattery@ontario.ca>  
**Subject:** RE: Notice of Project Change - Proposed 20-Inch Natural Gas Pipeline, Waterfront Relocation Project

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good morning Barbara,

The Notice of Project Change was distributed to all parties included on the original project contact list from 2018. I see from our contact list that the Notice was sent to the Acting District Manager for the Toronto District Office, the Environmental Assessment and Project Coordinator from the Central Region Office and MECP staff on the Ontario Pipeline Coordinating Committee.

Moving forward for this Project, we can remove MECP contacts from our lists. If you can please provide their names, I would be happy to remove those individuals now.

Regards,

**Emily Hartwig** B.Sc., EP.  
Environmental Consultant, Assessment and Permitting

Direct: 519 780-8186  
Mobile: 226 979-4457  
[Emily.Hartwig@stantec.com](mailto:Emily.Hartwig@stantec.com)

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**From:** Slattery, Barbara (MECP) <barbara.slattery@ontario.ca>  
**Sent:** Thursday, January 23, 2020 9:24 AM  
**To:** Hartwig, Emily <Emily.Hartwig@stantec.com>  
**Subject:** RE: Notice of Project Change - Proposed 20-Inch Natural Gas Pipeline, Waterfront Relocation Project

Hi Emily, I am curious as to why this notification is being sent to MECP Regional offices that are not within the actual affected area of this project?

Barb Slattery, EA/Planning Coordinator  
**Ministry of the Environment, Conservation and Parks**  
 West Central Region  
 (905) 521-7864

*We want to hear from you. How was my service? You can provide feedback at 1-888-745-8888.*

**From:** Hartwig, Emily <[Emily.Hartwig@stantec.com](mailto:Emily.Hartwig@stantec.com)>  
**Sent:** January 22, 2020 10:19 AM  
**To:** EA-Replacement20 <[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com)>  
**Cc:** Georgopoulos, Rooly <[Rooly.Georgopoulos@stantec.com](mailto:Rooly.Georgopoulos@stantec.com)>  
**Subject:** Notice of Project Change - Proposed 20-Inch Natural Gas Pipeline, Waterfront Relocation Project

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**Sent on behalf of Rooly Georgopoulos (Stantec Consulting Ltd.)**

Good morning,

Please find attached a Notice of Project Change regarding the Enbridge Gas Inc. ("Enbridge") Proposed 20-Inch Natural Gas Pipeline Waterfront Relocation Project.

Regards,

**Emily Hartwig** B.Sc., EP.  
 Environmental Consultant, Assessment and Permitting

Direct: 519 780-8186

Mobile: 226 979-4457

[Emily.Hartwig@stantec.com](mailto:Emily.Hartwig@stantec.com)

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**From:** [Morrison-CO, Suze](#)  
**To:** [Hartwig, Emily](#); [EA-Replacement20](#)  
**Cc:** [Georgopoulos, Rooly](#)  
**Subject:** RE: Notice of Project Change - Proposed 20-Inch Natural Gas Pipeline, Waterfront Relocation Project  
**Date:** Thursday, January 23, 2020 9:48:14 AM

---

Hello Emily and Rooly,

Thank you for writing to MPP Suze Morrison to share the news of this proposed natural gas pipeline.

MPP Morrison would like to set up a briefing on the project for next week. She is available Thursday, January 30<sup>th</sup> at 3 or 4pm.

Please let me know if this works for you,

Emma

**Emma Beattie, Constituency Assistant**  
**Office of MPP Suze Morrison, Toronto Centre**

Pronouns: She/Her

[Click Here to Sign Up for MPP Morrison's Newsletter](#)

329 Parliament Street, Toronto, ON M5A 2Z3

(416) 972-7683 | [SMorrison-co@ndp.on.ca](mailto:SMorrison-co@ndp.on.ca)

COPE Local 343

---

**From:** Hartwig, Emily <Emily.Hartwig@stantec.com>  
**Sent:** January 22, 2020 10:24 AM  
**To:** EA-Replacement20 <EA-Replacement20@stantec.com>  
**Cc:** Georgopoulos, Rooly <Rooly.Georgopoulos@stantec.com>  
**Subject:** Notice of Project Change - Proposed 20-Inch Natural Gas Pipeline, Waterfront Relocation Project

**Sent on behalf of Rooly Georgopoulos (Stantec Consulting Ltd.)**

---

Good morning,

Please find attached a Notice of Project Change regarding the Enbridge Gas Inc. ("Enbridge") Proposed 20-Inch Natural Gas Pipeline Waterfront Relocation Project.

Regards,

**Emily Hartwig** B.Sc., EP.  
Environmental Consultant, Assessment and Permitting

Direct: 519 780-8186

Mobile: 226 979-4457

[Emily.Hartwig@stantec.com](mailto:Emily.Hartwig@stantec.com)

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# 20-Inch Waterfront Toronto Relocation

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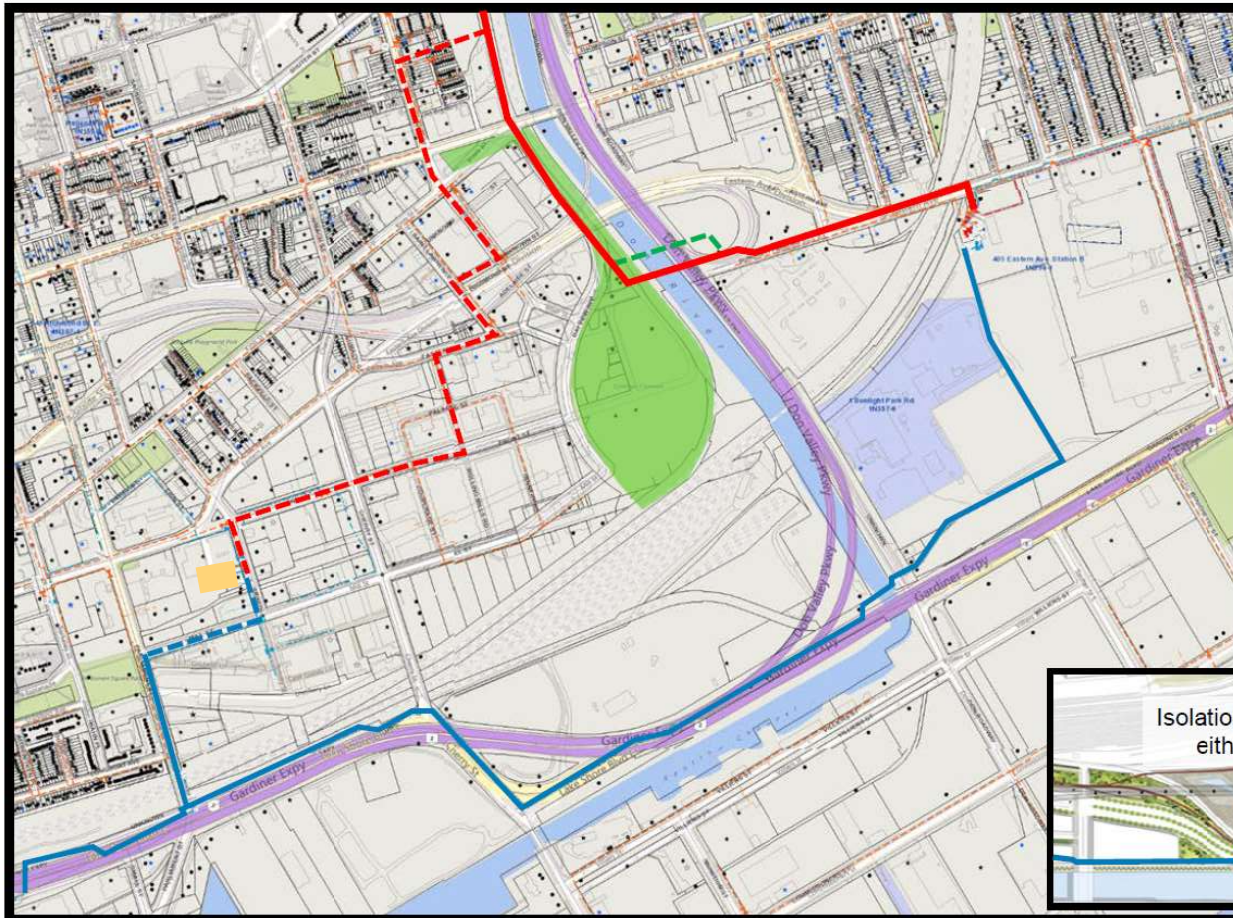
February 10, 2019

# Purpose & Relocation Details








- Originally considered as a replacement project due to pipeline condition
- Further investigation deemed no near term replacement is required
- Proposed Waterfront Toronto flood protection project identified a conflict at the Keating Railway Bridge
  - Install ~1,920m of NPS 20 main
  - New pressure regulation station (Station A feeder station)
  - Abandon ~300m of NPS 20 main (on the Keating Bridge)
- Permits required
  - TRCA (north tie-in)
  - City of Toronto

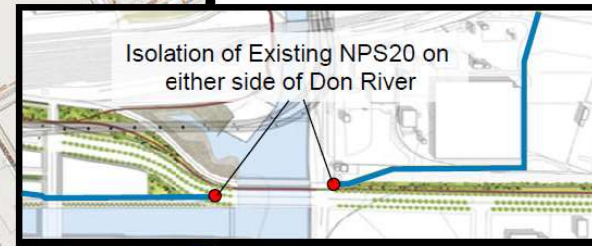
# Review of Options – Enbridge Option



  
Viable Solution

Relocation of NPS20 Gas Main  
and Regulation Station

-  Existing NPS30 XHP
-  Existing NPS20 HP
-  Proposed NPS20 XHP
-  Proposed NPS20 HP
-  Proposed NPS30 XHP



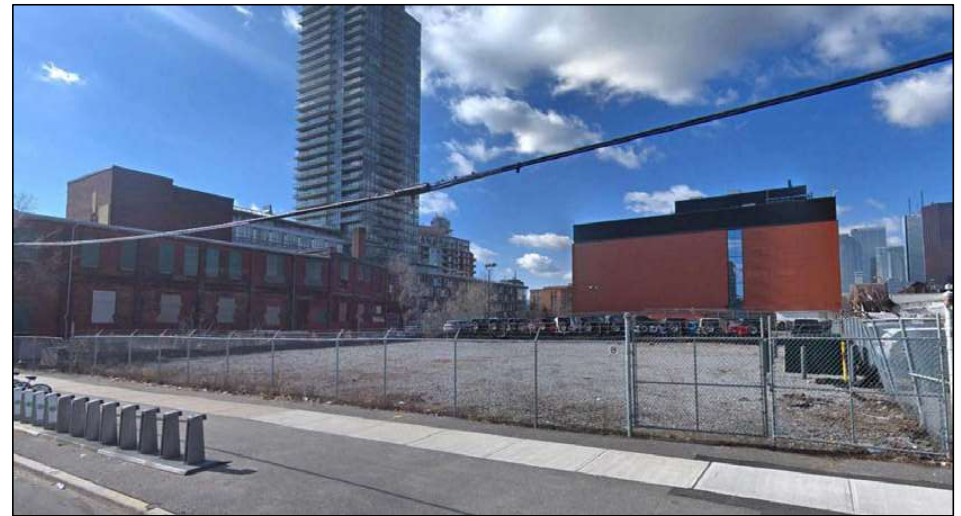
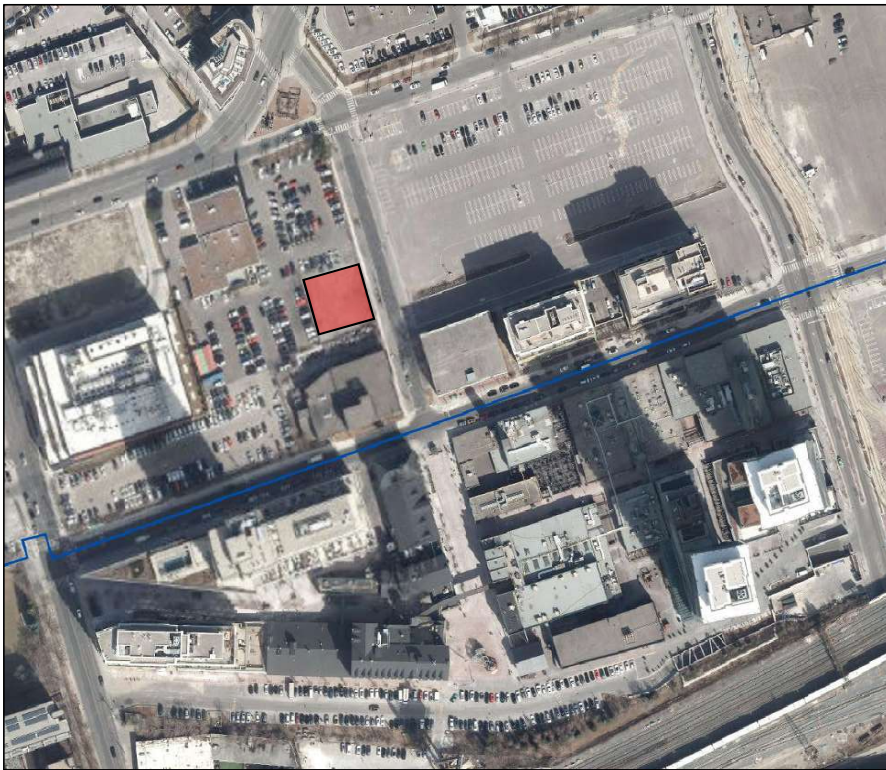
# Regulatory Framework

- Planning is in accordance with Ontario Energy Board (OEB) regulations
- OEB approval requires:
  - An assessment of environmental and cumulative effects
  - Preparation of an Environmental Report (ER)
- The Environmental Report (ER) is circulated to:
  - Affected parties
  - The Ontario Pipeline Coordinating Committee (OPCC)
- OEB may order a written or oral hearing based upon the complexity of the project and the level of public concern
- Physical, natural and socio-economic features will be identified
- Measures to mitigate and/or minimize adverse effects will be recommended.
- The assessment will include a comprehensive stakeholder consultation program that will include agencies, Indigenous communities and the public.
- Other permits required prior to construction will also be identified.





## 60 Trinity St. Existing Site



- Approx. 60m to distillery district North gate
- Existing EGI pressure regulation assets on-site

# Proposed Development

## Functionality + Requirements + Considerations



### **Key Site Functions**

- Pressure regulation
- Filtration
- Heating

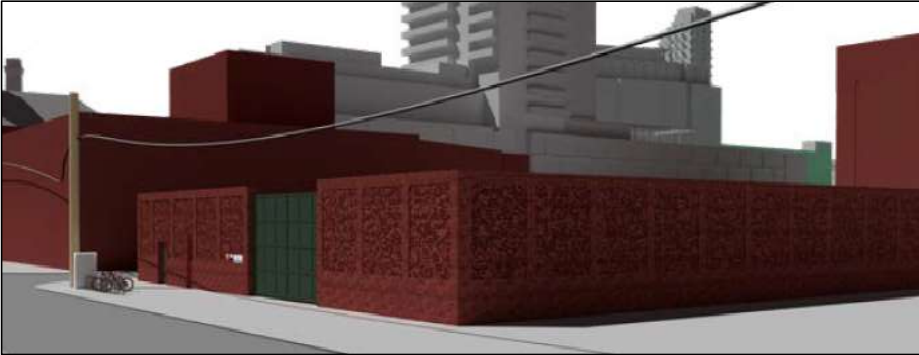
### **Key Requirements**

- Operability/ functionality
- Security
- Worker safety

### **Considerations**

- Public realm/ tourism
- Future developments
- Noise mitigation
- Lighting
- Permitting

# Proposed Development Renderings



# Stakeholder Engagement / Communication



Event	Timeline
Public Consultation	April 2018 – current
Stakeholder Consultation	April 2018 – current
Notification Letter mailout	May17, 2018
Notice of Project Reassessment (email) + Cancellation of LTC Application	August 3, 2018
Notice of Project Change Issued (Opportunity to receive additional public comments based on new scope)	January 20-24, 2020

## Communication

- Open to public comments on proposed route (through email) from Jan.20, 2020 to Feb.21, 2020
- What do you think is the best way to communicate with constituents? and How often?

Commitment to keeping communication channels open throughout the project

# Project Timelines

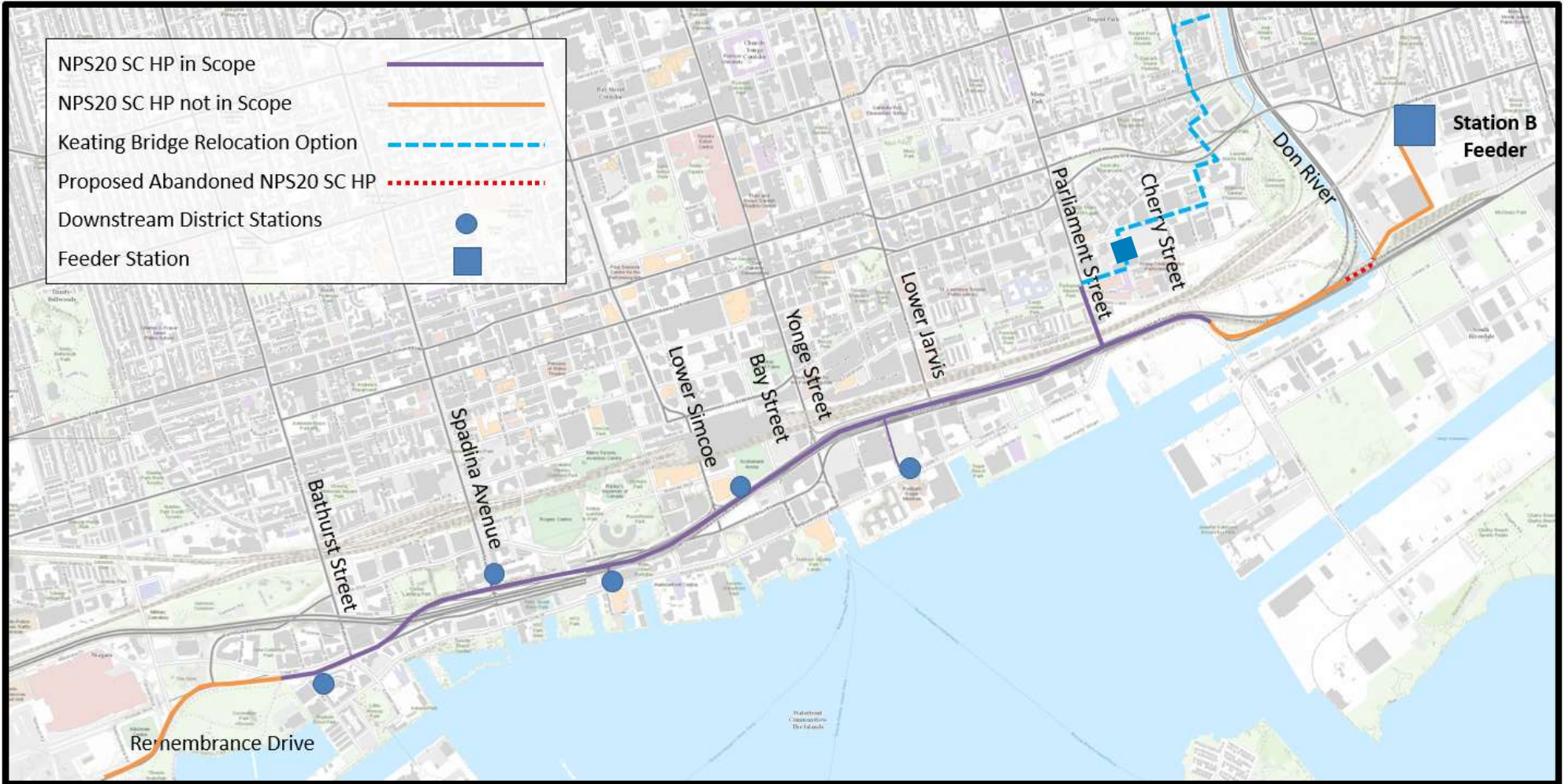


Event	Timeline
Environmental Report Completion	March 2020
OEB LTC Filing	May 2020
OEB LTC Approval	September 2020
Pipe Construction	Q3 2020 to Q3 2021
Station Construction	Q4 2020 to Q2 2021
Abandonment	Q3 2021

# Background slides

---









**From:** [Kourosch Manouchehri](#)  
**To:** [Hartwig, Emily](#)  
**Subject:** RE: Notice of Project Change - Proposed 20-Inch Natural Gas Pipeline, Waterfront Relocation Project  
**Date:** Friday, January 24, 2020 10:16:21 AM  
**Attachments:**

---

Hi Emily,

Same as previous project, we have not received any application for this project. Please fill [Application for Review of Pipeline Project](#) and send it to the email address provided on the form.

If you have any question, please contact me.

Regards,



**Kourosch Manouchehri, P.Eng., PMP | Engineer**

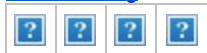
Fuels Safety

345 Carlingview Drive

Toronto, Ontario M9W 6N9

Tel: +1-416-734-3539 | Fax: +1-416-231-7525 | E-Mail: [kmanouchehri@tssa.org](mailto:kmanouchehri@tssa.org)

[www.tssa.org](http://www.tssa.org)



---

**From:** Hartwig, Emily <Emily.Hartwig@stantec.com>

**Sent:** January 22, 2020 10:19

**To:** EA-Replacement20 <EA-Replacement20@stantec.com>

**Cc:** Georgopoulos, Rooly <Rooly.Georgopoulos@stantec.com>

**Subject:** Notice of Project Change - Proposed 20-Inch Natural Gas Pipeline, Waterfront Relocation Project

**Sent on behalf of Rooly Georgopoulos (Stantec Consulting Ltd.)**

---

Good morning,

Please find attached a Notice of Project Change regarding the Enbridge Gas Inc. ("Enbridge") Proposed 20-Inch Natural Gas Pipeline Waterfront Relocation Project.

Regards,

**Emily Hartwig** B.Sc., EP.

Environmental Consultant, Assessment and Permitting

Direct: 519 780-8186

Mobile: 226 979-4457

[Emily.Hartwig@stantec.com](mailto:Emily.Hartwig@stantec.com)

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**From:** [Kelsey Mills](#)  
**To:** [Nathan Jenkins](#)  
**Cc:** [Melany Afara](#); [NPS 20 Waterfront Relocation Project \(160951037\)](#); [Chuck Reaney](#); [Hartwig, Emily](#); [Georgopoulos, Rooly](#)  
**Subject:** RE: TRCA 59825 - Response to Enbridge Notice of Project Change  
**Date:** Thursday, March 12, 2020 2:48:16 PM  
**Attachments:**

---

Hello Nathan,

Thank you for your email and attached letter. We appreciate the time and effort taken to compile your comments. Enbridge has incorporated your comments as part of the environmental assessment.

Enbridge will be circulating the Environmental Report as part of the Ontario Pipeline Coordination Committee circulation for review and comment. Once circulated there is a 42-day review period for the TRCA to provide comments.

Enbridge understands a permit is required under Ontario Regulation 166/06 Development Interference with Wetlands with Alterations to Shorelines and Watercourses prior to any construction.

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

Warm Regards,

**Kelsey Mills**

Environmental Advisor

—  
**ENBRIDGE GAS INC.**

TEL: 905-927-3145 | CELL: 416-454-9539

[kelsey.mills@enbridge.com](mailto:kelsey.mills@enbridge.com)

101 Honda Blvd. Markham, Ontario L6C 0M6

[enbridgegas.com](http://enbridgegas.com)

**Safety. Integrity. Respect.**

---

**From:** Nathan Jenkins <[Nathan.Jenkins@trca.ca](mailto:Nathan.Jenkins@trca.ca)>

**Sent:** Thursday, March 5, 2020 10:31 AM

**To:** Kelsey Mills <[Kelsey.Mills@enbridge.com](mailto:Kelsey.Mills@enbridge.com)>; [EA.Replacement20@stantec.com](mailto:EA.Replacement20@stantec.com)

**Cc:** Chuck Reaney <[Chuck.Reaney@enbridge.com](mailto:Chuck.Reaney@enbridge.com)>; Renee Afoom-Boateng <[Renee.Afoom-Boateng@trca.ca](mailto:Renee.Afoom-Boateng@trca.ca)>; Sharon Lingertat <[Sharon.Lingertat@trca.ca](mailto:Sharon.Lingertat@trca.ca)>; Deanna Cheriton <[Deanna.Cheriton@trca.ca](mailto:Deanna.Cheriton@trca.ca)>; Brandon Hester <[Brandon.Hester@trca.ca](mailto:Brandon.Hester@trca.ca)>; Jennifer Stephens <[Jennifer.Stephens@trca.ca](mailto:Jennifer.Stephens@trca.ca)>; Ken Dion <[kdion@waterfrontoronto.ca](mailto:kdion@waterfrontoronto.ca)>; Michael Noble <[Michael.Noble@toronto.ca](mailto:Michael.Noble@toronto.ca)>

**Subject:** [External] TRCA 59825 - Response to Enbridge Notice of Project Change

**EXTERNAL: PLEASE PROCEED WITH CAUTION.**

This e-mail has originated from outside of the organization. Do not respond, click on links or

open attachments unless you recognize the sender or know the content is safe.

Hi Kelsey,

Please see attached for TRCA's response to the Notice of Project Change for the 20-inch gas pipeline replacement project in the City of Toronto. Please let me know if you have any questions.

Thank you,

**Nathan Jenkins**, B.Sc (Env), M.Pl.

Planner I

Infrastructure Planning and Permits | Development and Engineering Services

T:  [\(416\) 661-6600](tel:(416)661-6600)  ext. 5508

E: [nathan.jenkins@trca.ca](mailto:nathan.jenkins@trca.ca)

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca/101-Exchange-Avenue-Vaughan-ON-L4K-5R6) | [trca.ca](https://www.trca.ca)





March 5, 2020

CFN 59825  
XREF: 58638

**BY E-MAIL ONLY** (Kelsey.Mills@enbridge.com; EA.Replacement20@stantec.com)

Ms. Kelsey Mills  
Environmental Advisor  
Enbridge Gas Inc.  
3<sup>rd</sup> Floor, 101 Honda Boulevard  
Markham, ON  
L6C 0M6

Dear Kelsey Mills:

**Re: Response to Notice of Project Change  
Proposed 20 Inch Natural Gas Pipeline Replacement  
In Accordance with the Ontario Energy Board's Environmental Guidelines for the Construction  
of Hydrocarbon Pipelines and Facilities in Ontario  
Don River Watershed; City of Toronto – Toronto and East York**

Toronto and Region Conservation Authority (TRCA) staff received the Notice of Project Change for the above noted Environmental Assessment (EA) on January 22, 2020. As a recognized commenting agency under the Ontario Environmental Assessment Act, TRCA has interests in this project.

### **PROJECT OVERVIEW**

It is our understanding that this undertaking involves examining options for the relocation of a segment of Nominal Pipe Size (NPS) 20 inch vital gas main located in the lower Don Lands of the City of Toronto. Presently, the pipeline is carried over the Don River via the Keating Railway Bridge. However, the crossing has been identified as being subject to risk from significant weather events, and as such, is being relocated underground within the right-of-way of municipal roads.

It is further understood that this pipeline relocation project was originally a component of the NPS 30 XHP relocation in the lower Don River (CFN 58638). However, due to constraints on construction timing, the original scope of work was divided into two separate projects. This Notice of Project Change is directly related to the previous EA that was placed on hold, as notified by Enbridge Gas Distribution Inc., on August 3, 2020.

### **TRCA COMMENTING ROLES**

As detailed in TRCA's 2014 [The Living City Policies](#) (LCP), TRCA has a number of commenting roles relative to its review of this environmental assessment, including:

1. Regulatory Authority
2. Delegated Provincial Interests

3. Public Commenting Body
4. Resources Management Agency
5. Service Provider
6. Land Owner

These are further detailed in **Appendix A: TRCA Commenting Roles**.

### **TRCA AREAS OF INTEREST**

In relation to this application, TRCA staff have identified a number of areas of interest within the study area related to these various commenting roles, including:

1. TRCA Program and Policy Areas
  - a. Natural System Programs and Policies
  - b. Sustainability Programs and Policies
2. Provincial Program Areas
3. Federal Program Areas

Further details are provided in **Appendix B: TRCA Areas of Interest**.

In relation to these areas of interest, please be advised that TRCA has select digital data available through an open data platform on the [TRCA website](#) that should be used to supplement the existing conditions analysis in the development of the environmental assessment. Upon request, TRCA can provide additional data for areas of interest not available on the web. Please contact the undersigned as needed.

Additionally, during this assessment it must be demonstrated to TRCA that there will be no impacts on the regional floodplain for the lower Don River. It must be shown that there will be no impact to the West Don Flood Protection Landform (FPL), and that the preferred route maintains a minimum required distance of 6 metres from the FPL, located just east of the River/Queen/King Street intersections.

The TRCA requests the Enbridge plans provide information regarding the removal of the existing 20 inch pipe, including the Don River crossing immediately north of Lakesore Boulevard, once the new alignment is installed. Enbridge should contact Waterfront Toronto regarding the existing pipes removal as it relates to the Port Lands project coordination.

Be advised of the Coxwell Bypass stormwater management tunnel and shaft connections, currently under construction, in the area of your works which may have the potential to affect the preferred alignment. Please coordinate with the City of Toronto regarding these works; in addition to potential tertiary impacts to parks, trails, and municipal real estate which may be impacted by this work.

### **ASSESSMENT OF ALTERNATIVES**

In developing, evaluating and selecting alternatives, staff require the LCP policies be considered. TRCA staff recommends the preferred alternative meets the policies of Section 7. In particular, impacts to and opportunities for the following should be addressed:

1. Flooding, erosion or slope instability
2. Existing landforms, features and functions



3. Aquatic and terrestrial habitat and functions, including connectivity
4. TRCA property and heritage resources
5. Environmental best management practices that support climate change mitigation and adaptation
6. Community and public realm benefits

TRCA requires that the preferred alternative considers avoiding, minimizing, mitigating, and compensating impacts to the ecosystem, and avoid, mitigate or remediate hazards, in that order. In order to fulfil requirements of Ontario Regulation 166/06 at the detailed design stage, staff also requires that the preferred alternative meets LCP policies in Section 8.

In order to ensure TRCA concerns are addressed early in the review process, it is recommended that the TRCA planner be contacted when key project milestones are reached, as detailed in **Appendix C: Recommended Contact Points**. Please note that this appendix is based on the Municipal Class EA process, and should be adjusted to meet the requirements of the OEB process. Please contact the planner to discuss the appropriate time for a site visit; please ensure the TRCA planner is included in the technical advisory committee; and please add Victoria Kramkowski (Victoria.Kramkowski@trca.ca), Government and Community Relations Specialist to the project mailing list to receive any public information updates.

## **SUBMISSION REQUIREMENTS**

As this project proceeds through the various stages of the environmental assessment process, please ensure the following is provided to TRCA for review and comment as the appropriate time:

### **Digital Submissions**

1. All technical advisory committee meeting agendas, as well as draft and final meeting minutes
2. All TRCA technical meeting agendas, as well as draft and final meeting minutes
3. Draft public information boards, prior to public review
4. Notices of public meetings, including final display material and handouts
5. Draft Phase 1 and 2 Report, if applicable
6. Draft technical reports and associated materials, including a covering letter that outlines the project purpose and lists the reports enclosed for review
7. Draft evaluation criteria and matrices, including a summary that details how the criteria and weighting (if applicable) were established
8. Draft EA document, including a covering letter that outlines how previous TRCA comments have been addressed
9. Final EA document, including a covering letter that outlines how previous TRCA comments have been addressed
10. Ensure all materials are submitted in PDF format, with drawings pre-scaled to print on 11"x17" pages.
11. Materials submitted through e-mail must be less than 25 MB.
12. Materials submitted through a file transfer protocol (FTP) site must be posted a minimum of two weeks.

### **Paper Copies**

1. One (1) copy of draft technical reports and associated materials, including a covering letter that outlines the project purpose and lists the reports enclosed for review

2. One (1) copy of draft evaluation criteria and matrices, including a summary that details how the criteria and weighting (if applicable) were established
3. One (1) copy of the draft EA document, including a covering letter that outlines how previous TRCA comments have been addressed
4. One (1) hard copy of the Final EA document, including a covering letter that outlines how previous TRCA comments have been addressed

Please note, prior to submitting the technical reports and materials, as well as appendices related to the draft and final EA documents, it is recommended that the project manager be contacted so that review requirements can be scoped to the TRCA areas of interest.

Should you have any questions, please contact me at extension 5508 or at [Nathan.jenkins@trca.ca](mailto:Nathan.jenkins@trca.ca).

Regards,



Nathan Jenkins, B.Sc (Env), M.Pl.  
Planner I, Infrastructure Planning and Permits  
Development and Engineering Services

/NJ

Attached: Appendix A: TRCA Commenting Roles  
Appendix B: TRCA Areas of Interest  
Appendix C: Recommended TRCA Contact Points

**BY E-MAIL**

cc: Applicant: Kelsey Mills (Kelsey.Mills@enbridge.com)  
Chuck Reaney, Land Services, (chuck.reaney@enbridge.com)  
Consultant: Rooly Georgopoulos ([EA.Replacement20@stantec.com](mailto:EA.Replacement20@stantec.com))

City of Toronto: Michael Noble, Project Manager, Waterfront Secretariat  
Waterfront Toronto: Ken Dion, Project Director - Port Lands  
TRCA: Renee Afoom-Boateng, Senior Planner, Infrastructure Planning and Permits  
Sharon Lingertat, Senior Planner, Infrastructure Planning and Permits  
Brandon Hester, Senior Property Agent  
Jennifer Stevens, Coordinator, Source Water Protection  
Deanna Cheriton, Conservation Lands & Trails

## APPENDIX A: TRCA COMMENTING ROLES

TRCA COMMENTING ROLES	
<b>Public Commenting Body</b>	
<b>Environmental Assessment Act</b>	Pursuant to the federal and provincial <b>Environmental Assessment (EA) Acts</b> , conservation authorities are a commenting body. Conservation authorities are also responsible for comments made under environmental assessment (EA) exemption regulations, and the Ontario and National Energy boards. TRCA reviews and comments on environmental assessment that occur within TRCA's jurisdiction under these various forms of legislation.
<b>Delegated Provincial Interests</b>	
<b>Hazard Lands</b>	As outlined in the Conservation Ontario/ Ministry of Natural Resources and Forestry/ Ministry of Municipal Affairs and Housing Memorandum of Understanding on CA Delegated Responsibilities, CAs have been delegated the responsibility of representing the provincial interest on natural hazards encompassed by Section 3.1 of the PPS 2014.
<b>Conservation Authorities Act</b>	
<b>Regulatory Authority</b>	
<b>Ontario Regulation 166/06, Development, Interference with Wetlands and Alterations to Shorelines and Watercourses</b>	<p>In accordance with Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses), a permit is required from the TRCA prior to any development (e.g. construction) if, in the opinion of TRCA, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected. The Regulation Limit defines the greater of the natural hazards associated with Ontario Regulation 166/06 (listed below).</p> <p>NOTE: The Regulation Limit provides a geographical screening tool for determining if Ontario Regulation 166/06 will apply to a given proposal. Through site assessment or other investigation, it may be determined that areas outside of the defined Regulation Limit require permits under Ontario Regulation 166/06. In these instances, it is the text of the regulation that will prevail; modifications to the regulation line may be required.</p> <p>Any development within the Regulation Limit must comply with the applicable sections of The Living City Policies (2014).</p>
<b>Resources Management Agency</b>	
<b>TRCA Programs</b>	In accordance with Section 20 and 21 of the <b>Conservation Authorities Act</b> , CAs are local watershed-based natural resource management agencies that develop programs that reflect local resource management needs within their jurisdiction. TRCA has developed programs and policies related to our role as a resource management agency that include, but are not limited to, watershed plans, fisheries management plans, land management plans, ecosystem restoration programs, and <b>The Living City Policy (2014)</b> , which are approved by the TRCA Board.

	Please confirm that the preferred alternative design for this project addresses TRCA concerns related to its program areas. These will be further defined through the EA review process.
<b>Land Owner</b>	
<b>TRCA Property</b>	TRCA is a major landowner in the GTA, owning close to 18,000 hectares of land. TRCA comments provided as a landowner are separate from comments provided under a technical, advisory or regulatory role.
<b>Acquisition and Easement</b>	<p>If TRCA property land transfer or easement is required for the implementation of the preferred alternative, permission and approval from TRCA and the Minister of Natural Resources and Forestry are required. The design must demonstrate that TRCA program and policy objectives are met. Formal approval typically takes 12 to 18 months from the completion of the EA document.</p> <p>Please contact Nadia Wells, Property Agent at Brandon.Hester@trca.ca for additional information.</p>
<b>Service Provider</b>	
<b>Service Agreements and Memorandum of Understandings</b>	<p><b>Service Level Agreements:</b> TRCA has service level agreements to provide EA Review services to various partners within specific service delivery timelines. Fees are charged as per agreement stipulations; review fees are not charged for individual files.</p> <p><b>Memorandum of Understandings:</b> The provision of planning advisory services to municipalities is implemented through a Memorandum of Understandings (MOU) with participating municipalities or as part of a CA's approved program activity. In this respect, the CA is essentially acting as a technical advisor to municipalities. The agreements cover the CA's areas of technical expertise such as water management, natural hazards, and natural heritage.</p>
<b>Restoration Opportunities</b>	<p>TRCA requires that the preferred alternative considers avoiding, minimizing, mitigating, and compensating impacts to ecosystems in that order. In areas where impacts are unavoidable, mitigation or compensation will be required. It is recommended that the costs associated with these impacts be factored into decisions made during the EA.</p> <p>TRCA has identified opportunities for habitat restoration and enhancement on TRCA property and some privately owned lands, targeted to improve natural form and function based on goals in the watershed strategies. Should ecosystem restoration or compensation be required for this project, TRCA may be able to provide both restoration opportunities and restoration field services on a project specific basis. This will be further discussed through the EA review process.</p>

<p><b>Community and Public Realm Benefits</b></p>	<p>TRCA understands that the purpose of providing project-based community benefits is to provide measurable economic benefits to the local community, and that the purpose of providing public realm benefits is to support local opportunities for social and environmental improvements.</p> <p>As part of the 2013-2022 <a href="#">TRCA Strategic Plan</a> (updated), TRCA has identified the need to achieve measurable positive impacts on the health of our watersheds and has developed a number of programs that actively engage with local communities to support a green, local economy. These programs include but are not limited to, <a href="#">Sustainable Neighbourhood Retrofit Action Plans</a>, <a href="#">TRCA Conservation Land Care Program</a>, <a href="#">TRCA Trails Program</a>, <a href="#">TRCA Community Transformation Program</a> and <a href="#">Partners in Project Green</a>.</p> <p>It is recommended that commitment be made to work with TRCA and other partners to develop a Community and Public Realm Benefits Strategy for this project. This will be further discussed through the EA review process.</p>
---	--

## APPENDIX B: TRCA AREAS OF INTEREST

TRCA PROGRAM AND POLICY AREAS	
Natural System Programs and Policies	
<b>Systems Approach</b>	<p>TRCA follows a systems approach in which the natural features and water resources are considered in relation to each other and the broader landscape in which they occur. The systems approach recognizes the role that linkages and connectivity within the natural system has in supporting ecological and hydrologic processes and functions that are vital to maintaining a healthy and robust natural system that is resilient against the impacts of urbanization and climate change.</p> <p>TRCA may require an assessment of the existing systems, together with an evaluation as to how the proposal may impact the systems.</p>
<b>Aquatic Systems, Species and Habitat</b>	<p>The aquatic system includes watercourses, wetlands, and flora and fauna species. Aquatic species and habitat should be assessed based on their conservation status according to sensitivity to disturbance and specialized ecological needs, as well as rarity.</p> <p>TRCA has prepared watershed plans or strategies, as well as fisheries management plans for some watersheds. The proposal must prevent negative impacts to the aquatic system, and as such, TRCA may require an assessment of the existing aquatic system, an evaluation as to how the proposal will meet the objectives articulated in the watershed plan or strategy, and/or an evaluation as to how the proposal will meet the objectives of the fisheries management plan.</p>
<b>Terrestrial System, Species and Habitat</b>	<p>The terrestrial system includes landscape features, vegetation communities, and flora and fauna species. Terrestrial species and habitat should be assessed based on their conservation status according to sensitivity to disturbance and specialized ecological needs, as well as rarity.</p> <p>TRCA has identified the need to improve both the quality and quantity of terrestrial habitat. TRCA's <b>Terrestrial Natural Heritage System Strategy</b> sets measurable targets for attaining a healthier natural system by creating an expanded and targeted land base. It includes strategic directions for stewardship and securement of the land base, a land use policy framework to help achieve the target system, and other implementation mechanisms.</p> <p>TRCA may require an assessment of the existing terrestrial species and habitat, together with an evaluation as to how the proposal will meet the objectives articulated in the watershed plan or terrestrial natural heritage strategy, as well as prevent negative impacts to the terrestrial system.</p>

<b>Groundwater Systems</b>	
<b>Aquifers and Hydrogeological Features and Functions</b>	<p>Groundwater systems include aquifers and their functional connections to surface water. The extraction and discharge of groundwater has the potential to negatively impact surrounding natural features and their functions. Even small amounts of groundwater extraction may reduce contributions to groundwater dependent features such as wetlands, springs, or fish spawning habitat. In addition, the discharge of groundwater must be controlled to avoid impacts to watercourses and fish habitat from temperature, erosion and sedimentation, as well other water quantity and quality issues.</p> <p>TRCA may require geotechnical or hydrogeological investigations to confirm dewatering and discharge requirements, and to identify appropriate mitigation measures with respect to potential impacts to natural features and functions.</p>
<b>Surface Water Systems</b>	
<b>Watercourses</b>	<p>Typically, watercourses are associated with aquatic species, and direct or indirect habitat. Any alteration or interference to a watercourse (e.g., straightening, diverting, realigning, altering baseflow) has the potential to impact fish communities, but may also affect the Regulatory Flood Plain, erosion or other natural channel processes.</p> <p>TRCA may require an environmental study or site confirmation of watercourse locations.</p>
<b>Meander Belt</b>	<p>Channel migration has a significant impact on infrastructure, structures and property located near river systems. Determining channel stability is important to ensure that damage from erosion, down-cutting or other natural channel processes is avoided.</p> <p>TRCA may require a meander belt delineation study or fluvial geomorphology analysis to confirm that any development does not conflict with natural channel processes.</p>
<b>Regulatory Flood Plain</b>	<p>The Regulatory Flood Plain is the approved standard used in a particular watershed to define the limit of the flood plain for regulatory purposes. Within TRCA's jurisdiction, the Regulatory Flood Plain is based on the greater of the regional storm, Hurricane Hazel, and the 100-year flood. TRCA's framework for Flood Plain Management is the LCP.</p> <p>TRCA may require a flood study or hydraulic update to confirm that there will be no impacts to the storage or conveyance of flood waters.</p>
<b>Storm Water Management, including Green Infrastructure</b>	<p>Stormwater management is integral to the health of streams, rivers, lakes, fisheries and terrestrial habitats, and source water protection is integral for managing the quality and quantity of drinking water at its source.</p> <p>TRCA requires all development, infrastructure and site alteration meet the criteria in the TRCA 2012 <a href="#">Stormwater Management Criteria</a> document for water</p>



	<p>quantity, water quality, erosion control, discharge water temperature, and water balance for groundwater recharge and natural features.</p> <p>Green Infrastructure techniques, including Low Impact Development (LID) measures should be used to address issues related to stormwater management, as well as maximize ecosystem services and mitigate the impacts of urbanization and climate change.</p> <p>For further information, please refer to the <a href="#">TRCA Introduction to Green Infrastructure</a>, the Sustainable Technologies Evaluation Program (STEP) -<a href="#">Urban Runoff Green Infrastructure</a> and the STEP 2010 <a href="#">Low Impact Development Stormwater Management Planning and Design Guide</a>.</p>
<b>Special Policy Areas</b>	<p>Developed areas have historically existed within a flood plain may be designated as Special Policy Areas (SPA) as permitted under the 2014 <b>Provincial Policy Statement</b>. Policies for development and land use in these areas address the social, economic and cultural factors that support the continuation of the community. SPAs allow development and land uses that would not otherwise be permitted by the provincial policies on flood plain management.</p>
<b>Flood or Erosion Control Structures</b>	<p>There is an existing flood or erosion control structure (e.g., dam, weir, berm, channel) located in the project vicinity that must be considered as the project proceeds. A meeting with TRCA should be arranged as early as possible.</p>
<b>Valley Slopes</b>	
<b>Crest of Slope</b>	<p>Valley and stream corridors are dynamic systems that provide important natural functions and linkages for the physical, chemical and biological processes of wildlife, watercourses, and other natural features. The crest of slope identifies the physical limit of these corridors; however, due to ecological sensitivities, development restrictions typically extend beyond the actual crest of slope.</p> <p>TRCA may require the determination of the long term stable crest of slope (or toe of slope) through a staking with TRCA staff, as well as a geotechnical assessment.</p>
<b>Sustainability Programs and Policies</b>	
<b>Climate Change</b>	<p>In October 2017, MECP released a guideline under the Ontario environmental assessment legislation directing that all projects going through the EA process, including IEAs, Class EAs, and those governed by EA regulations, must consider impacts to and opportunities for climate change mitigation and adaptation, and consider the vulnerability of projects to climate change. It was further recommended that applicable policies in the 2014 <b>Provincial Policy Statement</b> be addressed, including but not limited to encouraging green infrastructure and strengthening stormwater management requirements; requiring consideration of energy conservation and efficiency, reduced greenhouse gas emissions and climate change adaptation (e.g. tree cover); and consideration of the potential impacts of climate change that may increase the risk associated with natural hazards (e.g. flooding due to severe weather).</p>

	<p>The climate change section of the EA should include recommendations for Green Infrastructure, Sustainable Buildings and Sustainable Construction Practices, as further described below. It is recommended that a <a href="#">completed Sustainable Technologies for Green Building, Green Infrastructure, and Sustainable Energy Design in Evaluation Matrix</a> be included in the EA document.</p>
<b>Sustainable Communities</b>	<p>The TRCA Living City vision is based on a foundation that includes Sustainable Communities. Planning for community sustainability requires the identification of the complex and inter-related social, economic and ecological systems involved; TRCA supports a systems approach to developing integrative and adaptive solutions to improve community sustainability. Key socio-economic systems include: transportation facilities (including trails, sidewalks &amp; multi-use pathways), community greenspaces (including parks), urban forests, cultural heritage resources, and the local economy. For transportation projects, a context sensitive design/solutions framework are encouraged.</p>
<b>PROVINCIAL PROGRAM AREAS</b>	
<b>Greenbelt Plan</b>	<p>The Greenbelt consists of more than 809,000 hectares of environmentally sensitive land, urban river valleys and agricultural land in the Golden Horseshoe. The <b>Greenbelt Plan</b> identifies limits to urbanization to provide permanent protection to the agricultural land base and the ecological features and functions occurring within this landscape. Contact the Ministry of Municipal Affairs and Housing for more details.</p> <p>Please confirm that the preferred alternative design for this project conforms with Section 4.2 Infrastructure Policies and Section 6 Urban River Valley Policies of the <b>Greenbelt Plan</b>.</p>
<b>Clean Water Act and Credit Valley - Toronto &amp; Region - Central Lake Ontario (CTC) Source Protection Plan</b>	<p>The Clean Water Act ensures communities protect their drinking water supplies through prevention by developing collaborative, watershed-based source protection plans that are locally driven and based on science.</p> <p>Please be advised that the subject property appears to fall within the Intake Protection Zone (IPZ), Highly Vulnerable Aquifers (HVA), vulnerable areas under the <a href="#">Credit Valley - Toronto and Region - Central Lake Ontario Source Protection Plan (CTC SPP)</a>. Please confirm that the preferred alternative design for this project conforms with the CTC SPP. Please also consult with the Risk Management Official as copied on this letter.</p> <p>Please note that in accordance with Ontario Regulation 166/06, permits from TRCA may be required for mitigation solutions that are designed to ensure conformity with the CTC SPP.</p>
<b>PROVINCIAL PROGRAM AREAS</b>	
<p>Please contact the Ministry of Natural Resources and Forestry to confirm if there are program interests related to this project for:</p> <ul style="list-style-type: none"> <li>• <b>Areas of Natural and Scientific Interest (ANSI)</b></li> </ul>	

- **Provincially Significant Wetlands (PSW)**
- **Provincially Endangered Species under the Species at Risk Act (SARA)**

Please be advised that this list is not inclusive and the onus is on the proponent and its consultants to consult with other provincial agencies, as required, to ensure that requirements of their respective legislation is met.

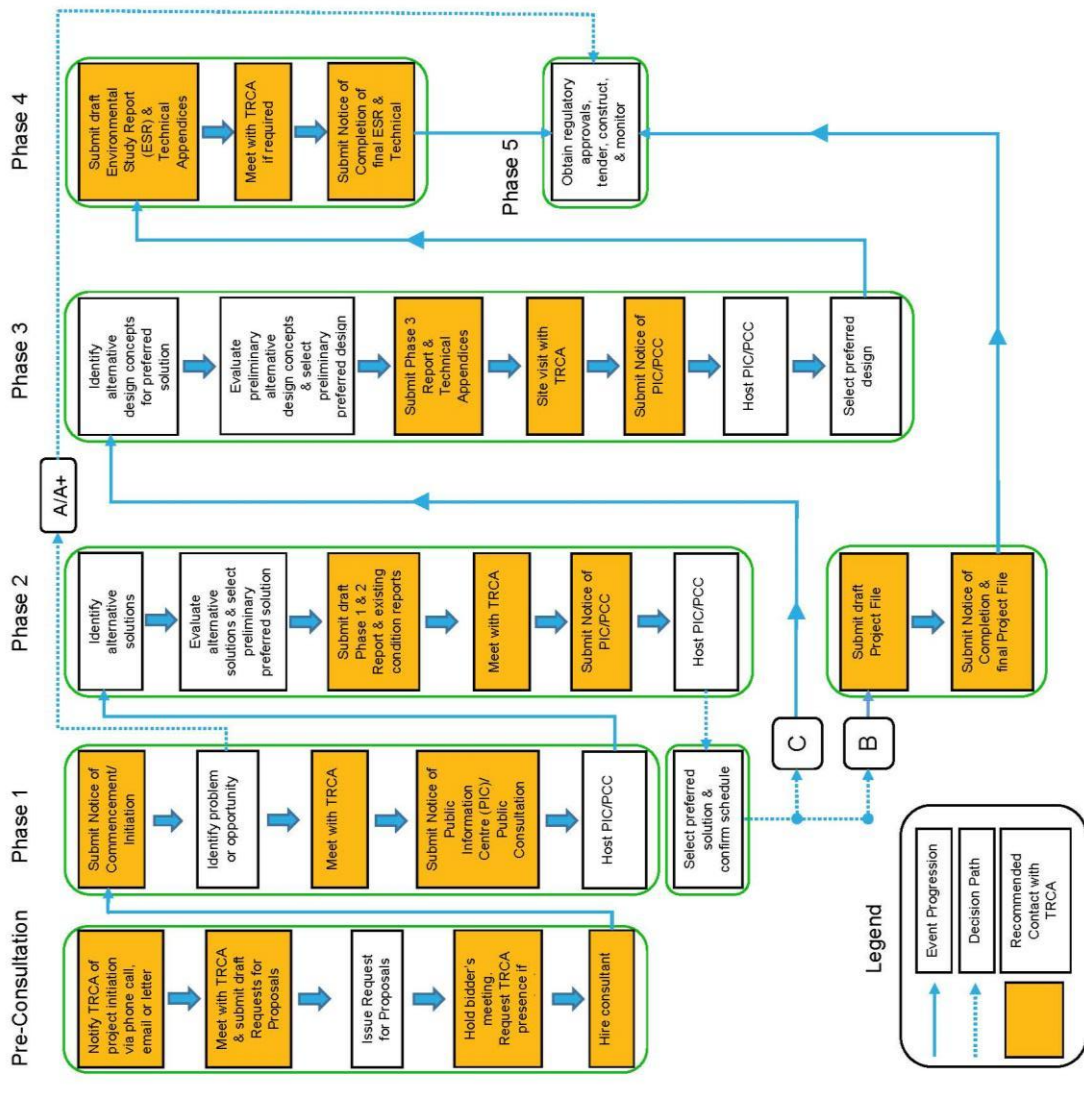
#### **FEDERAL PROGRAM AREAS**

Please contact the relevant federal agency to confirm if there are issues related to:

- Asian Long-horned Beetle Regulated Area
- Federally Endangered Species under the **Endangered Species Act (ESA)**
- The **Fisheries Act**

Please be advised that this list is not inclusive and the onus is on the proponent and its consultants to consult with other provincial agencies, as required, to ensure that requirements of their respective legislation is met.

**Appendix C: Recommended TRCA Contact Points in the Municipal Class EA Process**





---

**From:** Kelsey Mills  
**Sent:** Monday, April 13, 2020 10:32 AM  
**To:** Nathan Jenkins <[Nathan.Jenkins@trca.ca](mailto:Nathan.Jenkins@trca.ca)>  
**Cc:** Annette Lister <[Annette.Lister@trca.ca](mailto:Annette.Lister@trca.ca)>; Melany Afara <[Melany.Afara@enbridge.com](mailto:Melany.Afara@enbridge.com)>;  
[EA.Replacement20@stantec.com](mailto:EA.Replacement20@stantec.com); Chuck Reaney <[Chuck.Reaney@enbridge.com](mailto:Chuck.Reaney@enbridge.com)>; Hartwig, Emily  
<[Emily.Hartwig@stantec.com](mailto:Emily.Hartwig@stantec.com)>; Rooly Georgopolous <[rooly.georgopoulos@stantec.com](mailto:rooly.georgopoulos@stantec.com)>  
**Subject:** RE: TRCA 2 59825 - Response to Enbridge Notice of Project Change

Good morning Nathan,

Thank you for your email and hope you are doing well also.

We will include TRCA as part of the OPCC review process mentioned in my previous email. We expect to circulate the report late April/Early May.

In response to COVID-19 and in an effort to limit exposure we will be circulating a link to the Environmental Report that you will be able to access and download. This method has been approved by the Ontario Energy Board.

Regards,

**Kelsey Mills**

—  
TEL: 905-927-3145 | CELL: 416-454-9539

---

**From:** Nathan Jenkins <[Nathan.Jenkins@trca.ca](mailto:Nathan.Jenkins@trca.ca)>  
**Sent:** Monday, April 13, 2020 10:21 AM  
**To:** Kelsey Mills <[Kelsey.Mills@enbridge.com](mailto:Kelsey.Mills@enbridge.com)>  
**Cc:** Annette Lister <[Annette.Lister@trca.ca](mailto:Annette.Lister@trca.ca)>; Melany Afara <[Melany.Afara@enbridge.com](mailto:Melany.Afara@enbridge.com)>;  
[EA.Replacement20@stantec.com](mailto:EA.Replacement20@stantec.com); Chuck Reaney <[Chuck.Reaney@enbridge.com](mailto:Chuck.Reaney@enbridge.com)>; Hartwig, Emily

<[Emily.Hartwig@stantec.com](mailto:Emily.Hartwig@stantec.com)>; Rooly Georgopolous <[rooly.georgopoulos@stantec.com](mailto:rooly.georgopoulos@stantec.com)>

**Subject:** [External] TRCA 2 59825 - Response to Enbridge Notice of Project Change

**EXTERNAL: PLEASE PROCEED WITH CAUTION.**

This e-mail has originated from outside of the organization. Do not respond, click on links or open attachments unless you recognize the sender or know the content is safe.

Good morning Kelsey,

Hope you are well. Thank you for incorporating TRCA's comments into your Enbridge environmental assessment. We request that you please circulate TRCA staff the draft Environmental Report before it is finalized and released to the public, to ensure TRCA's concerns are adequately addressed.

Regards,

**Nathan Jenkins, H.B.Sc. (Env), M.PI., RPP**

Planner I

Infrastructure Planning and Permits | Development and Engineering Services

T:  [\(416\) 661-6600](tel:(416)661-6600)  ext. 5508

E: [nathan.jenkins@trca.ca](mailto:nathan.jenkins@trca.ca)

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)





**From:** [Georgopoulos, Rooly](#)  
**To:** [REDACTED]  
**Cc:** [Environmental Assessment, Replacement 20](#); [Kelsey Mills](#)  
**Subject:** RE: proposed 20 inch natural gas pipeline replacement  
**Date:** Friday, May 25, 2018 1:19:16 PM  
**Attachments:** [160951037\\_Newspaper\\_Map\\_NPS20\\_Colour\\_20180508.pdf](#)

---

Good afternoon [REDACTED], thank you for reaching out to us, I have attached a larger and clearer version of the map that you requested. Please let us know if you have any questions or concerns.

Regards,  
Rooly

**Rooly Georgopoulos** B.Sc.,  
Senior Associate

Direct: 905-415-6367  
Mobile: 416-729-2300  
Fax: 905-474-9889  
[rooly.georgopoulos@stantec.com](mailto:rooly.georgopoulos@stantec.com)

Stantec  
300W-675 Cochrane Drive  
Markham ON L3R 0B8 CA

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**From:** [REDACTED]  
**Sent:** Thursday, May 24, 2018 8:06 AM  
**To:** Environmental Assessment, Replacement 20 <[EA.Replacement20@stantec.com](mailto:EA.Replacement20@stantec.com)>; [kelsey.mills@enbridge.com](mailto:kelsey.mills@enbridge.com)  
**Subject:** proposed 20 inch natural gas pipeline replacement

I received your notice of study commencement and information session about the subject project. I live on Mill Street, apparently at the centre of this proposed project. My postal code is M5A 4T3.

The study area map and legend are too small to read. Please send me a link to this map or a .pdf so that I can better read it.

Thank you for your consideration.

[REDACTED]



**From:** [REDACTED]  
**To:** [Georgopoulos, Rooly](mailto:Georgopoulos, Rooly)  
**Cc:** [Kelsey Mills; Environmental Assessment, Replacement 20](mailto:Kelsey Mills; Environmental Assessment, Replacement 20)  
**Subject:** Re: Gas Pipeline  
**Date:** Monday, May 28, 2018 12:56:48 PM

---

Thank you as I had gotten a notice in the mail.

Sent from the desk of [REDACTED]

> On May 28, 2018, at 11:47 AM, Georgopoulos, Rooly <Rooly.Georgopoulos@stantec.com> wrote:

>

> Good morning [REDACTED] and thanks for reaching out to us. We have looked at all the alternative routes and your address is not on any of them, in fact the closest is approx. 200 - 300 m away. Please let us know if you require any additional information.

>

> Regards,

> Rooly

>

> Senior Associate

>

> Direct: 905-415-6367

> Mobile: 416-729-2300

> Fax: 905-474-9889

>

> Stantec

> 300W-675 Cochrane Drive

> Markham ON L3R 0B8 CA

>

> stantec.com

>

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>

>

>

> -----Original Message-----

> From: [REDACTED]

> Sent: Friday, May 25, 2018 6:58 PM

> To: [kelsey.mills@enbridge.com](mailto:kelsey.mills@enbridge.com)

> Cc: Environmental Assessment, Replacement 20 <EA.Replacement20@stantec.com>

> Subject: Gas Pipeline

>

> I live at [REDACTED] just east of the corner of Sumach/Cherry in a cul du sac.

>

> Is my street affected and involved in this study? I can not be sure from the map as Front turns into Eastern Ave. where I live but I still got the notice.

>

> Thanks

>

> I got information regarding the proposed study.

>

>

>

>

> Sent from the desk of [REDACTED]

>

>

**From:** [REDACTED]  
**To:** [Hartwig, Emily](#)  
**Subject:** Re: Notice of Project Change - Proposed 20-Inch Natural Gas Pipeline, Waterfront Relocation Project  
**Date:** Wednesday, January 22, 2020 12:43:29 PM

---

Thank you very much for the update.  
Best Regards.

Very Truly Yours,

[REDACTED]

On Wednesday, January 22, 2020, 10:05:53 AM EST, Hartwig, Emily <[emily.hartwig@stantec.com](mailto:emily.hartwig@stantec.com)> wrote:

**Sent on behalf of Rooly Georgopoulos (Stantec Consulting Ltd.)**

---

Good morning,

Please find attached a Notice of Project Change regarding the Enbridge Gas Inc. ("Enbridge") Proposed 20-Inch Natural Gas Pipeline Waterfront Relocation Project.

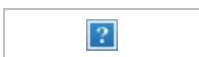
Regards,

**Emily Hartwig** B.Sc., EP.

Environmental Consultant, Assessment and Permitting

Direct: 519 780-8186  
Mobile: 226 979-4457  
[Emily.Hartwig@stantec.com](mailto:Emily.Hartwig@stantec.com)

Stantec  
1-70 Southgate Drive  
Guelph ON N1G 4P5





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**From:** [enza.cancilla@HydroOne.com](mailto:enza.cancilla@HydroOne.com)  
**To:** [Environmental Assessment, Replacement 20](#); [Jenny.SEO@HydroOne.com](mailto:Jenny.SEO@HydroOne.com); [kelsey.mills@enbridge.com](mailto:kelsey.mills@enbridge.com)  
**Cc:** [SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com); [Roman.Dorfman@HydroOne.com](mailto:Roman.Dorfman@HydroOne.com)  
**Subject:** RE: Enbridge Gas, Proposed 20 Inch Natural Gas Pipeline Replacement - EA- Impact  
**Date:** Friday, June 01, 2018 10:39:58 AM

---

Hi Rooly,

Roman Dorfman is our Senior Real Estate Coordinator responsible for the pipeline portfolio. Please ensure you include Roman on future communications. Thanks.

**Enza Cancilla** | Manager – Real Estate, Hydro One Networks Inc.

T: 905.946.6236 | C: 416.564.9360 | [enza.cancilla@hydroone.com](mailto:enza.cancilla@hydroone.com) | [HydroOne.com](http://HydroOne.com)

---

**From:** Environmental Assessment, Replacement 20 [mailto:EA.Replacement20@stantec.com]  
**Sent:** Friday, June 01, 2018 10:07 AM  
**To:** SEO Jenny; [kelsey.mills@enbridge.com](mailto:kelsey.mills@enbridge.com); Environmental Assessment, Replacement 20  
**Cc:** CANCELLA Enza; SECONDARY LAND USE Department  
**Subject:** RE: Enbridge Gas, Proposed 20 Inch Natural Gas Pipeline Replacement - EA- Impact

**\*\*\* Exercise caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\***

Good morning Jenny and thank you for your email. The information you provided below will be noted and considered in the EA for this project. Enbridge will be consulting with Hydro One once more details are available for this project including selection of the Preferred Route. Feel free to contact me if you have any further questions or comments.

Regards,  
Rooly

**Rooly Georgopoulos** B.Sc.,  
Senior Associate

Direct: 905-415-6367

Mobile: 416-729-2300

Fax: 905-474-9889

[rooly.georgopoulos@stantec.com](mailto:rooly.georgopoulos@stantec.com)

Stantec

300W-675 Cochrane Drive

Markham ON L3R 0B8 CA

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---

**From:** [Jenny.SEO@HydroOne.com](mailto:Jenny.SEO@HydroOne.com) [mailto:Jenny.SEO@HydroOne.com]



**Sent:** Thursday, May 31, 2018 11:38 AM

**To:** [kelsey.mills@enbridge.com](mailto:kelsey.mills@enbridge.com); Environmental Assessment, Replacement 20  
<[EA.Replacement20@stantec.com](mailto:EA.Replacement20@stantec.com)>

**Cc:** [enza.cancilla@HydroOne.com](mailto:enza.cancilla@HydroOne.com); [SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com)

**Subject:** Enbridge Gas, Proposed 20 Inch Natural Gas Pipeline Replacement - EA- Impact

Dear Kelsey Mills and Rooly Georgopoulos,

In our initial review, we have confirmed that Hydro One has high voltage transmission facilities within your study area. At this point in time we do not have enough information about your project to provide you with meaningful input with respect to the impacts that your project may have on our infrastructure. As such, this response does not constitute any sort of approval for your plans and is being sent to you as a courtesy to inform you that we must be consulted on your project.

In addition to the existing infrastructure mentioned above, the affected transmission corridor may have provisions for future lines or already contain secondary land uses (i.e. pipelines, water mains, parking, etc). Please take this into consideration in your planning.

Please allow the appropriate lead-time in your project schedule in the event that your proposed development impacts Hydro One infrastructure to the extent that it would require modifications to our infrastructure.

In planning, please note that developments should not reduce line clearances or limit access to our facilities at any time in the study area of your Proposal. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.

The integrity of the structure foundations must be maintained at all times, with no disturbance of the earth around the poles, guy wires and tower footings. There must not be any grading, excavating, filling or other civil work close to the structures.

We reiterate that this message does not constitute any form of approval for your project. Once more details about your plans are known and it is established that your development will affect Hydro One facilities including the rights of way, please submit your plans to:

**Transmission Contact:**

Enza Cancilla, Hydro One Real Estate Management  
185 Clegg Road, Markham L6G 1B7  
Phone: (416) 345-5892  
[Enza.Cancilla@HydroOne.com](mailto:Enza.Cancilla@HydroOne.com)

-

Please note that the proponent will be held responsible for all costs associated with modification or relocation of Hydro One facilities, as well as any added costs that may be incurred due to increase

efforts to maintain our facilities.

Regards,

**Jenny SEO**

Network Management Officer, Secondary Land Use

Hydro One Networks Inc.

483 Bay St. | North Tower | 13th Floor

Toronto, ON | M5G 2P5

Tel: 416.345.5676

Email: [Jenny.Seo@Hydroone.com](mailto:Jenny.Seo@Hydroone.com)

[www.HydroOne.com](http://www.HydroOne.com)

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**From:** [Melany Afara](#)  
**To:** [roman.dorfman@hydroone.com](mailto:roman.dorfman@hydroone.com)  
**Cc:** [Kelsey Mills](#); [Georgopoulos, Rooly](#); [Environmental Assessment, Replacement 20](#)  
**Subject:** Enbridge Gas Distribution - NPS 20 Replacement Project - UPDATE  
**Date:** Friday, August 03, 2018 10:03:59 AM  
**Attachments:**

---

Hello,

Enbridge recently completed additional investigative work on a segment of **NPS 20 inch** Lakeshore natural gas pipeline east of Cherry Street. As a result of this work and the findings, there is no near term requirement for replacement of the pipeline. As Enbridge continues to further evaluate the pipeline, the project timing will be reassessed and updated accordingly.

The Leave to Construct application will be put on hold until a new timeline is determined at which time Enbridge will be in touch to provide an update.

Please contact me if you have any questions or concerns.



Thank you,

**Melany Afara, P. Eng.**  
Sr. Advisor Planning

Planning & Design

**ENBRIDGE GAS DISTRIBUTION**

TEL: 905-704-3791 | CELL: 437-991-7872  
3401 Schmon Pky Thorold, ON

[melany.afara@enbridge.com](mailto:melany.afara@enbridge.com)

[enbridgegas.com](http://enbridgegas.com)

**Integrity. Safety. Respect.**

**From:** [Melany Afara](#)  
**To:** [Adam.Snow@metrolinx.com](mailto:Adam.Snow@metrolinx.com); [Warren D'Andrade \(Warren.D'Andrade@metrolinx.com\)](mailto:Warren.D.Andrade@metrolinx.com); [Dean.Bragg@Metrolinx.com](mailto:Dean.Bragg@Metrolinx.com)  
**Cc:** [Georgopoulos, Rooly](#); [Environmental Assessment, Replacement 20](#); [Kelsey Mills](#)  
**Subject:** Enbridge Gas Distribution - NPS 20 Replacement Project - UPDATE  
**Date:** Friday, August 03, 2018 10:03:01 AM  
**Attachments:**

---

Hello,

Enbridge recently completed additional investigative work on a segment of **NPS 20 inch** Lakeshore natural gas pipeline east of Cherry Street. As a result of this work and the findings, there is no near term requirement for replacement of the pipeline. As Enbridge continues to further evaluate the pipeline, the project timing will be reassessed and updated accordingly.

The Leave to Construct application will be put on hold until a new timeline is determined at which time Enbridge will be in touch to provide an update.

Please contact me if you have any questions or concerns.



Thank you,

**Melany Afara, P. Eng.**  
Sr. Advisor Planning

Planning & Design

**ENBRIDGE GAS DISTRIBUTION**

TEL: 905-704-3791 | CELL: 437-991-7872  
3401 Schmon Pky Thorold, ON

[melany.afara@enbridge.com](mailto:melany.afara@enbridge.com)

[enbridgegas.com](http://enbridgegas.com)

**Integrity. Safety. Respect.**



**PROPOSED NPS 20 DON RIVER RELOCATION PROJECT  
ENVIRONMENTAL REPORT**

**2021 Consultation Materials**



**From:** [Plant,Wesley \(ECCC\)](#)  
**To:** [NPS 20 Don River Relocation](#)  
**Subject:** RE: Enbridge Gas NPS20 Don River Relocation Project (City of Toronto)  
**Date:** Tuesday, November 2, 2021 3:16:23 PM  
**Attachments:** [image002.jpg](#)

---

Thank you very much Laura.

Sincerely,

Wes Plant

Manager, Environmental Assessment Section – Ontario, Environmental Protection Branch  
Environment and Climate Change Canada / Government of Canada

**New E-mail Address as of June 28:** [wesley.plant@ec.gc.ca](mailto:wesley.plant@ec.gc.ca)

Gestionnaire de section de programme d'évaluation environnementale de l'Ontario, Direction  
générale de la protection de l'environnement  
Environnement et Changement Climatique Canada / Gouvernement du Canada  
[wesley.plant@ec.gc.ca](mailto:wesley.plant@ec.gc.ca)

---

**From:** NPS 20 Don River Relocation [mailto:EA-Replacement20@stantec.com]  
**Sent:** November 2, 2021 3:14 PM  
**To:** Plant,Wesley (ECCC) <Wesley.Plant@ec.gc.ca>  
**Subject:** RE: Enbridge Gas NPS20 Don River Relocation Project (City of Toronto)

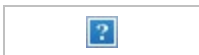
Hi Wes,

I have been able to confirm that the Project will not occur on any Federal Land.

Thanks,

Laura

**Laura Hill** M.Env.Sc.  
Environmental Scientist, Project Manager



---

**From:** Plant,Wesley (ECCC) <[Wesley.Plant@ec.gc.ca](mailto:Wesley.Plant@ec.gc.ca)>  
**Sent:** Wednesday, October 27, 2021 10:42 AM  
**To:** NPS 20 Don River Relocation <[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com)>  
**Subject:** RE: Enbridge Gas NPS20 Don River Relocation Project (City of Toronto)

Good day Laura:

Will any of this project be taking place on Federal lands?

Thank you,

Wes Plant

Manager, Environmental Assessment Section – Ontario, Environmental Protection Branch  
Environment and Climate Change Canada / Government of Canada

**New E-mail Address as of June 28:** [wesley.plant@ec.gc.ca](mailto:wesley.plant@ec.gc.ca)

Gestionnaire de section de programme d'évaluation environnementale de l'Ontario, Direction  
générale de la protection de l'environnement

Environnement et Changement Climatique Canada / Gouvernement du Canada

[wesley.plant@ec.gc.ca](mailto:wesley.plant@ec.gc.ca)

---

**From:** NPS 20 Don River Relocation [<mailto:EA-Replacement20@stantec.com>]

**Sent:** October 26, 2021 4:27 PM

**To:** Plant,Wesley (ECCC) <[Wesley.Plant@ec.gc.ca](mailto:Wesley.Plant@ec.gc.ca)>

**Subject:** Enbridge Gas NPS20 Don River Relocation Project (City of Toronto)

Good Afternoon,

I'm writing to notify you of the Nominal Pipe Size 20-inch (NPS 20) Don River Relocation Project (the Project) that is being undertaken by Enbridge Gas.

The existing pipeline currently provides the critical supply of natural gas to the City of Toronto and the relocation of the pipeline is required to facilitate the widening of the Keating Railway Bridge, as part of Waterfront Toronto's Port Lands Flood Protection Enabling Infrastructure Project. Further information about the Project is provided in your letter, attached.

A Virtual Open House for the Project will be held for two weeks, starting on November 1 and finishing on November 14, at [www.solutions.ca/NPS20DonRiverRelocation](http://www.solutions.ca/NPS20DonRiverRelocation) to gather input.

Please do not hesitate to reach out should you have any questions.

**Laura Hill** M.Env.Sc.

Environmental Scientist, Project Manager

Phone: 613-784-2256

[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com)

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**From:** [Source Protection Screening \(MECP\)](#)  
**To:** [NPS 20 Don River Relocation](#)  
**Cc:** [DesLauriers, Angelune \(MECP\)](#); [Moulton, Jennifer L. \(MECP\)](#)  
**Subject:** RE: Enbridge Gas NPS20 Don River Relocation Project  
**Date:** Thursday, October 28, 2021 3:43:36 PM  
**Attachments:** [Don River Pipeline Relocation.pdf](#)

---

## Notification through the Ontario Pipeline Coordinating Committee

Conservation and Source Protection Branch (CSPB) has received a notification about the Greenstone Pipeline Project. Natural gas pipelines are not identified as a threat to drinking water sources under the *Clean Water Act, 2006*. However, certain activities related to the construction of pipelines may pose a risk to sources of drinking water. CSPB offers the following information for your consideration as you proceed with the assessment of this proposed project and development of an Environmental Report per the Ontario Energy Board's *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario*.

The *Clean Water Act, 2006* (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas are delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs), and surface water Intake Protection Zones (IPZs). Other vulnerable areas that can be delineated under the CWA for municipal drinking water systems include Significant Groundwater Recharge Areas (SGRAs) and Highly Vulnerable Aquifers (HVAs). In addition, event-based modelling areas (EBAs) and Issues Contributing Areas (ICAs) may also occur, overlapping with one of the four above-named vulnerable areas.

To identify whether the project would be occurring within a drinking water source protection area, and whether it intersects with a vulnerable area, please consult the Source Protection Information Atlas:

<https://www.gisapplication.lrc.gov.on.ca/SourceWaterProtection/Index.html?site=SourceWaterProtection&viewer=SWPViewer&locale=en-US>

Specifically, natural gas pipeline projects may include activities during the construction or maintenance phases that, if located in a vulnerable area, may pose a risk to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and could be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. For example, construction and maintenance phase activities that may pose a risk to sources of drinking water may include the storage of fuel, stormwater management facilities, and the relocation of sanitary sewage pipes. Policies may prohibit certain activities, or they may require risk management measures for these activities.

Where an activity related to the construction or maintenance phase of the natural gas

pipeline poses a risk (significant, moderate, or low) to drinking water, the proponent should document and discuss in the environmental report how the project addresses applicable policies in the local source protection plan. This section should then be used to inform, and be reflected in, other sections of the report; such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives etc. Environmental reports may refer to spill prevention and contingency plans and other mitigation measures that protect human and environmental health. Environmental reports should also demonstrate how these measures protect sources of drinking water to address the intent of the CWA.

The environmental report should also identify how sensitive hydrologic features including current or future sources of drinking water not explicitly addressed in source protection plans, will be protected during the construction and maintenance of the project. This may include private systems – individual or clusters, and designated facilities within the meaning of O. Reg. 170/03 under the Safe Drinking Water Act – i.e., camps, schools, health care facilities, seasonal users, etc.

For further information about applicable source protection plans and assistance in identifying all applicable policies and their requirements, proponents should contact the source protection program manager for the applicable source protection region. <https://conservationontario.ca/conservation-authorities/source-water-protection/source-protection-plans-and-resources/>

Thank you for considering the Conservation and Source Protection Branch's comments as you undertake the environmental review for your natural gas pipeline. If you have any questions or concerns about the above information, please do not hesitate to contact me. Additionally, I have attached an example of a Source Protection Information Atlas (SPIA) map outlining the project area where the pipeline will be relocated in phases 1 and 2. Please note, the study area is located in an events based area (EBA) for sewer breaks and wastewater. Some activities associated with the relocation may pose a risk to sources of drinking water.

**Grace Donnelly** (she/her)

Program and Service Delivery Intern, Conservation and Source Protection Branch  
Ministry of the Environment, Conservation and Parks

P: (437) 925-6408

E: [grace.donnelly@ontario.ca](mailto:grace.donnelly@ontario.ca)

---

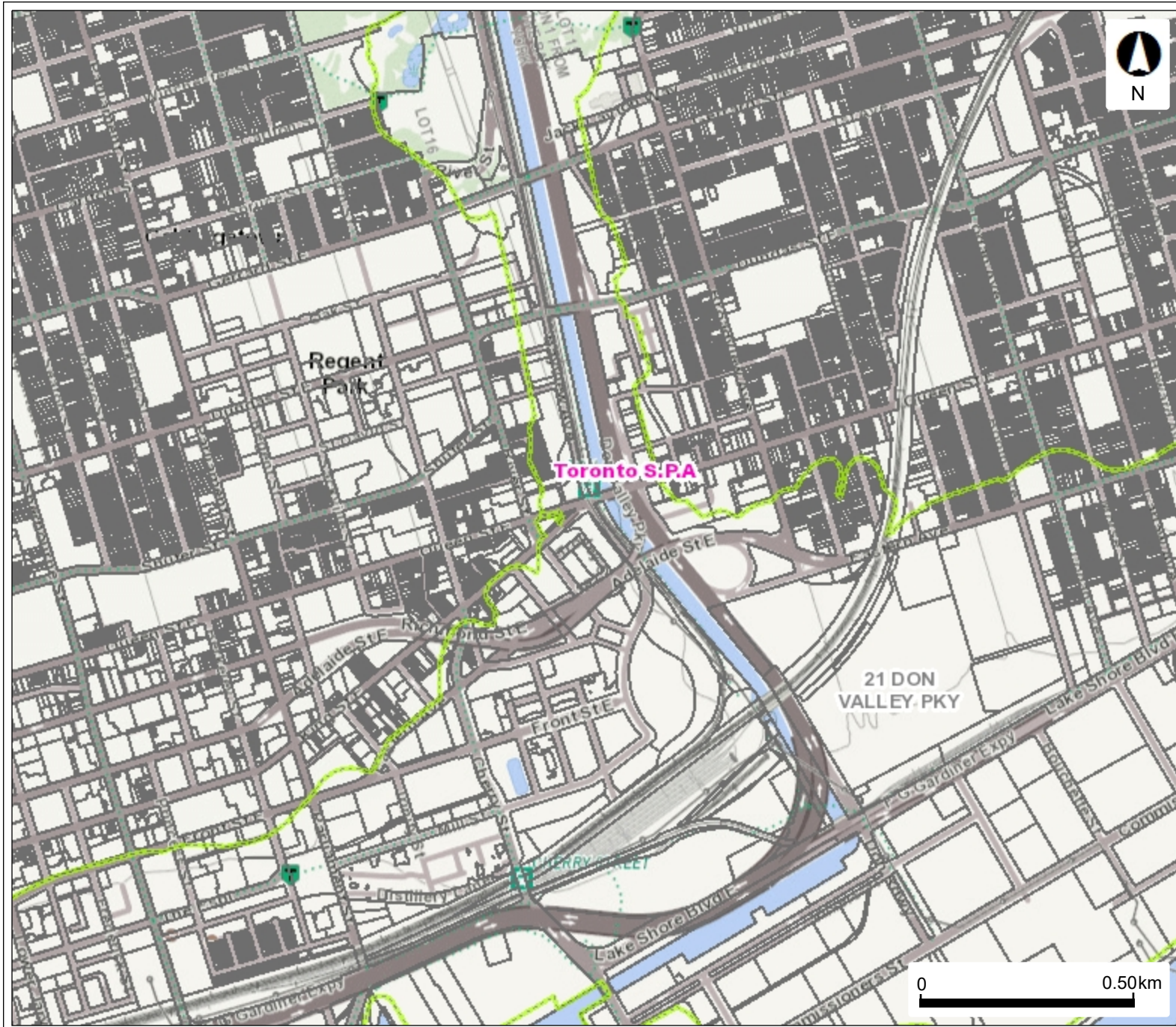
**From:** NPS 20 Don River Relocation <[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com)>

**Sent:** October 26, 2021 3:46 PM

**To:** NPS 20 Don River Relocation <[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com)>; MacIntosh, Alex (MECP) <[Alex.MacIntosh@ontario.ca](mailto:Alex.MacIntosh@ontario.ca)>; Robinson, Callee (MECP) <[Callee.Robinson@ontario.ca](mailto:Callee.Robinson@ontario.ca)>; Liu, Chunmei (MECP) <[Chunmei.Liu@ontario.ca](mailto:Chunmei.Liu@ontario.ca)>; Zhang, Helen (MECP) <[Helen.Zhang@ontario.ca](mailto:Helen.Zhang@ontario.ca)>; Caicedo, Jimena (MECP) <[Jimena.Caicedo@ontario.ca](mailto:Jimena.Caicedo@ontario.ca)>; O'Neill, Kathleen (MECP) <[Kathleen.Oneill@ontario.ca](mailto:Kathleen.Oneill@ontario.ca)>; Webster, Kevin (MECP) <[Kevin.Webster@ontario.ca](mailto:Kevin.Webster@ontario.ca)>; Stickings,



# Don River Natural Gas Pipeline Relocation Project Area



- Legend**
- Source Protection Areas
  - Issue Contributing Areas
  - WHPA Groundwater Under Direct Influence (WHPA-E)
  - Wellhead Protection Area**
    - A
    - B
    - C
    - C1
    - D
    - F
  - Intake Protection Zone 1
  - Event Based Areas
  - Intake Protection Zone 2
  - Assessment Parcel

This map should not be relied on as a precise indicator of routes or locations, nor as a guide to navigation. The Ontario Ministry of Environment, Conservation and Parks (MECP) shall not be liable in any way for the use or any information on this map. of, or reliance upon, this map.





Michael (MECP) <[Michael.Stickings@ontario.ca](mailto:Michael.Stickings@ontario.ca)>; Martin, Paul (MECP) <[Paul.D.Martin@ontario.ca](mailto:Paul.D.Martin@ontario.ca)>; Central Toronto <[Environment.Toronto@ontario.ca](mailto:Environment.Toronto@ontario.ca)>; Source Protection Screening (MECP) <[SourceProtectionScreening@ontario.ca](mailto:SourceProtectionScreening@ontario.ca)>

**Subject:** Enbridge Gas NPS20 Don River Relocation Project

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Good Afternoon,

I'm writing to notify you of the Nominal Pipe Size 20-inch (NPS 20) Don River Relocation Project (the Project) that is being undertaken by Enbridge Gas.

The existing pipeline currently provides the critical supply of natural gas to the City of Toronto and the relocation of the pipeline is required to facilitate the widening of the Keating Railway Bridge, as part of Waterfront Toronto's Port Lands Flood Protection Enabling Infrastructure Project. Further information about the Project is provided in your letter, attached.

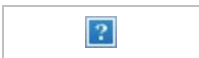
A Virtual Open House for the Project will be held for two weeks, starting on November 1 and finishing on November 14, at [www.solutions.ca/NPS20DonRiverRelocation](http://www.solutions.ca/NPS20DonRiverRelocation) to gather input.

Please do not hesitate to reach out should you have any questions.

**Laura Hill** M.Env.Sc.  
Environmental Scientist, Project Manager

Phone: 613-784-2256  
[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com)

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**From:** [Mirjana Osojnicki](#)  
**To:** [NPS 20 Don River Relocation](#)  
**Cc:** [Dan Beare](#); [Katelyn Brown](#)  
**Subject:** RE: Enbridge Gas NPS20 Don River Relocation Project (City of Toronto)  
**Date:** Tuesday, October 26, 2021 5:17:59 PM  
**Attachments:** [image001.png](#)  
[image002.jpg](#)  
[let\\_mirjana-osojnicki\\_160951293\\_Agency\\_NoC-VOH\\_20211025\\_fnl.pdf](#)

---

Hello Laura,

Thank you for your email and notification of the upcoming virtual open house. Metrolinx has a number of projects in this area and we can provide you with links to the information you seek. I have forwarded your email to our Third Parties Project Review team and someone should be in touch with you shortly.

Have a good evening.  
Mirjana

**Mirjana Osojnicki, BES**

Manager, Environmental Programs and Assessment, Pre-Construction Services  
Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2R8  
T: 416.202.0295 | M: 416.418.1369



Safety Never Stops

---

**From:** NPS 20 Don River Relocation <EA-Replacement20@stantec.com>  
**Sent:** October 26, 2021 4:34 PM  
**To:** Mirjana Osojnicki <Mirjana.Osojnicki@metrolinx.com>  
**Subject:** Enbridge Gas NPS20 Don River Relocation Project (City of Toronto)

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Good Afternoon,

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Please do not hesitate to reach out should you have any questions.

**Laura Hill** M.Env.Sc.  
Environmental Scientist, Project Manager

Phone: 613-784-2256

[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com)

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100-300 Hagey Blvd  
Waterloo, ON N2L 0A4



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**From:** [Hatcher, Laura \(MHSTCI\)](#)  
**To:** [NPS 20 Don River Relocation](#)  
**Subject:** RE: Enbridge Gas NPS20 Don River Relocation Project (City of Toronto)  
**Date:** Wednesday, November 24, 2021 12:22:24 PM  
**Attachments:** [2021-11-24 EnbridgeNPS20DonRiver.pdf](#)

---

Good afternoon Laura Hill,

Please find attached a letter with comments on the NPS20 Don River Relocation Project.

Sincerely,  
Laura

**Laura Hatcher, MCIP, RPP**

Heritage Planner

Heritage Planning Unit | Programs and Services Branch | Heritage, Tourism and Culture Division

Ministry of Heritage, Sport, Tourism and Culture Industries

401 Bay Street Suite 1700 Toronto ON M7A 0A7

Tel. 437-239-3404 [New](#) | email: [laura.e.hatcher@ontario.ca](mailto:laura.e.hatcher@ontario.ca)

---

**From:** NPS 20 Don River Relocation <EA-Replacement20@stantec.com>  
**Sent:** October 26, 2021 4:52 PM  
**To:** Minkin, Dan (MHSTCI) <Dan.Minkin@ontario.ca>; Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Dam, Laura-Lee (MHSTCI/MSAA) <Laura-Lee.Dam@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>  
**Subject:** Enbridge Gas NPS20 Don River Relocation Project (City of Toronto)

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good Afternoon,

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Please do not hesitate to reach out should you have any questions.

**Laura Hill** M.Env.Sc.  
Environmental Scientist, Project Manager

Phone: 613-784-2256

[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com)

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November 24, 2021

EMAIL ONLY

Laura Hill, Project Manager  
Stantec  
EA-Replacement20@stantec.com

**MHSTCI File** : 0006957  
**Proponent** : Enbridge  
**Subject** : NPS 20 Don River Relocation Project  
**Location** : Toronto, Ontario

Dear Laura Hill:

Thank you for contacting the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) about the above-referenced project, which requires Ontario Energy Board (OEB)'s leave to construct under the Ontario Energy Board Act.

The OEB issued the [Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition](#) to assist applicants how to identify, manage and document environmental impacts. The Guidelines encourage applicants to consult with the Ontario Pipeline Coordinating Committee (which MHSTCI is a member) and other agencies. MHSTCI's interest in this process relates to its mandate of conserving Ontario's cultural heritage, which includes, archaeological resources, built heritage resources and cultural heritage landscapes.

Among the planning activities outlined in Chapter 2 of the Guidelines, an applicant is advised to:

- describe the rationale for study area delineation (including construction staging, land requirements);
- identify existing baseline environmental conditions;
- identify potential environmental impacts expected to occur during construction and operation of the project, including cumulative impacts;
- describe proposed measures to mitigate potential negative impacts.

This letter provides advice on how to incorporate consideration of cultural heritage in the above mentioned planning activities, and also expands on sections 4.3 and 5.3 of the Guidelines by outlining the technical cultural heritage studies and level of detail required to address cultural heritage in pipeline and facilities projects. The outcomes and recommendations of the studies will be reported in the Environmental Report and form the basis for any future commitments.

### Project Summary

Enbridge Gas previously filed an application with the OEB in 2020 to relocate and abandon an existing pipeline located on the Keating Railway Bridge. At that time, Enbridge Gas completed an Environmental Study, including assessment of route alternatives, and consultation efforts. Enbridge Gas withdrew the application to assess alternatives that were made possible by an adjustment to Waterfront Toronto's construction schedule, which led to the identification of the current preliminary preferred route.

### Identifying Cultural Heritage Resources

While some cultural heritage resources may have already been formally identified, others may be identified through assessment.

### Archaeological Resources

MHSTCI recommends that, as a best practice, a combined Stage 1-2 archaeological assessment (AA) be completed for the entire study area during the planning phase.

At a minimum, a Stage 1 AA will be undertaken for the entire study area during the planning phase. The results of the Stage 1 AA will inform the OEB and will be summarized in the Environmental Report. If the Stage 1 AA recommends further AA(s), then MHSTCI recommends that further stages of AA be completed as early as possible during the design phase of the project, and prior to the completion of detailed design.

Archaeological assessments are required to be undertaken by an archaeologist licenced under the *Ontario Heritage Act*, who is responsible for submitting the report directly to MHSTCI for review.

It is my understanding that a Stage 1 AA was prepared for the previous route alternatives. As Enbridge is currently investigating a new route for the project, they will need to ensure the new study area is assessed.

The Environmental Report must include specific information from the AA report(s). The Executive Summary of each AA report provides a brief summary of the work completed and the recommendations for next steps, whether for further archaeological assessment, in which case the report will include a map that identifies those areas, or for no further assessment. The Environmental Report must also include clear commitments to undertake any further AA stages recommended, and a timeline for their completion.

### **Built Heritage Resources and Cultural Heritage Landscapes**

A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment will be undertaken for the entire study area during the planning phase to inform the OEB and will be summarized in the Environmental Report. This study will:

1. Identify existing baseline cultural heritage conditions within the study area.
  - Study Area: The consultants preparing the Cultural Heritage Report will need to define a study area and explain their rationale. The common practice has been to define a study area as including the right-of-way (ROW) and a 50-metre buffer (construction zone) on either side of the ROW.
  - The report will include a historical summary of the study area and will identify all known or potential built heritage resources and cultural heritage landscapes in the study area. MHSTCI has developed screening criteria that may assist with this exercise: [Criteria for Evaluating for Potential Built Heritage Resources and Cultural Heritage Landscapes](#).
2. Identify preliminary potential project-specific impacts on the known and potential built heritage resources and cultural heritage landscapes that have been identified. The report should include a description of the anticipated impact to each known or potential built heritage resource or cultural heritage landscape that has been identified.
3. Recommend measures to avoid or mitigate potential negative impacts to known or potential built heritage resources and cultural heritage landscapes. The proposed mitigation measures are to inform the next steps of project planning and design.

Where a known or potential built heritage resource or cultural heritage landscape may be directly and adversely impacted<sup>1</sup>, and where it has not yet been evaluated for Cultural Heritage Value or Interest (CHVI), completion of a Cultural Heritage Evaluation Report (CHER) is required to fully understand its CHVI and level of significance. The CHER must be completed as part of the Environmental Report. If a potential resource is found to be of CHVI, then a Heritage Impact Assessment (HIA) will be undertaken by a qualified person. The HIA will be completed in consultation with MHSTCI and the proponent as early as possible during detail design, following the OEB's Leave to Construct.

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<sup>1</sup> A direct adverse impact would have a permanent and irreversible negative effect on the cultural heritage value or interest of a property or result in the loss of a heritage attribute on all or part of the property. Examples include, but are not limited to: removal or demolition of a heritage attribute, land disturbance, alterations that are not sympathetic to the CHVI of the property, introduction of new elements that diminish the integrity of the property, changing the character of the property, intensification of the property without conservation of heritage attributes.



While some cultural heritage landscapes are contained within individual property boundaries, others span across multiple properties. For certain cultural heritage landscapes, it will be more appropriate for the CHER and HIA to include multiple properties, to reflect the extent of that cultural heritage landscape in its entirety.

Enbridge and Stantec had prepared a Cultural Heritage Assessment Report and HIA for the previous route. Again, just as with the AA, the proponent will need to make sure that this reporting is updated to reflect the new study area.

Cultural Heritage Reports will be undertaken by a qualified person who has expertise, recent experience, and knowledge relevant to the type of cultural heritage resources being considered and the nature of the activity being proposed.

Community input should be sought to identify locally recognized and potential cultural heritage resources. Sources include, but are not limited to, municipal heritage committees, historical societies and other local heritage organizations.

Cultural heritage resources are often of critical importance to Indigenous communities. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to them.

### **Environmental Reporting**

The findings of the above-mentioned studies should be summarized as part of the Environmental Report discussion of existing conditions, impact assessment, mitigation, and future commitments. Commitments for further studies should clearly state what is to be done, who is responsible for implementation, and when. Recommendations from the technical cultural heritage studies described above should be reflected as commitments in the Environmental Report.

MHSTCI welcomes the opportunity to review and comment upon relevant sections of the draft Environmental Report, before the final draft Environmental Report is submitted for review.

Thank you for consulting MHSTCI on this project and please continue to do so throughout the OEB process. If you have any questions, require clarification, or would like additional examples to assist with project reporting, do not hesitate to contact me.

Sincerely,

Laura Hatcher  
Heritage Planner  
laura.e.hatcher@ontario.ca  
Heritage Planning Unit

Copied to: Zora Crnojacki, Project Advisor, OEB zora.crnojacki@oeb.ca

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MHSTCI makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MHSTCI be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MHSTCI if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the *Ontario Heritage Act* and the *Standards and Guidelines for Consultant Archaeologists*.

If human remains are encountered, all activities must cease immediately and the local police as well as the [Registrar, Burials of the Ministry of Government and Consumer Services](#) must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.



**From:** [Beth Williston](#)  
**To:** [NPS 20 Don River Relocation](#); [Brandon Hester](#); [dpina@trca.on.ca](mailto:dpina@trca.on.ca); [Laurie Nelson](#); [meg.stjohn@trca.on.ca](mailto:meg.stjohn@trca.on.ca); [Renee Afoom-Boateng](#); [Robert Chan](#); [Sharon Lingertat](#)  
**Cc:** [Nathan Jenkins](#)  
**Subject:** RE: Enbridge Gas NPS20 Don River Relocation Project  
**Date:** Tuesday, October 26, 2021 4:47:50 PM  
**Attachments:** [image001.png](#)

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Laura, thank you for advising.

The TRCA project manager will be Nathan Jenkins, Planner, Infrastructure Planning and Development. He will coordinate TRCA review and responses. Should there be TRCA property interests, Nathan will advise of the TRCA contact to ensure appropriate process is followed. He will be in touch with you shortly.

Beth

**W. Beth Williston (H.BA, MCIP, RPP)**

Associate Director

Infrastructure Planning and Permits | Development and Engineering Services

T: [\(416\) 661-6600](tel:(416)661-6600) ext. 5217

C: [\(416\) 388-7460](tel:(416)388-7460)

E: [beth.williston@trca.ca](mailto:beth.williston@trca.ca)

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](#) | [trca.ca](http://trca.ca)



---

**From:** NPS 20 Don River Relocation <EA-Replacement20@stantec.com>

**Sent:** Tuesday, October 26, 2021 3:58 PM

**To:** Beth Williston <Beth.Williston@trca.ca>; Brandon Hester <Brandon.Hester@trca.ca>; dpina@trca.on.ca; Laurie Nelson <Laurie.Nelson@trca.ca>; meg.stjohn@trca.on.ca; Renee Afoom-Boateng <Renee.Afoom-Boateng@trca.ca>; Robert Chan <Robert.Chan@trca.ca>; Sharon Lingertat <Sharon.Lingertat@trca.ca>

**Cc:** NPS 20 Don River Relocation <EA-Replacement20@stantec.com>

**Subject:** Enbridge Gas NPS20 Don River Relocation Project

Good Afternoon,

I'm writing to notify you of the Nominal Pipe Size 20-inch (NPS 20) Don River Relocation Project (the Project) that is being undertaken by Enbridge Gas.

The existing pipeline currently provides the critical supply of natural gas to the City of Toronto and

the relocation of the pipeline is required to facilitate the widening of the Keating Railway Bridge, as part of Waterfront Toronto's Port Lands Flood Protection Enabling Infrastructure Project. Further information about the Project is provided in your letter, attached.

A Virtual Open House for the Project will be held for two weeks, starting on November 1 and finishing on November 14, at [www.solutions.ca/NPS20DonRiverRelocation](http://www.solutions.ca/NPS20DonRiverRelocation) to gather input.

Please do not hesitate to reach out should you have any questions.

**Laura Hill** M.Env.Sc.  
Environmental Scientist, Project Manager

Phone: 613-784-2256  
[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com)

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**Please consider the environment before printing this email.**

**From:** [Nathan Jenkins](#)  
**To:** [Hill, Laura](#); [Tanya.Turk@enbridge.com](mailto:Tanya.Turk@enbridge.com)  
**Cc:** [NPS 20 Don River Relocation](#); [Michael Noble](#); [Chuck Reaney](#); [Bill Snodgrass](#); [Ken Dion](#); [Beth Williston](#); [Sharon Lingertat](#); [Brandon Hester](#); [Maryam Iler](#)  
**Subject:** TRCA CFN 59825 - Enbridge Gas NPS20 Don River Relocation Project  
**Date:** Thursday, November 18, 2021 4:54:48 PM  
**Attachments:** [~WRD0000.jpg](#)  
[image001.png](#)  
[TRCA CFN 59825\\_20in Lower Don Pipeline EA\\_NoC\\_Nov 18-21.pdf](#)

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Hi Laura and Tanya,

Please see the attached TRCA response to the Notice of Study Commencement related to the Enbridge Gas NPS20 Don River Relocation Project. Please use TRCA's Central Filing Number (CFN) 59825 for future reference related to this file.

Please feel free to reach out with any questions or concerns you may have with TRCA staff comments.

Thank you,

**Nathan Jenkins, H.B.Sc. (Env), M.Pl., RPP (he/him/his)**  
Planner  
Infrastructure Planning and Permits | Development and Engineering Services

T:  [\(416\) 661-6600](tel:(416)661-6600)  ext. 5508

E: [nathan.jenkins@trca.ca](mailto:nathan.jenkins@trca.ca)

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](#) | [trca.ca](http://trca.ca)



---

**From:** Hill, Laura <Laura.Hill@stantec.com>  
**Sent:** Wednesday, November 17, 2021 4:02 PM  
**To:** Nathan Jenkins <Nathan.Jenkins@trca.ca>  
**Cc:** NPS 20 Don River Relocation <EA-Replacement20@stantec.com>  
**Subject:** RE: TRCA CFN 59825 - Enbridge Gas NPS20 Don River Relocation Project

Hi Nathan,

Thank you for your response. I look forward to reviewing the information provided by the TRCA.

Laura

**Laura Hill** M.Env.Sc.  
Environmental Scientist, Project Manager

Mobile: 613-862-9895  
[laura.hill@stantec.com](mailto:laura.hill@stantec.com)



---

**From:** Nathan Jenkins <[Nathan.Jenkins@trca.ca](mailto:Nathan.Jenkins@trca.ca)>  
**Sent:** Thursday, November 11, 2021 2:47 PM  
**To:** NPS 20 Don River Relocation <[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com)>  
**Subject:** TRCA CFN 59825 - Enbridge Gas NPS20 Don River Relocation Project

Good afternoon Laura,

Thank you for providing the Notice of Study Commencement (NoC) and information on the Virtual Open House for the NPS 20 Don River Relocation Project (CFN 59825). Please be advised that TRCA staff are currently reviewing the materials presented in the virtual open house and will be providing an NoC response letter clarifying TRCA's interests by next week.

Thank you,

**Nathan Jenkins, H.B.Sc. (Env), M.Pl., RPP (he/him/his)**  
Planner  
Infrastructure Planning and Permits | Development and Engineering Services

T: [416\) 661-6600](tel:(416)661-6600) ext. 5508  
E: [nathan.jenkins@trca.ca](mailto:nathan.jenkins@trca.ca)  
A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



---

**From:** NPS 20 Don River Relocation <[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com)>  
**Sent:** Tuesday, October 26, 2021 3:58 PM  
**To:** Beth Williston <[Beth.Williston@trca.ca](mailto:Beth.Williston@trca.ca)>; Brandon Hester <[Brandon.Hester@trca.ca](mailto:Brandon.Hester@trca.ca)>;  
[dpina@trca.on.ca](mailto:dpina@trca.on.ca); Laurie Nelson <[Laurie.Nelson@trca.ca](mailto:Laurie.Nelson@trca.ca)>; [meg.stjohn@trca.on.ca](mailto:meg.stjohn@trca.on.ca); Renee Afoom-Boateng <[Renee.Afoom-Boateng@trca.ca](mailto:Renee.Afoom-Boateng@trca.ca)>; Robert Chan <[Robert.Chan@trca.ca](mailto:Robert.Chan@trca.ca)>; Sharon Lingertat <[Sharon.Lingertat@trca.ca](mailto:Sharon.Lingertat@trca.ca)>  
**Cc:** NPS 20 Don River Relocation <[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com)>  
**Subject:** Enbridge Gas NPS20 Don River Relocation Project

Good Afternoon,

I'm writing to notify you of the Nominal Pipe Size 20-inch (NPS 20) Don River Relocation Project (the

Project) that is being undertaken by Enbridge Gas.

The existing pipeline currently provides the critical supply of natural gas to the City of Toronto and the relocation of the pipeline is required to facilitate the widening of the Keating Railway Bridge, as part of Waterfront Toronto's Port Lands Flood Protection Enabling Infrastructure Project. Further information about the Project is provided in your letter, attached.

A Virtual Open House for the Project will be held for two weeks, starting on November 1 and finishing on November 14, at [www.solutions.ca/NPS20DonRiverRelocation](http://www.solutions.ca/NPS20DonRiverRelocation) to gather input.

Please do not hesitate to reach out should you have any questions.

**Laura Hill** M.Env.Sc.  
Environmental Scientist, Project Manager

Phone: 613-784-2256

[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com)

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November 18, 2021

CFN 59825  
XREF: 58638

**BY E-MAIL ONLY** ([Tanya.Turk@enbridge.com](mailto:Tanya.Turk@enbridge.com))

Tanya Turk  
Environmental Advisor  
Enbridge Gas Inc.  
3<sup>rd</sup> Floor, 101 Honda Boulevard  
Markham, ON L6C 0M6

Dear Tanya Turk:

**Re: Response to Notice of Study Commencement and Virtual Open House  
Enbridge Gas Inc. NPS 20 Inch Don River Relocation Project  
In Accordance with the Ontario Energy Board's Environmental Guidelines for the Construction  
of Hydrocarbon Pipelines and Facilities in Ontario  
Don River Watershed; City of Toronto – Toronto and East York**

Toronto and Region Conservation Authority (TRCA) staff received the Notice of Study Commencement for the above noted Environmental Assessment (EA) on October 26, 2021, and have received publicly available reference materials as presented at the project's Virtual Open House on November 1, 2021. As a recognized commenting agency under the Ontario Environmental Assessment Act, TRCA has interests in this project.

### **PROJECT OVERVIEW**

It is our understanding that this undertaking involves examining options for the relocation of a segment of Nominal Pipe Size (NPS) 20 inch vital gas main located in the lower Don Lands of the City of Toronto. Presently, the pipeline is carried over the Don River via the Keating Railway Bridge. However, the crossing has previously been identified as being subject to risk from significant weather events and in conflict with the scheduled Port Lands Flood Protection Enabling Infrastructure Project, led by Waterfront Toronto, as such the 20in pipeline is being relocated.

It is further understood that this pipeline relocation project was originally a component of the NPS 30 XHP relocation in the lower Don River (CFN 58638). However, due to constraints on construction timing, the original scope of work was divided into two separate projects. This Notice of Study Commencement is directly related to the Lower Don NPS 20in Relocation application previously withdrawn from the OEB as notified by Enbridge Gas Inc. in early 2021 in order to further assess potential route alternatives.

### **PROJECT REVIEW**

TRCA staff has reviewed the above-noted submission and our concerns with this proposal are provided below.

1. As the preferred route for the relocated Enbridge line appears to be close to the Don Roadway Flood Protection Landform (FPL). It's important that the installation and removal of the pipeline does not effect the Don Roadway FPL. The ER should consider how the alignment of the temporary pipeline will avoid negatively impacting the FPL from installation, operation, to decommissioning. This will also need to be carried into detailed design and construction.
2. It is critical that any pipeline placement on the Lakeshore bridge be adequately protected from any shipping or dredging activities in the area in both Phase 1 and 2 of the Preferred Alternative. Please provide clarification on any setbacks for working in the vicinity of the pipeline that could interfere with Sediment and Debris Management Area operations.
3. This assessment of a preferred route should consider holistic assessment and study of all the various proposed alternative routes. As previously advised in the 2020 review of alternative routes for the proposed NPS 20 Relocation TRCA staff have significant concern with any relocation within 10 metres of the limits of the existing TRCA West Don Flood Protection Landform (FPL), including at the intersection of Queen Street, King Street and River Street. TRCA staff requires that the final Environmental Report (ER) consideration of 'Access and Land Requirements' include an evaluation of the relocations impacts to the FPL and associated socio-economic impacts prior to any Leave to Construct. Should an alternative other than what is shown as the preliminary preferred route be chosen then site-specific field investigations and technical reports by a qualified specialist will be required to demonstrate that there will be no impact to the integrity, form and function of the FPL.
4. On confirmation from Enbridge that the proposed installation is not located within the FPL, TRCA staff will also require a site-specific enhanced construction plan for any work in close proximity of the existing West Don FPL, as needed. This enhanced monitoring plan must be designed by Enbridge to the satisfaction of TRCA for any of the Alternative and Tie-In Routes referenced above prior to any Leave to Construct for these routes.
5. TRCA also requests clarification on the requirement for Feeder Stations under the Preferred Alternative #1 as it remains unclear if Station A required with the preferred route and the proposed station is located within the floodplain of the Don River within the associated Special Policy Area.4. Additionally, during this ER assessment it must be demonstrated to TRCA that there will be no impacts on the Regional Flood Plain for the lower Don River. The assessment must consider access and ongoing maintenance requirements for under the Preferred Alternative Route as a part of the Sediment and Debris Management Area (SDMA) which requires regular dredging and mitigation for ice passage on the Don River.
6. Please also be advised of the Coxwell Bypass stormwater management tunnel and shaft connections, currently under construction, in the area of your works which may have the potential to affect the preferred alignment. Please coordinate with the City of Toronto regarding these works; in addition to potential tertiary impacts to parks, trails, and municipal real estate which may be impacted by this work.

### **TRCA COMMENTING ROLES**

As detailed in TRCA's 2014 [The Living City Policies](#) (LCP), TRCA has a number of commenting roles relative to its review of this environmental assessment, including:

1. Regulatory Authority
2. Delegated Provincial Interests
3. Public Commenting Body
4. Resources Management Agency

5. Service Provider
6. Land Owner
7. Source Protection Authority under the Clean Water Act

These are further detailed in **Appendix A: TRCA Commenting Roles**.

### **TRCA AREAS OF INTEREST**

In relation to this application, TRCA staff have identified a number of areas of interest within the study area related to these various commenting roles, including:

1. TRCA Program and Policy Areas
  - a. Natural System Programs and Policies
  - b. Sustainability Programs and Policies
2. Provincial Program Areas
3. Federal Program Areas

Further details are provided in **Appendix B: TRCA Areas of Interest**.

In relation to these areas of interest, please be advised that TRCA has select digital data available through an open data platform on the [TRCA website](#) that should be used to supplement the existing conditions analysis in the development of the environmental assessment. Upon request, TRCA can provide additional data for areas of interest not available on the web. Please contact the undersigned as needed.

### **ASSESSMENT OF ALTERNATIVES**

In developing, evaluating and selecting alternatives, staff require the LCP policies be considered. TRCA staff recommends the preferred alternative meets the policies of Section 7. In particular, impacts to and opportunities for the following should be addressed:

1. Flooding, erosion or slope instability
2. Existing landforms, features and functions
3. Aquatic and terrestrial habitat and functions, including connectivity
4. TRCA property and heritage resources
5. Environmental best management practices that support climate change mitigation and adaptation
6. Community and public realm benefits

TRCA requires that the preferred alternative considers avoiding, minimizing, mitigating, and compensating impacts to the ecosystem, and avoid, mitigate or remediate hazards, in that order. In order to fulfil requirements of Ontario Regulation 166/06 at the detailed design stage, staff also requires that the preferred alternative meets LCP policies in Section 8.

In order to ensure TRCA concerns are addressed early in the review process, it is recommended that the TRCA planner be contacted when key project milestones are reached, as detailed in **Appendix C: Recommended Contact Points**. Please note that this appendix is based on the Municipal Class EA process, and should be adjusted to meet the requirements of the OEB process. Please contact the

planner to discuss the appropriate time for a site visit; please ensure the TRCA planner is included in the technical advisory committee; and please add Nancy Gaffney ([nancy.gaffney@trca.ca](mailto:nancy.gaffney@trca.ca)), Government and Community Relations Specialist to the project mailing list to receive any public information updates.

## **SUBMISSION REQUIREMENTS**

As this project proceeds through the various stages of the environmental assessment process, please ensure the following is provided to TRCA for review and comment as the appropriate time:


### **Digital Submissions**

1. All technical advisory committee meeting agendas, as well as draft and final meeting minutes
2. All TRCA technical meeting agendas, as well as draft and final meeting minutes
3. Draft public information boards, prior to public review
4. Notices of public meetings, including final display material and handouts
5. Draft Phase 1 and 2 Report, if applicable
6. Draft technical reports and associated materials, including a covering letter that outlines the project purpose and lists the reports enclosed for review
7. Draft evaluation criteria and matrices, including a summary that details how the criteria and weighting (if applicable) were established
8. Draft EA document, including a covering letter that outlines how previous TRCA comments have been addressed
9. Final EA document, including a covering letter that outlines how previous TRCA comments have been addressed
10. Ensure all materials are submitted in PDF format, with drawings pre-scaled to print on 11"x17" pages.
11. Materials submitted through e-mail must be less than 25 MB.
12. Materials submitted through a file transfer protocol (FTP) site must be posted a minimum of two weeks.

Please note, prior to submitting the technical reports and materials, as well as appendices related to the draft and final EA documents, it is recommended that the project manager be contacted so that review requirements can be scoped to the TRCA areas of interest.

Should you have any questions, please contact me at extension 5508 or at [Nathan.jenkins@trca.ca](mailto:Nathan.jenkins@trca.ca).

Regards,

  
Nathan Jenkins, B.Sc (Env), M.PI.  
Planner, Infrastructure Planning and Permits  
Development and Engineering Services

/NJ

Attached: Appendix A: TRCA Commenting Roles  
Appendix B: TRCA Areas of Interest  
Appendix C: Recommended TRCA Contact Points

**BY E-MAIL**

cc: Applicant: Chuck Reaney, Land Services, (chuck.reaney@enbridge.com)  
Consultant: Laura Hill ([EA.Replacement20@stantec.com](mailto:EA.Replacement20@stantec.com))

City of Toronto: Michael Noble, Project Manager, Waterfront Secretariat  
Bill Snodgrass, Source Water Protection

Waterfront Toronto: Ken Dion, Project Director - Port Lands

TRCA: Beth Williston, Associate Director, Infrastructure Planning and Permits  
Sharon Lingertat, Senior Manager, Infrastructure Planning and Permits  
Brandon Hester, Senior Property Agent  
Maryam Iler, Manager, Restoration & Infrastructure

## APPENDIX A: TRCA COMMENTING ROLES

TRCA COMMENTING ROLES	
<b>Public Commenting Body</b>	
<b>Environmental Assessment Act</b>	Pursuant to the federal and provincial <b>Environmental Assessment (EA) Acts</b> , conservation authorities are a commenting body. Conservation authorities are also responsible for comments made under environmental assessment (EA) exemption regulations, and the Ontario and National Energy boards. TRCA reviews and comments on environmental assessment that occur within TRCA's jurisdiction under these various forms of legislation.
<b>Delegated Provincial Interests</b>	
<b>Hazard Lands</b>	As outlined in the Conservation Ontario/ Ministry of Natural Resources and Forestry/ Ministry of Municipal Affairs and Housing Memorandum of Understanding on CA Delegated Responsibilities, CAs have been delegated the responsibility of representing the provincial interest on natural hazards encompassed by Section 3.1 of the PPS 2014.
<b>Conservation Authorities Act</b>	
<b>Regulatory Authority</b>	
<b>Ontario Regulation 166/06, Development, Interference with Wetlands and Alterations to Shorelines and Watercourses</b>	<p>In accordance with Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses), a permit is required from the TRCA prior to any development (e.g. construction) if, in the opinion of TRCA, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected. The Regulation Limit defines the greater of the natural hazards associated with Ontario Regulation 166/06 (listed below).</p> <p>NOTE: The Regulation Limit provides a geographical screening tool for determining if Ontario Regulation 166/06 will apply to a given proposal. Through site assessment or other investigation, it may be determined that areas outside of the defined Regulation Limit require permits under Ontario Regulation 166/06. In these instances, it is the text of the regulation that will prevail; modifications to the regulation line may be required.</p> <p>Any development within the Regulation Limit must comply with the applicable sections of The Living City Policies (2014).</p>
<b>Resources Management Agency</b>	
<b>TRCA Programs</b>	In accordance with Section 20 and 21 of the <b>Conservation Authorities Act</b> , CAs are local watershed-based natural resource management agencies that develop programs that reflect local resource management needs within their jurisdiction. TRCA has developed programs and policies related to our role as a resource management agency that include, but are not limited to, watershed plans, fisheries management plans, land management plans, ecosystem restoration programs, and <b>The Living City Policy (2014)</b> , which are approved by the TRCA Board.

	Please confirm that the preferred alternative design for this project addresses TRCA concerns related to its program areas. These will be further defined through the EA review process.
<b>Land Owner</b>	
<b>TRCA Property</b>	TRCA is a major landowner in the GTA, owning close to 18,000 hectares of land. TRCA comments provided as a landowner are separate from comments provided under a technical, advisory or regulatory role.
<b>Acquisition and Easement</b>	<p>If TRCA property land transfer or easement is required for the implementation of the preferred alternative, permission and approval from TRCA and the Minister of Natural Resources and Forestry are required. The design must demonstrate that TRCA program and policy objectives are met. Formal approval typically takes 12 to 18 months from the completion of the EA document.</p> <p>Please contact Brandon Hester, Property Agent at Brandon.Hester@trca.ca for additional information.</p>
<b>Service Provider</b>	
<b>Service Agreements and Memorandum of Understandings</b>	<p><b>Service Level Agreements:</b> TRCA has service level agreements to provide EA Review services to various partners within specific service delivery timelines. Fees are charged as per agreement stipulations; review fees are not charged for individual files.</p> <p><b>Memorandum of Understandings:</b> The provision of planning advisory services to municipalities is implemented through a Memorandum of Understandings (MOU) with participating municipalities or as part of a CA's approved program activity. In this respect, the CA is essentially acting as a technical advisor to municipalities. The agreements cover the CA's areas of technical expertise such as water management, natural hazards, and natural heritage.</p>
<b>Restoration Opportunities</b>	<p>TRCA requires that the preferred alternative considers avoiding, minimizing, mitigating, and compensating impacts to ecosystems in that order. In areas where impacts are unavoidable, mitigation or compensation will be required. It is recommended that the costs associated with these impacts be factored into decisions made during the EA.</p> <p>TRCA has identified opportunities for habitat restoration and enhancement on TRCA property and some privately owned lands, targeted to improve natural form and function based on goals in the watershed strategies. Should ecosystem restoration or compensation be required for this project, TRCA may be able to provide both restoration opportunities and restoration field services on a project specific basis. This will be further discussed through the EA review process.</p>



<p><b>Community and Public Realm Benefits</b></p>	<p>TRCA understands that the purpose of providing project-based community benefits is to provide measurable economic benefits to the local community, and that the purpose of providing public realm benefits is to support local opportunities for social and environmental improvements.</p> <p>As part of the 2013-2022 <a href="#">TRCA Strategic Plan</a> (updated), TRCA has identified the need to achieve measurable positive impacts on the health of our watersheds and has developed a number of programs that actively engage with local communities to support a green, local economy. These programs include but are not limited to, <a href="#">Sustainable Neighbourhood Retrofit Action Plans</a>, <a href="#">TRCA Conservation Land Care Program</a>, <a href="#">TRCA Trails Program</a>, <a href="#">TRCA Community Transformation Program</a> and <a href="#">Partners in Project Green</a>.</p> <p>It is recommended that commitment be made to work with TRCA and other partners to develop a Community and Public Realm Benefits Strategy for this project. This will be further discussed through the EA review process.</p>
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**APPENDIX B: TRCA AREAS OF INTEREST**

**TRCA PROGRAM AND POLICY AREAS**

*Note: Additional program and policy information may be available at [www.trca.ca](http://www.trca.ca), or by request.*

**Natural System Programs and Policies**

<p><b>Systems Approach</b></p>	<p>TRCA follows a systems approach in which the natural features and water resources are considered in relation to each other and the broader landscape in which they occur. The systems approach recognizes the role that linkages and connectivity within the natural system has in supporting ecological and hydrologic processes and functions that are vital to maintaining a healthy and robust natural system that is resilient against the impacts of urbanization and climate change.</p> <p>TRCA may require an assessment of the existing systems, together with an evaluation as to how the proposal may impact the systems.</p>
<p><b>Aquatic Systems, Species and Habitat</b></p>	<p>The aquatic system includes watercourses, wetlands, and flora and fauna species. Aquatic species and habitat should be assessed based on their conservation status according to sensitivity to disturbance and specialized ecological needs, as well as rarity.</p> <p>TRCA has prepared watershed plans or strategies, as well as fisheries management plans for some watersheds. The proposal must prevent negative impacts to the aquatic system, and as such, TRCA may require an assessment of the existing aquatic system, an evaluation as to how the proposal will meet the objectives articulated in the watershed plan or strategy, and/or an evaluation as to how the proposal will meet the objectives of the fisheries management plan.</p>
<p><b>Terrestrial System, Species and Habitat</b></p>	<p>The terrestrial system includes landscape features, vegetation communities, and flora and fauna species. Terrestrial species and habitat should be assessed based on their conservation status according to sensitivity to disturbance and specialized ecological needs, as well as rarity.</p> <p>TRCA has identified the need to improve both the quality and quantity of terrestrial habitat. TRCA’s <b>Terrestrial Natural Heritage System Strategy</b> sets measurable targets for attaining a healthier natural system by creating an expanded and targeted land base. It includes strategic directions for stewardship and securement of the land base, a land use policy framework to help achieve the target system, and other implementation mechanisms.</p> <p>TRCA may require an assessment of the existing terrestrial species and habitat, together with an evaluation as to how the proposal will meet the objectives articulated in the watershed plan or terrestrial natural heritage strategy, as well as prevent negative impacts to the terrestrial system.</p>

<b>Groundwater Systems</b>	
<b>Aquifers and Hydrogeological Features and Functions</b>	<p>Groundwater systems include aquifers and their functional connections to surface water. The extraction and discharge of groundwater has the potential to negatively impact surrounding natural features and their functions. Even small amounts of groundwater extraction may reduce contributions to groundwater dependent features such as wetlands, springs, or fish spawning habitat. In addition, the discharge of groundwater must be controlled to avoid impacts to watercourses and fish habitat from temperature, erosion and sedimentation, as well other water quantity and quality issues.</p> <p>TRCA may require geotechnical or hydrogeological investigations to confirm dewatering and discharge requirements, and to identify appropriate mitigation measures with respect to potential impacts to natural features and functions.</p>
<b>Surface Water Systems</b>	
<b>Watercourses</b>	<p>Typically, watercourses are associated with aquatic species, and direct or indirect habitat. Any alteration or interference to a watercourse (e.g., straightening, diverting, realigning, altering baseflow) has the potential to impact fish communities, but may also affect the Regulatory Flood Plain, erosion or other natural channel processes.</p> <p>TRCA may require an environmental study or site confirmation of watercourse locations.</p>
<b>Meander Belt</b>	<p>Channel migration has a significant impact on infrastructure, structures and property located near river systems. Determining channel stability is important to ensure that damage from erosion, down-cutting or other natural channel processes is avoided.</p> <p>TRCA may require a meander belt delineation study or fluvial geomorphology analysis to confirm that any development does not conflict with natural channel processes.</p>
<b>Regulatory Flood Plain</b>	<p>The Regulatory Flood Plain is the approved standard used in a particular watershed to define the limit of the flood plain for regulatory purposes. Within TRCA's jurisdiction, the Regulatory Flood Plain is based on the greater of the regional storm, Hurricane Hazel, and the 100-year flood. TRCA's framework for Flood Plain Management is the LCP.</p> <p>TRCA may require a flood study or hydraulic update to confirm that there will be no impacts to the storage or conveyance of flood waters.</p>
<b>Storm Water Management, including Green Infrastructure</b>	<p>Stormwater management is integral to the health of streams, rivers, lakes, fisheries and terrestrial habitats, and source water protection is integral for managing the quality and quantity of drinking water at its source.</p> <p>TRCA requires all development, infrastructure and site alteration meet the criteria in the TRCA 2012 <a href="#">Stormwater Management Criteria</a> document for water</p>

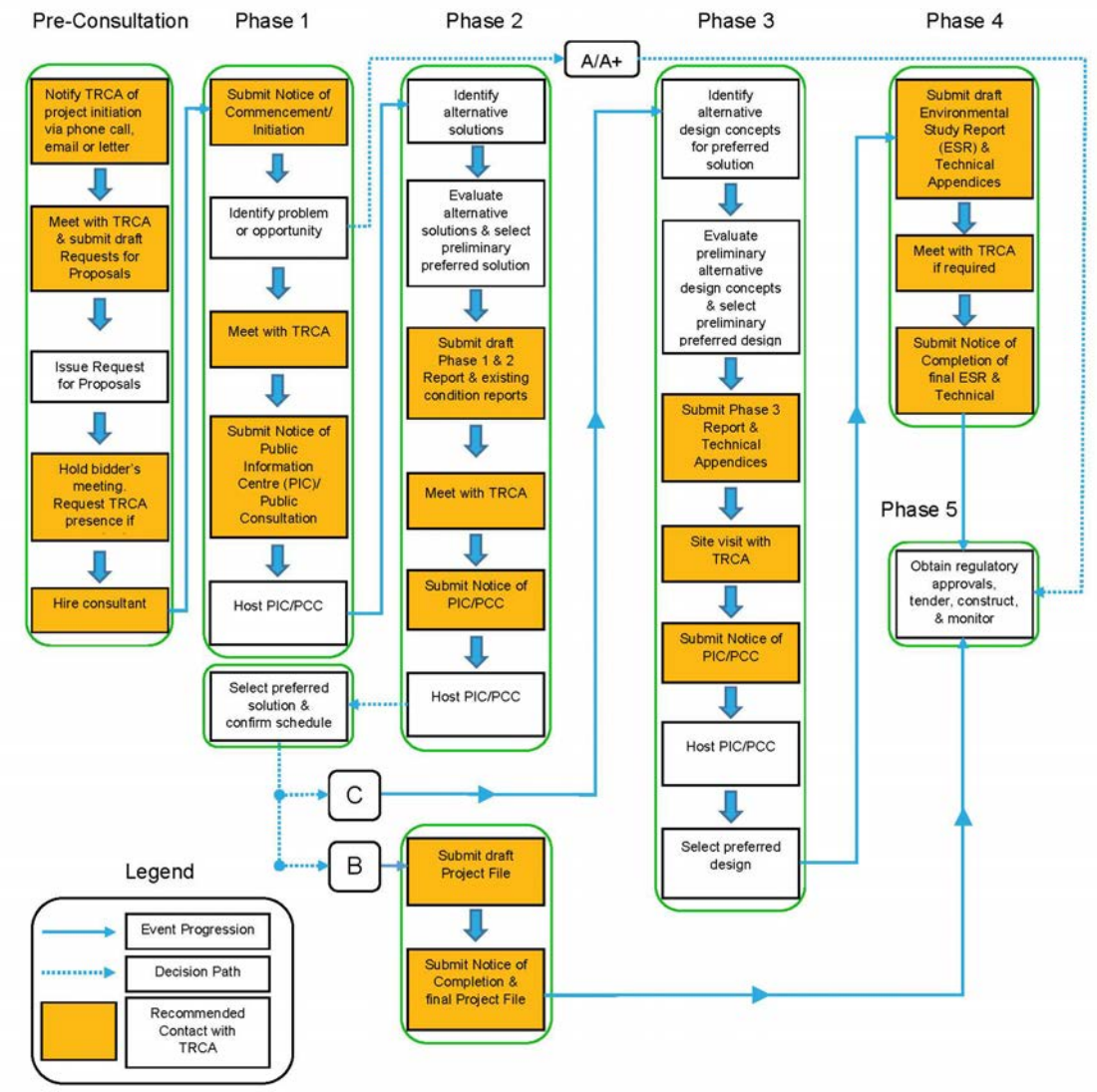
	<p>quantity, water quality, erosion control, discharge water temperature, and water balance for groundwater recharge and natural features.</p> <p>Green Infrastructure techniques, including Low Impact Development (LID) measures should be used to address issues related to stormwater management, as well as maximize ecosystem services and mitigate the impacts of urbanization and climate change.</p> <p>For further information, please refer to the <a href="#">TRCA Introduction to Green Infrastructure</a>, the Sustainable Technologies Evaluation Program (STEP) -<a href="#">Urban Runoff Green Infrastructure</a> and the STEP 2010 <a href="#">Low Impact Development Stormwater Management Planning and Design Guide</a>.</p>
<b>Special Policy Areas</b>	<p>Developed areas have historically existed within a flood plain may be designated as Special Policy Areas (SPA) as permitted under the 2014 <b>Provincial Policy Statement</b>. Policies for development and land use in these areas address the social, economic and cultural factors that support the continuation of the community. SPAs allow development and land uses that would not otherwise be permitted by the provincial policies on flood plain management.</p>
<b>Flood or Erosion Control Structures</b>	<p>There is an existing flood or erosion control structure (e.g., dam, weir, berm, channel) located in the project vicinity that must be considered as the project proceeds. A meeting with TRCA should be arranged as early as possible.</p>
<b>Valley Slopes</b>	
<b>Crest of Slope</b>	<p>Valley and stream corridors are dynamic systems that provide important natural functions and linkages for the physical, chemical and biological processes of wildlife, watercourses, and other natural features. The crest of slope identifies the physical limit of these corridors; however, due to ecological sensitivities, development restrictions typically extend beyond the actual crest of slope.</p> <p>TRCA may require the determination of the long term stable crest of slope (or toe of slope) through a staking with TRCA staff, as well as a geotechnical assessment.</p>
<b>Sustainability Programs and Policies</b>	
<b>Climate Change</b>	<p>In October 2017, MECP released a guideline under the Ontario environmental assessment legislation directing that all projects going through the EA process, including IEAs, Class EAs, and those governed by EA regulations, must consider impacts to and opportunities for climate change mitigation and adaptation, and consider the vulnerability of projects to climate change. It was further recommended that applicable policies in the 2014 <b>Provincial Policy Statement</b> be addressed, including but not limited to encouraging green infrastructure and strengthening stormwater management requirements; requiring consideration of energy conservation and efficiency, reduced greenhouse gas emissions and climate change adaptation (e.g. tree cover); and consideration of the potential impacts of climate change that may increase the risk associated with natural hazards (e.g. flooding due to severe weather).</p>

	<p>The climate change section of the EA should include recommendations for Green Infrastructure, Sustainable Buildings and Sustainable Construction Practices, as further described below. It is recommended that a <a href="#">completed Sustainable Technologies for Green Building, Green Infrastructure, and Sustainable Energy Design in Evaluation Matrix</a> be included in the EA document.</p>
<b>Sustainable Communities</b>	<p>The TRCA Living City vision is based on a foundation that includes Sustainable Communities. Planning for community sustainability requires the identification of the complex and inter-related social, economic and ecological systems involved; TRCA supports a systems approach to developing integrative and adaptive solutions to improve community sustainability. Key socio-economic systems include: transportation facilities (including trails, sidewalks &amp; multi-use pathways), community greenspaces (including parks), urban forests, cultural heritage resources, and the local economy. For transportation projects, a context sensitive design/solutions framework are encouraged.</p>
<b>PROVINCIAL PROGRAM AREAS</b>	
<b>Clean Water Act and Credit Valley - Toronto &amp; Region - Central Lake Ontario (CTC) Source Protection Plan</b>	<p>The Clean Water Act ensures communities protect their drinking water supplies through prevention by developing collaborative, watershed-based source protection plans that are locally driven and based on science.</p> <p>Please be advised that the subject property appears to fall within the Intake Protection Zone (IPZ), Highly Vulnerable Aquifers (HVA), vulnerable areas under the <a href="#">Credit Valley - Toronto and Region - Central Lake Ontario Source Protection Plan (CTC SPP)</a>. Please confirm that the preferred alternative design for this project conforms with the CTC SPP. Please also consult with the Risk Management Official as copied on this letter.</p> <p>Please note that in accordance with Ontario Regulation 166/06, permits from TRCA may be required for mitigation solutions that are designed to ensure conformity with the CTC SPP.</p>
<b>PROVINCIAL PROGRAM AREAS</b>	
<p>Please contact the Ministry of Natural Resources and Forestry to confirm if there are program interests related to this project for:</p> <ul style="list-style-type: none"> <li>• <b>Areas of Natural and Scientific Interest (ANSI)</b></li> <li>• <b>Provincially Significant Wetlands (PSW)</b></li> <li>• <b>Provincially Endangered Species under the Species at Risk Act (SARA)</b></li> </ul> <p>Please be advised that this list is not inclusive and the onus is on the proponent and its consultants to consult with other provincial agencies, as required, to ensure that requirements of their respective legislation is met.</p>	
<b>FEDERAL PROGRAM AREAS</b>	
<p>Please contact the relevant federal agency to confirm if there are issues related to:</p> <ul style="list-style-type: none"> <li>• <b>Asian Long-horned Beetle Regulated Area</b></li> </ul>	

- Federally Endangered Species under the **Endangered Species Act** (ESA)
- The **Fisheries Act**

Please be advised that this list is not inclusive and the onus is on the proponent and its consultants to consult with other provincial agencies, as required, to ensure that requirements of their respective legislation is met.

### Appendix C: Recommended TRCA Contact Points in the Municipal Class EA Process





**From:** [Kourosh Manouchehri](#)  
**To:** [NPS 20 Don River Relocation](#)  
**Subject:** RE: Enbridge Gas NPS20 Don River Relocation Project (City of Toronto)  
**Date:** Friday, October 29, 2021 9:56:01 AM  
**Attachments:** [~WRD3148.jpg](#)  
[image001.jpg](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

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Hi Laura,

Thank you for the provided information about this project. An application needs to be filled and submitted for the review of this project by TSSA as part of Ontario Pipeline Coordinating Committee. Please fill [Application for Review of Pipeline Project](#) and send it to the email address provided on the form.

If you have any question, please contact me.

Regards,



**Kourosh Manouchehri, P.Eng., PMP | Engineer, Fuels**

Engineering

345 Carlingview Drive

Toronto, Ontario M9W 6N9

Tel: +1 416-734-3539 | Fax: +1 416-231-7525 | E-Mail: [kmanouchehri@tssa.org](mailto:kmanouchehri@tssa.org)

[www.tssa.org](http://www.tssa.org)



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**From:** NPS 20 Don River Relocation <EA-Replacement20@stantec.com>  
**Sent:** October 26, 2021 5:06 PM  
**To:** Kourosh Manouchehri <KManouchehri@tssa.org>  
**Subject:** Enbridge Gas NPS20 Don River Relocation Project (City of Toronto)

**[CAUTION]:** This email originated outside the organisation.  
Please do not click links or open attachments unless you recognise the source of this email and know the content is safe.

Good Afternoon,

I'm writing to notify you of the Nominal Pipe Size 20-inch (NPS 20) Don River Relocation Project (the Project) that is being undertaken by Enbridge Gas.

The existing pipeline currently provides the critical supply of natural gas to the City of Toronto and the relocation of the pipeline is required to facilitate the widening of the Keating Railway Bridge, as

part of Waterfront Toronto's Port Lands Flood Protection Enabling Infrastructure Project. Further information about the Project is provided in your letter, attached.

A Virtual Open House for the Project will be held for two weeks, starting on November 1 and finishing on November 14, at [www.solutions.ca/NPS20DonRiverRelocation](http://www.solutions.ca/NPS20DonRiverRelocation) to gather input.

Please do not hesitate to reach out should you have any questions.

**Laura Hill** M.Env.Sc.  
Environmental Scientist, Project Manager

Phone: 613-784-2256

[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com)

Stantec  
100-300 Hagey Blvd  
Waterloo, ON N2L 0A4



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NPS 20 Don River Relocation Project  
 2021 Correspondence Tracking  
 Indigenous Communities

Comment Number	Stakeholder Group	Stakeholder Representative Name	Method of Communication	Date of Communication	Summary of Communication	Date of Response	Summary of Response
1	Mississaugas of New Credit	Mark Laforme	Email Sent	10/8/2021	Enbridge (Kevin Berube) provided a Project Notification Letter.	N/A	N/A
2	Mississaugas of New Credit	Mark Laforme	Email Sent	10/25/2021	Enbridge (Kevin Berube) provided a Notice of Commencement/Virtual Open House.	10/25/2021	MCFN (Fawn Sault) replied and requested to be copied on correspondence.

Comment Number	Stakeholder Group	Stakeholder Representative Name	Method of Communication	Date of Communication	Summary of Communication	Date of Response	Summary of Response
<b>Notice of Study Commencement and Virtual Open House Sent - October 25 and 26, 2021</b>							
1	Toronto Region Conservation Authority	W. Beth Williston	Email Received	10/26/2021	Indicated that the TRCA Planner contact will be Nathan Jenkins.	N/A	Not Required.
2	MetroInx	Mirjana Osojnicky	Email Received	10/26/2021	Noted that MetroInx will provide information on their projects in the area.	11/27/2021	Stantec replied indicating that receiving the information in the upcoming weeks would be helpful for the Environmental Report and outlined the specific information that would be most useful.
3	Environment and Climate Change Canada	Wesley Plant	Email Received	10/27/2021	Asked if any of the Project will occur on federal lands.	11/2/2021	Stantec replied stating that the Project will not occur on federal land.
4	Ministry of Environment, Conservation and Parks	Grace Donnelly	Email Received	10/28/2021	MECP provided information on the Clean Water Act and a map of hydrological sensitivities in proximity to the Study Area.	N/A	Not Required.
5	Technical Standards and Safety Authority	Kourosh Manouchehri	Email Received	10/29/2021	Noted that an application needs to be filled and submitted for the review of this project by TSSA as part of Ontario Pipeline Coordinating Committee.	N/A	Not Required.
6	Toronto Fire Services	Terry Bruining	Email Received	11/3/2021	Noted that the preliminary preferred route appears to be the least impactful option. Requested that the Toronto Fire Service continue to be informed.	11/17/2021	Thanked them for their response.
7	Toronto Region Conservation Authority	Nathan Jenkins	Email Received	11/11/2021	TRCA indicated they are reviewing the Notice of Study Commencement and Virtual Open House information and will provide comments in the near future.	11/17/2021	Thanked them for their response.
8	Toronto Region Conservation Authority	Nathan Jenkins	Email Received	11/18/2021	TRCA provided a letter outlining their interests in the area of the Project.		<i>response in progress</i>
9	Ministry of Heritage, Sport, Tourism and Culture Industries	Laura Hatcher	Email Received	11/24/2021	MHSTCI provided a letter outlining their expectations that a Stage 1 Archaeological Assessment be completed during the planning phase, and assessment of Built Heritage Resources and Cultural Heritage Landscapes.	N/A	Not Required.

Comment Number	Stakeholder Group	Stakeholder Representative Name	Method of Communication	Date of Communication	Summary of Communication	Date of Response	Summary of Response
1	Landowner	█ (last name not provided)	Voicemail Received	11/8/2021	Lives near River Street in Toronto. She thought the project was part of the Metrolinx project that they have recently received information about, and that there are a lot of protests about. Concern for railway being at ground level near her house.	11/10/2021	Returned voicemail and explained location of the preliminary preferred route and let her know this project is to relocate the existing pipe due to the widening of the Keating Railway Bridge as part of Waterfront Toronto. The preferred route is not near her home. She was directed to the virtual open house so that she can view in-detail information about the project. She seemed satisfied and had no further questions or comments.

Comment Number	Stakeholder Group	Stakeholder Representative Name	Method of Communication	Date of Communication	Summary of Communication	Date of Response	Summary of Response
<b>Notice of Study Commencement and Virtual Open House Sent - October 25 and 26, 2021</b>							
1	Surrounding Landowner	██████████	Questionnaire Received	11/6/2021	Questioned the need for the project. Asked whether the project negatively impacts Canada's climate change commitments. Asked how methane leaks are handled. Asked how the Enbridge Line 3 pipeline respected Indigenous Rights.	12/6/2021	Stantec responded clarifying that the Project will not add natural gas capacity, provided safety and monitoring protocols, and provided information about the Line 3 project consultation program.
2	Surrounding Landowner	██████████	Questionnaire Received	11/14/2021	Questioned the need for alternative route options, why the alternatives were routed past schools, houses and parks and indicated insufficient information was provided on the impacts of alternative routes. Asked if the pipeline was safe. Asked why an in-person open house was not held.	12/6/2021	Stantec responded providing information on the route selection and consultation program, pipeline safety and the rationale for selecting a virtual open house format.
3	Community Group	West Don Lands Committee	Questionnaire Received	11/14/2021	Supportive of the preliminary preferred route as it minimizes impacts. Would like coordination between other construction activities, and for construction to occur during daylight hours. Noted potential impacts of both preliminary preferred route and alternative routes. Requested ongoing updates of project progress.	12/6/2021	Stantec provided information on how to receiving on-going project updates.

## NPS 20 Don River Relocation Project Virtual Open House Questionnaire

Thank you for attending the NPS 20 Don River Relocation Project Virtual Open House! We hope the session was informative and we would appreciate your comments and feedback. If you require any assistance or clarification while completing the questionnaire, please send an email to [EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com) or call (613) 784-2256 and leave a detailed message. If you have a question that requires a response, please fill out the **Contact Information** section at the end of this form and a representative will respond as soon as possible.

Please complete this questionnaire by **November 14, 2021**, to be considered as part of the Environmental Report submitted to the Ontario Energy Board. Your feedback is important and will also be considered during the planning and permitting stages of the Project.

**1. What is your interest in this project?**

- Directly affected landowner
- Business owner
- Surrounding landowner
- Interested citizen
- Member of interest group
- Government official
- Other: \_\_\_\_\_

**2. What is your view of the proposed project?**

I find your presentation and map fails to explain anything about why the alternative routes through densely populated areas are necessary. It also fails to communicate how much disruption a route along Queen or River, for example, will cause.

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**3. Please indicate if the project will have any potential impacts to you, your property, or your business that you would like addressed (i.e., access, noise, dust, traffic, etc.).**

Alternative routes will cause noise and traffic disruptions. Are these pipelines safe?

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**4. Please identify any features along the Preliminary Preferred Route or Alternative Routes that you feel are important to consider during the environmental study.**

Why are so many alternative routes so close to housing, parks and schools?

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## NPS 20 Don River Relocation Project Virtual Open House Questionnaire

5. **Were you provided with an adequate understanding of the Project, the Environmental Assessment, and the Ontario Energy Board (OEB) review / approval process?**

Yes

No

6. **Do you require additional information about the process? Please note below:**  
Why wasn't a live meeting held where residents could ask questions? This method of information sharing limits interaction with the residents affected.

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7. **Did the content provided in the Virtual Open House meet your needs?**  
No.

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8. **How did you hear about the Virtual Open House? Check all that apply:**

Newspaper Advertisement

Project Notification Letter

Social Media Post (i.e., Facebook)

Word of Mouth

9. **Do you have any questions or comments about this project not addressed above that you would like to bring to our attention?**

Please have in person meetings for future information sharing. Please explain why the alternative routes run through heavily populated areas.

This form is poorly designed. The process for submitting it is onerous. As I mentioned above, why is community feedback so difficult?

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## NPS 20 Don River Relocation Project Virtual Open House Questionnaire

Thank you for completing this questionnaire. If you would like to be informed of project updates, please provide us with your full contact information. If you have a question about the project that has not been addressed or for which you would like more information, please email us at:

[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com) or dial (613) 784-2256 and leave a detailed message.

Contact Information	
Name:	_____
Address:	█ _____, Toronto, M5A 4T2
Email:	██████████@gmail.com (██████████)
Phone:	(██████████) _____

*Information will be collected and used in accordance with the Freedom of Information and Protection of Privacy Act. This information will be used to assist Enbridge Gas Inc. in meeting applicable approval requirements. This material will be maintained on file for use during the study and may be included in project documentation. Unless indicated otherwise, personal information and all comments will become part of the public record and may be publicly released as part of project documentation.*

## NPS 20 Don River Relocation Project Virtual Open House Questionnaire

Thank you for attending the NPS 20 Don River Relocation Project Virtual Open House! We hope the session was informative and we would appreciate your comments and feedback. If you require any assistance or clarification while completing the questionnaire, please send an email to [EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com) or call (613) 784-2256 and leave a detailed message. If you have a question that requires a response, please fill out the **Contact Information** section at the end of this form and a representative will respond as soon as possible.

Please complete this questionnaire by **November 14, 2021**, to be considered as part of the Environmental Report submitted to the Ontario Energy Board. Your feedback is important and will also be considered during the planning and permitting stages of the Project.

**1. What is your interest in this project?**

- Directly affected landowner
- Business owner
- Surrounding landowner
- Interested citizen
- Member of interest group
- Government official
- Other: \_\_\_\_\_

**2. What is your view of the proposed project?**

Is this a necessary project? In accordance with the Paris Accord, and now COP26, shouldn't we be moving away from natural gas towards cleaner energy.

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**3. Please indicate if the project will have any potential impacts to you, your property, or your business that you would like addressed (i.e., access, noise, dust, traffic, etc.).**

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**4. Please identify any features along the Preliminary Preferred Route or Alternative Routes that you feel are important to consider during the environmental study.**

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## NPS 20 Don River Relocation Project Virtual Open House Questionnaire

5. Were you provided with an adequate understanding of the Project, the Environmental Assessment, and the Ontario Energy Board (OEB) review / approval process?

Yes

No

6. Do you require additional information about the process? Please note below:

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7. Did the content provided in the Virtual Open House meet your needs?

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8. How did you hear about the Virtual Open House? Check all that apply:

Newspaper Advertisement

Project Notification Letter

Social Media Post (i.e., Facebook)

Word of Mouth

9. Do you have any questions or comments about this project not addressed above that you would like to bring to our attention?

Does this natural gas pipeline harm our chances of achieving net-zero emissions by 2050 and staying within 1.5C of warming? Is there an alternative source of cleaner energy we can use instead of natural gas? How are methane leaks prevented and managed? Enbridge talks about respecting indigenous land rights and listening to their concerns, but the construction and brutal policing of Line 3 in Minnesota contradict such claims. Please explain how Line 3 respected Indigenous rights?

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## NPS 20 Don River Relocation Project Virtual Open House Questionnaire

Thank you for completing this questionnaire. If you would like to be informed of project updates, please provide us with your full contact information. If you have a question about the project that has not been addressed or for which you would like more information, please email us at:

[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com) or dial (613) 784-2256 and leave a detailed message.

Contact Information	
Name:	<input type="text"/>
Address:	<input type="text"/>
Email:	<input type="text"/>
Phone:	<input type="text"/>

*Information will be collected and used in accordance with the Freedom of Information and Protection of Privacy Act. This information will be used to assist Enbridge Gas Inc. in meeting applicable approval requirements. This material will be maintained on file for use during the study and may be included in project documentation. Unless indicated otherwise, personal information and all comments will become part of the public record and may be publicly released as part of project documentation.*

## NPS 20 Don River Relocation Project Virtual Open House Questionnaire

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Please complete this questionnaire by **November 14, 2021**, to be considered as part of the Environmental Report submitted to the Ontario Energy Board. Your feedback is important and will also be considered during the planning and permitting stages of the Project.

### 1. What is your interest in this project?

- Directly affected landowner
- Business owner
- Surrounding landowner
- Interested citizen
- Member of interest group
- Government official
- Other: Our organization, the West Don Lands Committee, represents

### 2. What is your view of the proposed project?

We are relieved and gratified that the new preferred option is located along the bridges that are being rebuilt over the Don River. This route places the project in an area that is being rebuilt for other reasons. This choice will minimize the additional impact of the project on our community and rationalize the sensitive gas line infrastructure alongside other heavy infrastructure. The alternate routing along laneways, residential streets and near heavily-trafficked businesses and recreation destinations is unacceptable. It is ill-advised to anticipate the construction disturbance and long-term potential disruption in these sensitive locations. The preferred routing across the

### 3. Please indicate if the project will have any potential impacts to you, your property, or your business that you would like addressed (i.e., access, noise, dust, traffic, etc.).

The project as anticipated along the preferred route will, no doubt, create some disruption with potential noise, dust and traffic nuisances and disrupted mobility along the roads and multi-use trail at the foot of the Don. The project must be coordinated, as you seem to be doing, with other disruptive construction. Every effort must be made to minimize disruption and schedule it during normal daylight hours. Open communication with local residents, businesses, and institutions is imperative. This is what we have come to expect in our community where construction is commonplace.

### 4. Please identify any features along the Preliminary Preferred Route or Alternative Routes that you feel are important to consider during the environmental study.

Preferred route: The Don River and its natural features and wildlife movements; the roads; the Lower Don and Lake Shore multi-use trail and bridge. The Alternative route: As noted, this runs past numerous sensitive uses. Some like parks and the Distillery District are noted on your map. The local laneways and streets such as Trolley, Rolling Mills, Palace, Tannery, pass through housing which, to a significant degree, serves equity-seeking communities who are mobility-challenged and/or otherwise underprivileged. Disruptions in these neighbourhoods would intensify life-challenges and

## NPS 20 Don River Relocation Project Virtual Open House Questionnaire

5. **Were you provided with an adequate understanding of the Project, the Environmental Assessment, and the Ontario Energy Board (OEB) review / approval process?**

Yes

No

6. **Do you require additional information about the process? Please note below:**

We require notification of the outcome of approval steps. At this point we anticipate that communication of construction timing and potential disruption will be what is required, assuming that the preferred option is chosen. Open, ongoing notification efforts through the city councillors' offices, our WDLCommittee, BIAs, Distillery District, neighbourhood residents' associations, condo associations, the YMCA and GB College are expected.

7. **Did the content provided in the Virtual Open House meet your needs?**

Yes.

8. **How did you hear about the Virtual Open House? Check all that apply:**

Newspaper Advertisement

Project Notification Letter

Social Media Post (i.e., Facebook)

Word of Mouth

9. **Do you have any questions or comments about this project not addressed above that you would like to bring to our attention?**

No.

## NPS 20 Don River Relocation Project Virtual Open House Questionnaire

Thank you for completing this questionnaire. If you would like to be informed of project updates, please provide us with your full contact information. If you have a question about the project that has not been addressed or for which you would like more information, please email us at:

[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com) or dial (613) 784-2256 and leave a detailed message.

Contact Information	
Name:	_____
Address:	_____
Email:	_____@gmail.com
Phone:	_____

*Information will be collected and used in accordance with the Freedom of Information and Protection of Privacy Act. This information will be used to assist Enbridge Gas Inc. in meeting applicable approval requirements. This material will be maintained on file for use during the study and may be included in project documentation. Unless indicated otherwise, personal information and all comments will become part of the public record and may be publicly released as part of project documentation.*



# West Don Lands Committee

Citizens for the Old Town

November 14, 2021

Corktown Residents & Business Association

Distillery Historic District

By Email: [EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com)

Dixon Hall

Enoch Turner Schoolhouse Foundation

Friends of Corktown Common

Goederham & Worts Neighbourhood Association

Little Trinity Anglican Church

St. Lawrence Market Neighbourhood BIA

**Re.: NPS 20 Don River Relocation Project**

St. Lawrence Neighbourhood Association

**Questionnaire Responses:**

Q1. What is your interest in this project?

Our organization, the West Don Lands Committee, represents businesses, landowners, residents and interest groups (noted above) in immediate proximity to the project.

Q2. What is your view of the proposed project?

We are relieved and gratified that the new preferred option is located along the bridges that are being rebuilt over the Don River. This route places the project in an area that is being rebuilt for other reasons. This choice will minimize the additional impact of the project on our community and rationalize the sensitive gas line infrastructure alongside other heavy infrastructure. The alternate routing along laneways, residential streets and near heavily-trafficked businesses and recreation destinations is unacceptable. It is ill-advised to anticipate the construction disturbance and long-term potential disruption in these sensitive locations. The preferred routing across the reconstructed Don River bridges - temporary and permanent - is far preferable.

Q3. Please indicate if the project will have any potential impacts to you, your property, or your business that you would like addressed (i.e., access, noise, dust, traffic, etc.).

The project as anticipated along the preferred route will, no doubt, create some disruption with potential noise, dust and traffic nuisances and disrupted mobility along the roads and multi-use trail at the foot of the Don. The project must be coordinated, as you seem to be doing, with other disruptive construction. Every effort must be made to minimize disruption and schedule it during normal daylight hours. Open communication with local residents, businesses, and institutions is imperative. This is what we have come to expect in our community where construction is commonplace. The Alternative route would require the destruction and replacement of public realm improvements such as specialized street paving, that is less than a decade old.

Q4. Please identify any features along the Preliminary Preferred Route or Alternative Routes that you feel are important to consider during the environmental study.

Preferred route: The Don River and its natural features and wildlife movements; the roads; the Lower Don

and Lake Shore multi-use trail and bridge.

The Alternative route: As noted, this runs past numerous sensitive uses. Some like parks and the Distillery District are noted on your map. The local lanes and streets such as Trolley, Rolling Mills, Palace, Tannery, pass through housing which, to a significant degree, serves equity-seeking communities who are mobility-challenged and/or otherwise underprivileged. Disruptions in these neighbourhoods would intensify life-challenges and alienation among these communities. To repeat ourselves, the alternative route is simply unacceptable to us.

Q5. Were you provided with an adequate understanding of the Project, the Environmental Assessment, and the Ontario Energy Board (OEB) review / approval process?

Yes

Q6. Do you require additional information about the process? Please note below:

We require notification of the outcome of approval steps. At this point we anticipate that communication of construction timing and potential disruption will be what is required, assuming that the preferred option is chosen. Open, ongoing notification efforts through the city councillors' offices, our WDLCommittee, BIAs, Distillery District, neighbourhood residents' associations, condo associations, the YMCA and GB College are expected.

Q7. How did you hear about the Virtual Open House? Check all that apply:

Project Notification Letter

Q8. Do you have any questions or comments about this project not addressed above that you would like to bring to our attention?

No

Yours truly,

[Redacted signature]

[Redacted signature]

[Redacted name]

Co-Chair

[Redacted email] [@gmail.com](mailto:[Redacted]@gmail.com)

[Redacted name]

Co-Chair

[Redacted email] [@gmail.com](mailto:[Redacted]@gmail.com)

**From:** [NPS 20 Don River Relocation](#)  
**To:** [REDACTED]  
**Cc:** [NPS 20 Don River Relocation](#)  
**Bcc:** [Tanya Turk](#)  
**Subject:** RE: Feedback on Don River Relocation Project  
**Date:** Monday, December 6, 2021 10:20:00 AM  
**Attachments:** [frm\\_160951293\\_voh\\_ques \[REDACTED\].pdf](#)

---

Good morning,

Thank you taking the time to attend Enbridge's Virtual Open House for the NPS 20 Don River Relocation Project (the Project). We appreciated receiving your comments via the completed questionnaire (attached for your reference).

Enbridge Gas collaborated with stakeholders to identify both the temporary and permanent relocation routes that were determined to be the most efficient, cost effective and environmentally sound. This included consultation with municipalities, landowners, residents, government agencies, the general public and our long-standing practice of meaningful engagement with Indigenous communities.

Enbridge Gas identified the preferred route to run primarily within Waterfront Toronto's construction zone and will make every attempt to minimize disruption to residents. Feedback gathered through the public consultation, along with other technical considerations, will be used to confirm the preferred route for relocation of this pipeline.

The Don River pipeline is an existing pipeline located in a densely populated urban area of Toronto and currently delivers a significant supply of natural gas to both residential and commercial customers in the area. The Don River pipeline will not add capacity for increased natural gas delivery. It is a relocation project only to facilitate Waterfront Toronto's Port Lands Flood Protection Enabling Infrastructure Project. As part of the relocation process, the pipeline will be moved to a temporary location to ensure there is no disruption in natural gas service to customers while the permanent location is being prepared.

Enbridge Gas has been bringing safe, reliable natural gas to homes and businesses for more than 170 years. Safety is a top priority for Enbridge Gas and the pipeline will be relocated and continue to be operated in compliance with all provincial safety requirements for pipeline design and operation.

The virtual information session, which occurred from November 1 to 14, 2021, provided an opportunity for stakeholders such as Indigenous communities, municipalities, landowners, residents, government agencies and any other interested party to learn more about the project and become involved in the planning process to ensure their input is collected and considered as part of the environmental study. Anyone who was unable to attend the virtual information session and would like to provide input, is asked to contact [EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com).

Enbridge Gas is always inclusive, transparent and accountable in its consultation process; reaching out to all who may be interested, providing access to information—both initially and as the project progresses—and explaining how stakeholder feedback was incorporated into the decision-making process to determine the route and other key criteria. Project updates will be posted to: [www.enbridgegas.com/donriver](http://www.enbridgegas.com/donriver).

While there are increased vaccination rates across Ontario, the threat of the highly transmissible Delta variant requires diligently following public health guidelines to keep ourselves, each other, and our communities safe.

Enbridge Gas has instituted COVID-19 protocols and procedures to reflect our safety value, and these have proven highly effective. However, while Enbridge Gas can ensure its team members are following these protocols, they cannot do the same in a public forum, and thus decided that a virtual forum was best.

Regards,

**Laura Hill** M.Env.Sc.  
Environmental Scientist, Project Manager

Phone: 613-784-2256

[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com)



---

**From:** [REDACTED]  
**Sent:** Sunday, November 14, 2021 5:23 PM  
**To:** NPS 20 Don River Relocation <EA-Replacement20@stantec.com>  
**Subject:** Feedback on Don River Relocation Project

Sent from my iPad

**From:** [NPS 20 Don River Relocation](#)  
**To:** [REDACTED]@tutanota.com  
**Cc:** [NPS 20 Don River Relocation](#)  
**Bcc:** [Tanya Turk](#)  
**Subject:** RE: Enbridge Don River Gas Pipeline  
**Date:** Monday, December 6, 2021 10:10:00 AM  
**Attachments:** [frm\\_160951293\\_voh\\_ques\[REDACTED\].pdf](#)

---

Good Morning,

Thank you taking the time to attend Enbridge's Virtual Open House for the NPS 20 Don River Relocation Project (the Project). We appreciated receiving your comments via the completed questionnaire (attached for your reference).

The Don River pipeline is an existing pipeline located in a densely populated urban area of Toronto and currently delivers a significant supply of natural gas to both residential and commercial customers in the area. The Project will not add capacity for increased natural gas delivery. The Project is required to facilitate Waterfront Toronto's Port Lands Flood Protection Enabling Infrastructure Project. As part of the relocation process, the pipeline will be moved to a temporary location to ensure there is no disruption in natural gas service to customers while the permanent location is being prepared.

Enbridge Gas has been bringing safe, reliable natural gas to homes and businesses for over 170 years. Public safety is top priority. Enbridge Gas pipelines are designed to meet rigorous safety standards and an extensive pipeline integrity management program ensures that once installed, the pipelines remain in safe operating condition. Enbridge Gas pipelines are regularly tested for leaks, corrosion protection, proper operation of safety equipment and are regularly patrolled via aircraft or foot patrols. System Control and Data Acquisition systems are used to remotely monitor and control the system 24 hours a day, 365 days a year. Any potentially unsafe conditions can be identified and responded to quickly. These systems are staffed with live operators at all times, with field crews available to be dispatched at all times.

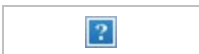
Enbridge Gas is also committed to relationships with Indigenous communities based on trust and to ensuring treaty rights and land acknowledgements are recognized and respected in any project they initiate. The Don River pipeline relocation is a unique project that calls for the relocation of an existing pipeline due to Waterfront Toronto's Port Lands Flood Protection Enabling Infrastructure project, and Enbridge is working primarily within their construction framework. While Enbridge did consult their Indigenous stakeholders, the relocation project is not expected to interfere with or involve land treaties. Line 3, on the other hand, was a major replacement project that was developed and executed with the most state-of-the-art approach to design, construction and environmental management including input from 71 public comment regulatory meetings and more than 3,500 community engagement meetings over six years to collect public feedback and ensure Indigenous rights and land were respected throughout the project. In addition, more than 1,500 Indigenous Peoples worked on replacing Line 3 in the U.S. and Canada, specifically in Minnesota where Native Americans made up seven percent of the Line 3 workforce.

Thank you again for taking the time to provide your input. Your comments will be included in the Environmental Report being prepared for the project.

Regards,

**Laura Hill** M.Env.Sc.  
Environmental Scientist, Project Manager

Phone: 613-784-2256  
[EA-Replacement20@stantec.com](mailto:EA-Replacement20@stantec.com)



---

**From:** [REDACTED]@tutanota.com <[REDACTED]@tutanota.com>

**Sent:** Saturday, November 6, 2021 2:54 PM

**To:** NPS 20 Don River Relocation <EA-Replacement20@stantec.com>

**Subject:** Enbridge Don River Gas Pipeline

Hello,

Please see attached questionnaire directed at Enbridge by a concerned land owner.

Regards,

[REDACTED]



<[REDACTED]@rethinkstreets.ca>; [REDACTED] <[REDACTED]@sympatico.ca>

**Subject:** Proposed NPS 20 Don River Relocation Project - questionnaire

Please find attached the questionnaire with responses from the West Don Lands Committee. I have attached the pdf (completed) and the responses in a Word file for clarity, since some of our responses do not fit conveniently on the pdf form.

Thank you.

[REDACTED]  
Co-Chair, West Don Lands Committee  
416-432-2544 (direct)

~~~ ><((((+> ><((((=> ><((((°> ~~~



# APPENDIX C

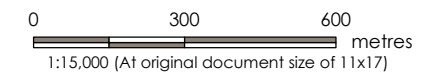
## Existing Conditions Figure



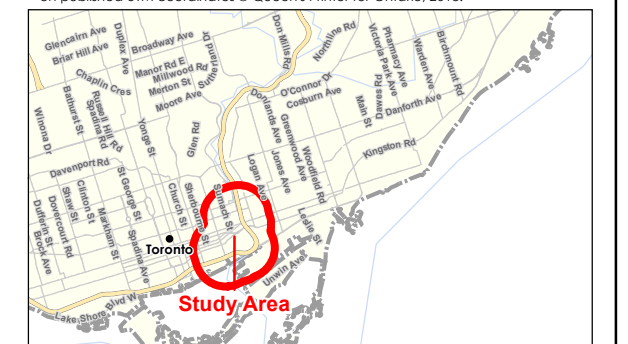


Legend

- |                                       |                                               |
|---------------------------------------|-----------------------------------------------|
| <b>Enbridge Gas Features</b>          | ▲ Petroleum Wells                             |
| ■ Preliminary Preferred Route         | ● Recreation                                  |
| — Existing Pipeline                   | ● MOECC WWR Location                          |
| — Alternative 1                       | — Hydro Line                                  |
| — Alternative 2                       | — Railway - Operational                       |
| — Alternative 3                       | ■ Unevaluated Wetland (per OWES)              |
| — Alternative 3A                      | — Watercourse                                 |
| — Alternative 3B                      | <b>Aquatic Resource Area - Thermal Regime</b> |
| — Alternate Tie in Location 1         | ■ Warm Water                                  |
| — Alternate Tie in Point 2            | <b>Stantec Field Observed Features</b>        |
| — Alternate Tie in Point 3            | ● Historic Site                               |
| ■ Alternate Feeder Station Location A | ● Recreation                                  |
| ■ Alternate Feeder Station Location B | ● Slope                                       |
| ■ Existing Station                    | ● Transit                                     |
| ■ Study Area                          | ● Utility                                     |
| <b>Base / Environmental Features</b>  | ● Water Well                                  |
| ▲ Hazardous Waste                     | ▲ Wetland                                     |
| ■ Health Care                         | ■ Cemetery                                    |
| ● Historic Site                       | ■ Hospital Helipoint                          |
| ■ Landfill - Closed                   | ■ Recreation (CanVEC)                         |



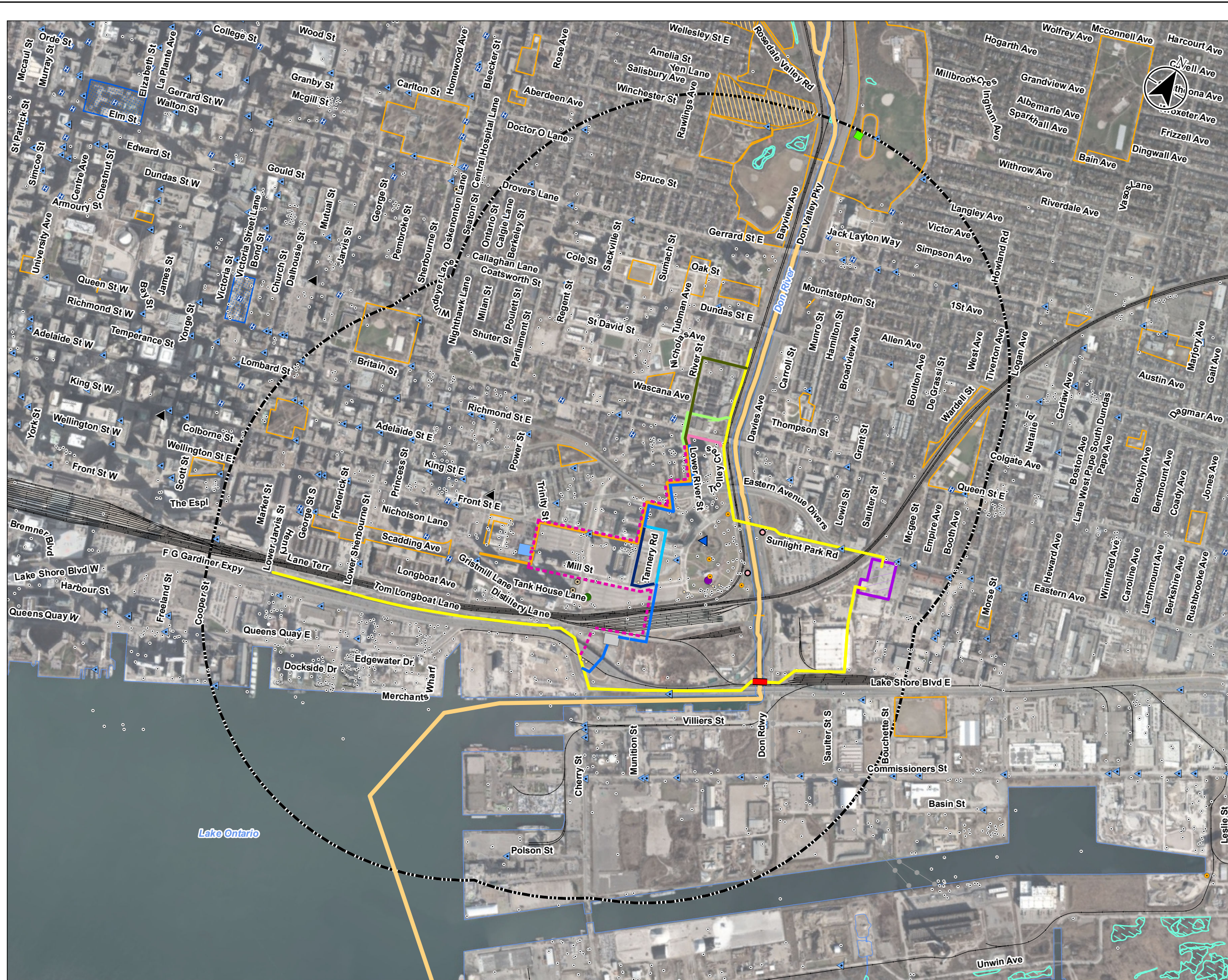
- Notes**
1. Coordinate System: NAD 1983 UTM Zone 17N
  2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2018. CanVEC, 2018. Ministry of Health, 2018. Ministry of Environment and Climate Change, 2018.
  3. Orthoimagery © First Base Solutions, 2018. Imagery Date, 2017.
  4. MOECC Water well locations are approximate and have been positioned based on published UTM coordinates © Queen's Printer for Ontario, 2018.



Project Location: City of Toronto  
 Prepared by SPE on 2021-11-19  
 Technical Review by BCC on 2018-04-24

Client/Project: ENBRIDGE GAS DISTRIBUTION INC.  
 PROPOSED DON RIVER 20 INCH  
 NATURAL GAS PIPELINE REPLACEMENT

Figure No.: **C-1**  
 Title: **Natural Environment and Socio-Economic Features**





# APPENDIX D

## Environmental Alignment Sheets





# **APPENDIX E**

## **Archaeological Assessments and MHSTCI Criteria for Evaluating Potential for Built Heritage Resources and Cultural Landscapes**



**Stage 1 Archaeological Assessment:  
NPS 20 Don River Replacement Supply  
Project EA, City of Toronto, Ontario**

Part of Lots 1, 2 and 16,  
Concession 1 from the Bay,  
Geographic Township of York,  
former York County, now City of  
Toronto, Ontario

Prepared for:  
Enbridge Gas Distribution Inc.  
101 Honda Boulevard  
Markham, ON L6C 0M6  
Tel: 905-927-3176  
Fax: 905-927-3293

Prepared by:  
Stantec Consulting Ltd.  
300W-675 Cochrane Drive  
Markham ON L3R 0B8

Licensee: Thanos Webb, MA  
Licence Number: P400  
PIF Number: P400-0125-2018  
Project Number: 160951037

**ORIGINAL REPORT**

July 29, 2020

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**STAGE 1 ARCHAEOLOGICAL ASSESSMENT:  
NPS 20 DON RIVER REPLACEMENT SUPPLY PROJECT EA, CITY OF TORONTO, ONTARIO**

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## **Executive Summary**

Stantec Consulting Ltd. (Stantec) was retained by Enbridge Gas Distribution Inc. (Enbridge) to conduct a Stage 1 archaeological assessment in advance of the proposed NPS 20 Don River Replacement (the Project). The Project will abandon and replace the existing natural gas vital main pipeline. The pipeline segment is a 1.1 kilometre section of nominal pipe size (NPS) 20 (20 inch or 50.8 centimetre) High Pressure (HP) and Extra High Pressure (XHP) steel natural gas main. The first portion of the current NPS 20 pipeline to be replaced is located on Lakeshore Boulevard East and runs from Parliament Street east for 211 metres. A second portion of the existing pipeline to be replaced is located on Bayview Avenue between Dundas Street East and Eastern Avenue. Enbridge has identified one preferred route, two alternative routes, and two alternative tie-in point (Figures 1 and 2). All routes follow existing streets except a portion of Alternatives 2 and 3, south of Tannery Road, where the routes cross a parking lot then tunnel under the railway (municipal property) to a service road. The preferred route (Alternative 1) includes a new Feeder Station (Location A) and Alternative Route 3 also includes a new Feeder Station (Location B) location on the west side of the service road. The Stage 1 archaeological assessment was completed during the preliminary planning and design phase for an Environmental Assessment in accordance with the provisions of the *Ontario Heritage Act* (Government of Ontario 1990c) and the requirements of Section 4.3.4 of the Ontario Energy Board's (OEB) *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario* (OEB 2011) for the Project under the *Ontario Environmental Assessment Act* (Government of Ontario 1990a)

The project area for the Stage 1 archaeological assessment consists of all three routes plus an additional 10 metre buffer to accommodate any subsequently proposed designs along the entire lengths of the three routes. Presently, the project design is only preliminary.

The Stage 1 archaeological assessment was carried out in accordance with the provisions of the *Ontario Heritage Act* (Government of Ontario 1990c) and the requirements of Section 4.3.4 of the Ontario Energy Board's (OEB) *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario* (OEB 2011).

The Stage 1 archaeological assessment, including a property inspection, has determined that most of the project area retains low to no archaeological potential for the identification of archaeological resources, and these areas have been extensively disturbed by modern construction activities. Thus, in accordance with Section 1.3.2 and Section 7.7.4 of the *MTCS' 2011 Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), **a Stage 2 archaeological assessment is not required for any portion of the Project's anticipated construction which impacts an area of low to no archaeological potential.**

A small portion of the project area retains archaeological potential as documented in a previous archaeological assessment by ASI in 2017. A program of archaeological monitoring is

**STAGE 1 ARCHAEOLOGICAL ASSESSMENT:  
NPS 20 DON RIVER REPLACEMENT SUPPLY PROJECT EA, CITY OF TORONTO, ONTARIO**

recommended in this area in order to document any remains of the 1870 Don Breakwater and the circa 1880 Toronto Dry Dock (Figure 7; ASI 2017:11). ASI's recommendations state:

During preliminary site work the site should be visited on a regular basis to inspect the progress of the initial removals/testing, etc. When bulk excavation approaches an elevation of approximately 76 metres above sea level, the presence of a monitoring archaeologist on site should be of sufficient frequency and duration ... [so that] any remains of the breakwater and dry dock or any contemporary superstructures that may be present are documented through photography and the preparation of measured drawings. In the absence of an archaeological monitor on site, any potentially significant archaeological resource that may be encountered during excavations anywhere on the subject property should be preserved intact to allow the archaeologist to record its salient attributes or carry out whatever other form of mitigation is appropriate. Any physical remains of the National Iron Works, Toronto Iron Works, and British American Oil complexes that may survive within the project area are not regarded as archaeological resources.

(ASI 2017:11-12)

In accordance with Section 1.3.1, Section 2.1.7, and Section 7.7.4 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), **Stage 2 archaeological monitoring is required for any portion of the Project's anticipated construction which impacts an area of archaeological potential (Figure 7).**

The MTCS is asked to review the results presented and to accept this report into the Ontario Public Register of Archaeological Reports.

*The Executive Summary highlights key points from the report only; for complete information and findings, the reader should examine the complete report.*

**STAGE 1 ARCHAEOLOGICAL ASSESSMENT:  
NPS 20 DON RIVER REPLACEMENT SUPPLY PROJECT EA, CITY OF TORONTO, ONTARIO**

## **Project Personnel**

|                         |                                     |
|-------------------------|-------------------------------------|
| Licensed Archaeologist: | Thanos Webb, MA (P400)              |
| Project Manager:        | Rooly Georgopoulos, B.Sc.           |
| Archaeology Lead:       | Thanos Webb, MA (P400)              |
| Field Director:         | Thanos Webb, MA (P400)              |
| Report Writer:          | Thanos Webb, MA (P400)              |
| GIS Specialist:         | Sean Earles, BGIS                   |
| Quality Review:         | Jeffrey Muir, BA, CAHP (R304)       |
| Independent Review:     | Tracie Carmichael, BA, B.Ed. (R140) |

## **Acknowledgements**

|                                         |                                                                                                                           |
|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| Proponent Contact:                      | Kelsey Mills, Enbridge Gas Distribution                                                                                   |
| Ministry of Tourism, Culture and Sport: | Robert von Bitter, Archaeological Sites Database<br>Coordinator<br>Sarah Gletnak, Archaeology Administrative<br>Assistant |

# STAGE 1 ARCHAEOLOGICAL ASSESSMENT: NPS 20 DON RIVER REPLACEMENT SUPPLY PROJECT EA, CITY OF TORONTO, ONTARIO

Project Context  
July 29, 2020

## 1.0 PROJECT CONTEXT

### 1.1 DEVELOPMENT CONTEXT

Stantec Consulting Ltd. (Stantec) was retained by Enbridge Gas Distribution Inc. (Enbridge) to conduct a Stage 1 archaeological assessment in advance of the proposed NPS 20 Don River Replacement (the Project). The Project will abandon and replace the existing natural gas vital main pipeline. The pipeline segment is a 1.1 kilometre section of nominal pipe size (NPS) 20 (20 inch or 50.8 centimetre) High Pressure (HP) and Extra High Pressure (XHP) steel natural gas main. The first portion of the current NPS 20 pipeline to be replaced is located on Lakeshore Boulevard East and runs from Parliament Street east for 211 metres. A second portion of the existing pipeline to be replaced is located on Bayview Avenue between Dundas Street East and Eastern Avenue. Enbridge has identified one preferred route, two alternative routes, and two alternative tie-in point (Figures 1 and 2). All routes follow existing streets except a portion of Alternatives 2 and 3, south of Tannery Road, where the routes cross a parking lot then tunnel under the railway (municipal property) to a service road (Figure 2). The preferred route (Alternative 1) includes a new Feeder Station (Location A) and Alternative Route 3 also includes a new Feeder Station (Location B) location on the west side of the service road (Figure 2). The Stage 1 archaeological assessment was completed during the preliminary planning and design phase for an Environmental Assessment in accordance with the provisions of the *Ontario Heritage Act* (Government of Ontario 1990c) and the requirements of Section 4.3.4 of the Ontario Energy Board's (OEB) *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario* (OEB 2011) for the Project under the *Ontario Environmental Assessment Act* (Government of Ontario 1990a)

The project area for the Stage 1 archaeological assessment consists of all three routes plus an additional 10 metre buffer to accommodate any subsequently proposed designs along the entire lengths of the three routes (Figure 2). Presently, the project design is only preliminary.

The Stage 1 archaeological assessment was carried out in accordance with the provisions of the *Ontario Heritage Act* (Government of Ontario 1990c) and the requirements of Section 4.3.4 of the Ontario Energy Board's (OEB) *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario* (OEB 2011).

#### 1.1.1 Objectives

The objectives of the Stage 1 assessment are to compile available information about the known and potential archaeological resources within the project area and to provide specific direction for the protection, management and/or recovery of these resources. In compliance with the provincial standards and guidelines set out in the Ministry of Tourism, Culture and Sport's (MTCS) 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), the objectives of the Stage 1 Archaeological Overview/Background Study are as follows:

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- To provide information about the project area's geography, history, previous archaeological fieldwork, and current land conditions;
- To evaluate in detail the project area's archaeological potential which will support recommendations for Stage 2 survey for all or parts of the property; and
- To recommend appropriate strategies for Stage 2 survey.

To meet these objectives, Stantec archaeologists employed the following research strategies:

- A review of relevant archaeological, historic, and environmental literature pertaining to the project area;
- A review of the land use history, including pertinent historic maps;
- A review of *A Master Plan of Archaeological Resources for the City of Toronto – Interim Report* (Archaeological Services Inc. [ASI] 2004) and the City of Toronto's archaeological potential online mapping (City of Toronto 2018c) to identify predetermined areas of archaeological potential;
- An examination of the Ontario Archaeological Sites Database (ASDB) to determine the presence of known archaeological sites in and around the project area; and
- A property inspection of the project area.

## 1.2 HISTORICAL CONTEXT

The project area is bordered by Labatt Avenue to the north, Lakeshore Boulevard East to the south (east of the Don River), Front Street East to the south (west of the Don River), Bayview Avenue to the east, and Parliament Street to the west. Historically, the project area is part of Lot 1 west of the Don River, and part of Lot 15 east of the Don River in Concession 1 from the Bay, Geographic Township of York, formerly County of York, now City of Toronto, Ontario.

### 1.2.1 Post-contact Aboriginal Resources

“Contact” is typically used as a chronological benchmark in discussing Aboriginal archaeology in Canada and describes the contact between Aboriginal and European cultures. The precise moment of *contact* is a constant matter of discussion. Contact in what is now the province of Ontario is broadly assigned to the 16<sup>th</sup> century (Loewen and Chapdelaine 2016).

By the turn of the 16<sup>th</sup> century, the region of the project area was abandoned of permanent settlement and was situated within the extended political geography of the ancestral Huron-Wendat (Heidenreich 1990; Ramsden 1990). By the turn of the 17<sup>th</sup> century, the entire north shore of Lake Ontario was void of permanent settlement (Birch and Williamson 2013:40). In 1649, the Seneca and Mohawk led a campaign into the north shore of Lake Ontario and dispersed the Huron-Wendat, Tionontate (Petun) and Attiwandaron (Neutral) Nations, and the Seneca established dominance over the region (Heidenreich 1978). Specifically, the project area would have been within the catchment of the settlement of Teiaiagon (Williamson 2008:50). This permanently occupied settlement on the north shore of Lake Ontario was of great strategic

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importance, being situated at the natural landfall for one of the branches of the Toronto Carrying Place portage route up to Lake Simcoe (Williamson 2008:50-52). The settlement was also of great economic importance, serving as a staging point on the north shore of Lake Ontario for Seneca fur trappers *en route* to and from New York State (Konrad 1981).

By 1690, Ojibwa speaking people had begun moving south into the lower Great Lakes basin (Konrad 1981; Rogers 1978). In particular, the Mississauga Nations gained dominance in the region, occupying the former Seneca settlement of Teiaiagon at Baby Point in Toronto (Benn 2008:53). The Mississauga economy since the turn of the 18<sup>th</sup> century focused on fishing and the fur trade, supplemented by agriculture and hunting. The project area falls within the historic territory of the former Credit River Mississauga Nation (now, the Mississaugas of the New Credit First Nation). The epithet of "Credit River" was made based on their promptness to repay any debts (Mississaugas of the New Credit First Nation n.d.).

The expansion of the fur trade led to increased interaction between European and Aboriginal people, and ultimately intermarriage between European men and Aboriginal women. During the 18<sup>th</sup> century the progeny of these marriages began to no longer identify with either their paternal or maternal cultures, but instead as Métis. The ethnogenesis of the Métis progressed with the establishment of distinct Métis communities along the major waterways in the Great Lakes of Ontario. Métis communities were primarily focused around the upper Great Lakes and along Georgian Bay; however, Métis people have historically lived throughout Ontario (Métis Nation of Ontario 2016; Stone and Chaput 1978:607-608).

Following the American War of Independence (from 1775 to 1783), the British government began negotiations with aboriginal groups to secure land for trade routes and settlement. The "Toronto Purchase" in 1787 included a tract of land extending from the east bank of the Etobicoke Creek west along Lake Ontario (Government of Canada 2016; Figure 3, marked as "L").

### **1.2.2 Euro-Canadian Resources**

#### **1.2.2.1 York Township**

The project area is located in the former Township of York, within the former County of York. The historical development of the Township of York is largely tied to its proximity to the City of Toronto and to Yonge Street, the main thoroughfare of the 19<sup>th</sup> century. The survey for the Township of York was initiated in 1791 by Augustus Jones. This survey outlined the boundaries of the township and provided the basic framework for the concessions and lots. Jones originally named the township "Dublin", but this was changed in 1793 by John Graves Simcoe, Lieutenant Governor of Upper Canada (Mulvany *et al.* 1885:77).

A partial survey of the Township of York was undertaken in 1793 by Abraham Iredell. At this time construction began on a section of Yonge Street between the Town of York at Lake Ontario and

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Lake Simcoe. The plan of Yonge Street running south to north through the township influenced the layout of concessions and lots. running south to north through the township influenced the layout of concessions and lots. The 1793 survey of the township was left incomplete in Concessions 5 to 7. Further surveys were completed in the late 18<sup>th</sup> and early 19<sup>th</sup> centuries, including Abraham Iredell's in 1795, Samuel Street Wilmot's in 1810 and 1829, and Reuben Sherwood's in 1811 (Miles & Co. 1878: xii). The concessions were laid out east and west of Yonge Street, one and a quarter mile apart with side roads one and a quarter mile apart, forming 200-acre lots (Kennedy 2013).

Following the completion of Yonge Street through the township, 200-acre land grants were advertised for settlement. Early patents were granted in 1796 in the township, with settlement initially occurring along Yonge Street and the lakeshore. Early settlers in the township included United Empire Loyalists, disbanded British officers, and government officials (Guillet 1946:38). The first record of a meeting for the Township of York was held on March 4, 1797, and included the Townships of York, Markham, and Vaughan. During the meeting wardens, assessors, and overseers of highways were elected. The Town of York was included in the Township of York until 1804 (Hart 1968: 253).

Early settlements occurred along Yonge Street, as it was the main supply and communication line to the Town of York (Byers 1976:3). From the Town of York moving north, this included the villages of Eglinton, York Mills, Willowdale, and Newtonbrook. Villages also appeared near river crossings where mills and blacksmiths built their businesses. Saw and grist mills were developed along Black Creek, the Don River, and the Humber River, that ran through the township. As the township was originally heavily forested, saw mills were the initial industry in the township prior to farming. In 1802, the developing township had two sawmills and one grist mill (Mika and Mika 1983:683).

The War of 1812 proved to be beneficial to the Township of York, unlike other townships across Upper Canada that were faced with numerous raids and destruction by American invaders. As the township was situated directly adjacent to the capital of Upper Canada and the military garrison of York, there was a large demand for food and supplies from the township (Hart 1968:28). Following the War of 1812, the boom that occurred had diminished and development was slowed for 10 years until the arrival of the first wave of immigrants to Upper Canada in 1825. That year 12,818 immigrants, mostly from the British Isles, came to the County of York by way of the St. Lawrence River (Mulvany *et al.* 1885:80). The number of immigrants to the county increased each year, to 16,862 in 1826, and to 28,000 in 1828 (Mulvany *et al.* 1885:80). The Township of York greatly benefitted from the increased yearly influx of arrivals, and by 1833 settlement was occurring in the northern portions of the township (Mitchell 1952:58). The population of the township grew from 1,672 in 1820 to 3,127 in 1830, making it the largest township in the county (Mulvany *et al.* 1885:80).

In March 1834, the Town of York was incorporated as the City of Toronto, with a population of 9,250 (Hart 1968:63). As the City of Toronto developed to the south, the demand for produce



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and supplies from the township increased. This included the need for large amounts of grain, lumber, flour, meat, fruit, milk, and vegetables (Kennedy 2013). Mills continued to develop in the township, increasing from 10 saw mills and 1 grist mill in 1825 to 25 saw mills, 8 grist mills, and 2 woolen mills by 1851 (Hart 1968:63). The mid-19<sup>th</sup> century was the peak for mills in the township. Since most of the land had been cleared for farming the need for saw mills decreased towards the end of the century and the 1850s witnessed a shift in the township from wheat exports to livestock and dairy farming, reducing the need for grist mills (Kennedy 2013).

The Township of York was incorporated on January 1, 1850, following the abolition of districts and the creation of municipalities. The township became part of the United Counties of York, Ontario and Peel, with meetings held regularly in three hotels at the village of Eglinton (Hart 1968:254-255).

### **1.2.2.2 Town of York**

In the Township of York, near the mouth of the Don River, Simcoe in 1793 set aside 30-acres for the town plot of York (Boylan 1954: 7). Simcoe named the town in honour of British Commanding General the Duke of York, a son of King George III (Armstrong 1983: 29). The ten-block rectangular plot, surveyed by Alexander Aitken, was bordered by the present Front Street East, George Street, Berkley Street, and Adelaide Street. At the east end of town, near the Don River, a "Government Reserve" was established for government buildings, as the capital of Upper Canada was moved to York from Newark (now Niagara-on-the-Lake) in 1793. The reserve, including a portion of the project area, was bounded by the Don River on the east, the lakeshore to the south, Parliament Street to the west and Carleton Street to the north (Archaeological Services Inc. [ASI] *et al.* 2008: 15).

West of the town plot, a military reserve was set aside for the garrison, and to the north a series of 100-acre park lots were laid out, between Lot Street (Queen Street) and the Second Concession Road (Bloor Street) (Careless 1984: 21). There were 32 park lots between the Don River and the current Lansdowne Avenue. West of the park lots was nine Township of York 200-acre lots, that extended to the Humber River (Ontario Genealogical Society Toronto Branch 2017).

Settlement was slow in the town, with only a dozen houses constructed by 1795 (Miles & Co. 1878: vi). At the first town meeting in July 1797, York had a population of 247 (Careless 1984: 23). That same year a new town plot was laid out between Peter Street (Blue Jays Way) and the military reserve, while the land between the old and new town plots was set aside for public purposes, including for a hospital, church, school, jail and official's residences (Armstrong 1983: 34). As the town expanded it retained a grid pattern of straight-run streets (Careless 1984: 21).

The first parliament buildings were constructed between 1794 and 1797, just west and north of the project area, at the present intersection of Parliament Street and Front Street East. The buildings consisted of two brick structures and two frame structures (Plate 1). In 1799, south of the

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parliament building on the bluff, less than 10 metres from Lake Ontario, a military blockhouse was constructed (Williamson 2015).

The Town of York's development in the early 19<sup>th</sup> century was highly influenced by its location on Lake Ontario, which allowed for its establishment as an official port-of-entry in 1801 (Careless 1984: 25). When war was initiated in 1812, York came under the command of General Isaac Brock. Most of the battles during the war took place in the Niagara peninsula, but due to York's location on the lakeshore, and position as the capital, it was subject to seizures by American forces in 1813. The seizures resulted in looting, destruction of properties and buildings, and the burning of the Parliament buildings (Careless 1984: 31). The war was not a total loss to York; the town gained a large influx of commercial development due to the arrival of British soldiers and war preparations (Firth 1966: xxiii). Immediately following the war, the parliament buildings were repaired. In June 1818, plans were approved for the construction of new parliament buildings, and the first session of parliament within the new buildings took place in December 1820. The new parliament buildings were destroyed in a fire on December 30, 1824, and the land was left vacant until the 1830s (Williamson 2015). The new parliament buildings were constructed to the west at Front and Simcoe Streets (Legislative Assembly of Ontario n.d.).

As growth and development of the town expanded outwards, the waterfront remained restricted to commercial and transportation functions. Due to the topography of the shoreline, freestanding timber cribs were initially utilized for the foundations of wharves and piers. The first wharf structures were constructed by the early 1820s, and included King's, Cooper's, and Merchant's wharves, west of the project area, at the foot of Peter, Church, and Frederick streets (ASI *et al.* 2008: 15). Within the West Don Lands, the first structure erected on the waterfront, just east of the project area, was the Worts grist mill windmill constructed in 1831 by James Worts (Don Valley Historical Mapping Project 2009).

With the arrival of immigrants from the British Isles in the 1820s, York's population surged from 1,719 in 1826 to 5,505 by 1832 (Careless 1984: 43). In the late 1820s to the early 1830s, many new businesses opened in York, with the majority having connections with Montreal or Great Britain. Stores began to offer specialized services in the early 1830s, with larger merchants handling dry goods, groceries, or hardware. Specialized smaller stores included, for example, apothecaries, bookstores, and confectioners' shops (Firth 1966: xxvi -xxvii). Alongside the development of businesses was the introduction of larger and faster steam ships, and the completion of the Lake Erie Canal in 1825 and Oswego Canal in 1829. These advances allowed for the faster shipment of goods between York and New York, in the United States to the south (Armstrong 1983: 59). To handle increased traffic on Lake Ontario, wharves and warehouses were constructed along York's harbor. York became a distribution centre on Lake Ontario, with beneficial advantages of roadways into its expanding hinterlands, well-developed business facilities, and a diversified mercantile community (Careless 1984: 48).

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### **1.2.2.3 City of Toronto**

In March 1834, the Town of York was incorporated as the City of Toronto, with a population of 9,250 (Hart 1968: 63). It became the first incorporated city in the province and was divided into five wards.

By the mid-19<sup>th</sup> century Toronto's core area of trade extended east to the County of Durham, north to the County of Simcoe, and west to the County of Peel (Careless 1984: 77). In the 1850s, to address the lack of available waterfront for harbour infrastructure, the City undertook a massive program of lake-filling to expand the shore land to the south (Waterfront Toronto n.d.). In relation to the project area, the closest wharf was the Gooderham Wharf, situated to the west at the foot of Trinity Street as depicted on the 1858 Boulton Map. At this time the Gooderham and Worts distillery included flour mills, the distillery, a cooper shop, and a dairy (Don Valley Historical Mapping Project 2009).

The 1850s also marked the arrival of the railway to the City, first with the Ontario, Simcoe & Huron Railway between Toronto and Barrie in 1853, followed by the Great Western Railway (GWR) between Toronto and Hamilton in 1855, and the Grand Trunk Railway (GTR) in 1856. The GTR became a key railway line, connecting Toronto and Montreal with the United States. In 1858, the GTR opened Union Station on Front Street in the core of downtown Toronto and shared the facility with the Northern Railway of Canada and the GWR (Heritage Toronto 2013). Figure 4-2 shows the portion of the railway that cuts through the project area. The waterfront was radically altered by the railways, as alongside their construction came the erection of terminals, freight stations, utilities, and new wharves (ASI *et al.* 2008: 17).

In 1867, with the creation of Canada and the formation of the current province of Ontario, Toronto the largest urban centre became the province's capital. This recognition further solidified the City's already dominant influence in the province and Canada. As Canada grew so did the new markets for Toronto manufacturers (City of Toronto 2017). By the late 1860s, the City's borders extended from the Don River on the east to the Provincial Asylum at Ossington Avenue in the west (Armstrong 1983: 107). By the late 19<sup>th</sup> century, Toronto was turning into an industrial city, through the influence of railways and industrial development. Along the shoreline, wharves multiplied, and infilling occurred further south into Lake Ontario (ASI *et al.* 2008: 16). Ashbridge's Bay, at the foot of the Don River, became the focus of development proposals in the late 19<sup>th</sup> century. In 1886, improvements were made to the Don River that included removing bends in the river, dredging the channel to 12 feet below lake level, and reinforcing the waterway with timber piling. To prevent flooding, the floodplain area adjacent to the river was raised three feet above the lake high-water mark (ASI *et al.* 2008: 18). Most of the work in the late 19<sup>th</sup> century on the Don River, had to be re-addressed in the early 20<sup>th</sup> century, as the river remained shallow and reinforcing piles had rotted away (ASI *et al.* 2008: 18).

Part of the late 19<sup>th</sup> century development of the waterfront included the construction of a breakwater in 1870 to deal with large amount of silt brought to the harbor by the Don River (ASI

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2017:3). Even with the breakwater, the mouth of the Don River still needed to be continuously dredged. As a result, the breakwater was left to deteriorate by 1886 (ASI 2017:3). The area was eventually backfilled with municipal garbage and by 1913, the National Iron Works was built on the west side of Cherry Street and the British American Oil Co. on the east side (ASI 2017:3-4). Prior to the construction of the British American Oil Co. structures, the Toronto Dry Dock is thought to have been located in that same area. Built in 1882, its exact position is unknown (ASI 2017:4). It is thought to be located at the end of Cherry Street and span between Lakeshore Boulevard East and the northern end of the Cherry Street bridge (ASI 2017:4). The Don Breakwater and the Toronto Dry Dock fall within the project area.

**Lot 1 West of the Don River, “The Park” (Government Reserve)**

Today, this portion of Lot 1 is commonly referred to as the West Don Lands. When park lots were being laid out by Lieutenant Governor Simcoe in 1793, the southern portion of the Lot 1, Lot 2, and Lot 16 were designated as a government reserve (Smith 2018). Also known as “The Park”, it included 380 acres of land west of the Don River to Parliament Street, Carlton Street to the north, and the lakefront to the south (ASI *et al.* 2008:31). This land served a defensive purpose. The lakefront and Don River with its associated marshes afforded some protection from an eastern attack on the town (ASI *et al.* 2008:31). In 1818, the Upper Canadian government ordered that a portion this reserve to be set aside for the construction of a new hospital. The following year the government granted the property in trust to William Dummer Powell, James Bay, and Reverend Doctor John Strachan, to sell or lease the property with the money raised going to the new hospital (Smith 1999: 46-47). In 1830, under the direction of Lieutenant Governor Sir John Colborne, the reserve was surveyed by James Chewett (Figure 4).

The first sale of the reserve occurred in September 1830 (Smith 1999:48-49). In 1831, James Worts purchased a half-acre lot on the lakefront and constructed a wind-powered grist mill (Plate 2). Flour production began on the property the following year and Worts entered a partnership with his brother-in-law William Gooderham. In 1837, Gooderham established a distillery on the property, and by 1841 he established a large dairy on a nine-acre site between Trinity and Cherry Streets (Don Valley Historical Mapping Project 2009).

By the mid-19<sup>th</sup> century, businesses started to locate on the surveyed lands. In 1850, Thomas Davies purchased land on the northeast corner of River and Queen Streets and constructed a brewery. On the lakeshore, by the 1850s, Gooderham and Worts distillery included flour mills, a wharf, a cooper shop, and a dairy (Don Valley Historical Mapping Project 2009). In 1856, land was conveyed in the southeast corner of the former reserve to the GTR for its depot and yards. The construction of the railway yards added to the industrial attraction to the area. Immediately west of the GTR yards, the following year the Toronto Rolling Mills were established (Smith 1999: 75). Industrial expansion occurred along the west side of the Don River, including a starch factory, potashery, and an oil refinery (Smith 1999: 77). In 1861, the first slaughterhouse in the West Don Lands was Davies Meat Packing Company on Front and Frederick streets (west of the project area) and then moved to Front Street and the Don River (south of the project area) in

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the late 1800s (ASI *et al.* 2008:32). By the late 19<sup>th</sup> century, residential development occurred surrounding the industrial factories to provide housing for workers (Smith 1999: 106).

Since this portion of Lot 1 was a flood plain with marshes containing sewage that was dumped further up the Don River, the Park was considered unhealthy (ASI *et al.* 2008:31). With the improvements made to the Don River in 1886, this area became more attractive to industry and new businesses in the West Don Lands were built (ASI *et al.* 2008:31).

#### **1.2.2.4 Historic Map Review**

The history of Toronto's development is vividly displayed in 19<sup>th</sup> and 20<sup>th</sup> century maps. In the early 19<sup>th</sup> century, the project area remained part of the undeveloped "Government Reserve." In December 1810, Deputy Surveyor Wilmot completed a survey of the reserved land from the current Parliament Street to the Don River. Wilmot's 1810 survey shows the subdivided project area to the east of the Town Plot of York. Buildings shown on the map include the Government House and Block House to the west, and structures on John Scadding's property to the northeast. A bridge is shown over the Don River as part of King Street, just south of Dundas Street. The 1810 plan was never implemented, as Phillpotts' map from 1818 shows the project area had not been subdivided and remained undeveloped (Figure 4-1). The map shows the Don River's natural, meandering course.

Chewett's map shows that by 1834, streets have been laid and a plot for a market has been surveyed at the intersection of Park (later renamed Eastern Avenue) and Sumach streets (Figure 4-1). The map also shows the location of Worts' windmill (Plate 2). In the 1842 Cane map (Figure 4-2), Lot 1 had been subdivided and multiple structures were built. The Don River follows its natural course and is surrounded by marshes. The continued development of the area can be tracked in the 1858 W.S. & H.C. Boulton map (Figure 4-2). In the 1890 Goad's map, the Don Improvement Project has straightened the river and reinforced the banks with timber piling (Figure 4-3). An example of improvements to infrastructure can be seen in Plate 3 which shows the deep excavation during the construction of gas mains on Eastern Avenue. The 1924 Goad's map shows continued development of the project area on both sides of the Don River (Figure 4-3).

Review of mid-20<sup>th</sup> century aerial photography indicates that lands within the project area underwent extensive grading and redevelopment when the Eastern Avenue was rerouted in the mid-1960s (Figure 5-1; City of Toronto 2018a). Most of the industrial structures that appear in 1965 have been demolished by 2002 and the entire area graded and levelled (Figure 5-1). The redevelopment of the West Don Lands included extensive road improvements (Front Street East, Eastern Avenue Divergence; Figures 5-1 to 5-2) as well as the construction of new roads (Rolling Mills Road, Palace Street, Tannery Road, and portions of Mill Street; Figures 5-1 to 5-2). The 2009 to 2013 aerial photograph shows further demolition and leveling within the project area especially north of the railway corridor (Figure 5-2). These photographs highlight the most recent redevelopment on the west side of the Don River. This includes the grading and construction of

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high rise condominiums and repurposed as open space where severe land disturbances were necessary to create the parking lot south of Mill Street as well as the parking on the west side of Trinity Street (Figure 5-3).

## **1.3 ARCHAEOLOGICAL CONTEXT**

### **1.3.1 The Natural Environment**

The project area is located within the Iroquois Plain physiographic region of southern Ontario within beveled till plain landform (Chapman and Putnam 1984). The Iroquois Plain physiographic region is comprised of a lowland bordering Lake Ontario which was formerly the lake bottom of glacial Lake Iroquois. The shoreline of this former lake is marked by shore cliffs, beaches, bar and boulder pavement (Chapman and Putman 1984:190-193). The mid-shore area of the Iroquois lake plain in Toronto is cut into and exposing older till deposits by the same lateral shore erosion which is characteristic of modern Lake Ontario, excluding a narrow shallow-water sandy bottom deposits by lateral drift of sands eroded from the bluffs at Scarborough (Chapman and Putman 1984:190-193). The Iroquois plain in Toronto is bound to the east and west by the Don and Humber River deltas, respectively, in the former Lake Iroquois, both of which had harboured lagoons protected by baymouth bars (Chapman and Putman 1984:190-193).

Till plains are large expanses of unstratified glacial drift deposited by glaciers and consisting of clay, sand, gravel, or boulders intermixed in any proportion (Department of Agriculture 1976:40). The till plain within the project area was exposed following the retreat of the Laurentian glacier's Ontario lobe (Karrow and Warner 1990:15). The till within the project area is stone-poor and sandy-silt to silty-sand in texture, overlying Paleozoic terrain (Ontario Geological Survey 2010).

No soils information is available for the project area since it falls in a highly urbanized area and all natural soils have been obscured by development activities (Department of Agriculture 1954; Hoffman and Richards 1955:76).

The project area includes a tributary of the Don River. The Don River watershed drains an area of 36,000 hectares. The West Don River has its headwaters in the South Slope and Peel Plain physiographic regions, in Vaughan, and meets its confluence with the East Don River near Todmorden (Toronto and Region Conservation Authority 2009; Toronto and Region Conservation Authority 2016).

### **1.3.2 Pre-contact Aboriginal Resources**

It has been demonstrated that Aboriginal people began occupying southern Ontario as the Laurentide glacier receded as early as 9,000 B.C. (Ferris 2013:13). Much of what is understood about the lifeways of these Aboriginal peoples is derived from archaeological evidence and ethnographic analogy. In Ontario, Aboriginal culture prior to the period of contact with European peoples has been distinguished into cultural periods based on observed changes in



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material culture. These cultural periods are largely based in observed changes in formal lithic tools, and separated into the Early Paleo-Indian, Late Paleo-Indian, Early Archaic, Middle Archaic, and Late Archaic periods. Following the advent of ceramic technology in the Aboriginal archaeological record, cultural periods are separated into the Early Woodland, Middle Woodland, and Late Woodland periods, based primarily on observed changes in formal ceramic decoration. It should be noted that these cultural periods do not necessarily represent specific cultural identities but are a useful paradigm for understanding changes in Aboriginal culture through time. The current understanding of Aboriginal archaeological culture in the vicinity of the project area is summarized in Table 1 below, based on Ellis and Ferris (1990).

**Table 1: Cultural Chronology for Southern Ontario**

| Cultural Period    | Characteristics                | Time Period         | Comments                           |
|--------------------|--------------------------------|---------------------|------------------------------------|
| Early Paleo-Indian | Fluted Projectiles             | 9000 - 8400 B.C.    | spruce parkland/caribou hunters    |
| Late Paleo-Indian  | Hi-Lo Projectiles              | 8400 – 8000 B.C.    | smaller but more numerous sites    |
| Early Archaic      | Kirk and Bifurcate Base Points | 8000 - 6000 B.C.    | slow population growth             |
| Middle Archaic     | Brewerton-like points          | 6000 - 2500 B.C.    | environment similar to present     |
| Late Archaic       | Lamoka (narrow points)         | 2000 - 1800 B.C.    | increasing site size               |
|                    | Broad Points                   | 1800 - 1500 B.C.    | large chipped lithic tools         |
|                    | Small Points                   | 1500 – 1100 B.C.    | introduction of bow hunting        |
| Terminal Archaic   | Hind Points                    | 1100 - 950 B.C.     | emergence of true cemeteries       |
| Early Woodland     | Meadowood Points               | 950 - 400 B.C.      | introduction of pottery            |
| Middle Woodland    | Dentate/Pseudo-Scallop Pottery | 400 B.C. - A.D.500  | increased sedentism                |
|                    | Princess Point                 | A.D. 550 - 900      | introduction of corn               |
| Late Woodland      | Early Ontario Iroquoian        | A.D. 900 - 1300     | emergence of agricultural villages |
|                    | Middle Ontario Iroquoian       | A.D. 1300 - 1400    | long longhouses (100m +)           |
|                    | Late Ontario Iroquoian         | A.D. 1400 - 1650    | tribal warfare and displacement    |
| Contact Aboriginal | Various Algonkian Groups       | A.D. 1700 - 1875    | early written records and treaties |
| Late Historic      | Euro-Canadian                  | A.D. 1796 - present | European settlement                |

Between 9,000 and 8,000 B.C., Aboriginal populations were sustained by hunting, fishing, and foraging and lived a relatively mobile existence across an extensive geographic territory. Despite these wide territories, social ties were maintained between groups. One method in particular was through gift exchange, evident through exotic lithic material documented on many sites (Ellis 2013:35-40).



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By approximately 8,000 B.C., evidence exists and becomes more common for the production of groundstone tools such as axes, chisels, and adzes. These tools themselves are believed to be indicative, specifically, of woodworking. This evidence can be extended to indicate an increase in craft production and arguably craft specialization. This latter statement is also supported by evidence, dating to approximately 7,000 B.C. of ornately carved stone objects which would be laborious to produce and have explicit aesthetic qualities (Ellis 2013:41). This is indirectly indicative of changes in social organization which permitted individuals to devote time and effort to craft specialization.

Since 8,000 B.C., the Great Lakes basin experienced a low-water phase, with shorelines significantly below modern lake levels (Stewart 2013:Figure 1.1.C). It is presumed that the majority of human settlements would have been focused along these former shorelines. At approximately 6,500 B.C. the climate had warmed considerably since the recession of the glaciers and the environment had grown more similar to the present day. Evidence exists at this time for an increase in population and the contraction of group territories. By approximately 4,500 B.C., evidence exists from southern Ontario for the utilization of native copper (naturally occurring pure copper metal) (Ellis 2013:42). The known origin of this material along the north shore of Lake Superior indicates the existence of extensive exchange networks across the Great Lakes basin.

At approximately 3,500 B.C., the isostatic rebound of the North American plate following the melt of the Laurentide glacier had reached a point which significantly affected the watershed of the Great Lakes basin. Prior to this, the Upper Great Lakes had drained down the Ottawa Valley via the French-Mattawa river valleys. Following this shift in the watershed, the drainage course of the Great Lakes basin had changed to its present course. This also prompted a significant increase in water-level to approximately modern levels (with a brief high-water period); this change in water levels is believed to have occurred catastrophically (Stewart 2013:28-30). This change in geography coincides with the earliest evidence for cemeteries (Ellis 2013:46). By 2,500 B.C., the earliest evidence exists for the construction of fishing weirs (Ellis *et al.* 1990:Figure 4.1). Construction of these weirs would have required a large amount of communal labour and are indicative of the continued development of social organization and communal identity. The large-scale procurement of food at a single location also has significant implications for permanence of settlement within the landscape. This period is also marked by further population increase and by 1,500 B.C. evidence exists for substantial permanent structures (Ellis 2013:45-46).

By approximately 950 B.C., the earliest evidence exists for populations using ceramics. Populations are understood to have continued to seasonally exploit natural resources. This advent of the ceramic technology correlated, however, with the intensive exploitation of seed foods such as goosefoot and knotweed as well as mast such as nuts. The use of ceramics implies changes in the social organization of food storage as well as in the cooking of food and changes in diet. Fish also continued to be an important facet of the economy at this time. Evidence continues to exist for the expansion of social organization (including hierarchy), group

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identity, ceremonialism (particularly in burial), interregional exchange throughout the Great Lakes basin and beyond, and craft production (Williamson 2013:48-54).

By approximately A.D. 550, evidence emerges for the introduction of maize into southern Ontario. This crop would have initially only supplemented Aboriginal peoples' diet and economy (Birch and Williamson 2013:13-14). Maize-based agriculture gradually became more important to societies and by approximately A.D. 900 permanent communities emerge which are primarily focused on agriculture and the storage of crops, with satellite locations oriented toward the procurement of other resources such as hunting, fishing, and foraging. By approximately A.D. 1250, evidence exists for the common cultivation of all of the historic Aboriginal cultigens, including maize, beans, squash, sunflower, and tobacco. These communities living within the region of the project area believed to have spoken a form of Iroquoian language and possessed many cultural traits similar to the historic Aboriginal Nations (Williamson 2013:55).

The project area is located within the understood territory of the ancestral Huron-Wendat. Specifically, the Don River watershed has documented occupation primarily dating to the 14<sup>th</sup> and 15<sup>th</sup> centuries. It is assumed that the majority of settlement sites in the City of Toronto have been previously destroyed by urban development (Birch and Williamson 2013:31).

### 1.3.3 Previously Identified Archaeological Sites and Surveys

In Canada, archaeological sites are registered within the Borden system, a national grid system designed by Charles Borden in 1952 (Borden 1952). The grid covers the entire surface area of Canada and is divided into major units containing an area that is two degrees in latitude by four degrees in longitude. Major units are designated by upper case letters. Each major unit is subdivided into 288 basic unit areas, each containing an area of 10 minutes in latitude by 10 minutes in longitude. The width of basic units reduces as one moves north due to the curvature of the earth. In southern Ontario, each basic unit measures approximately 13.5 kilometres east-west by 18.5 kilometres north-south. In northern Ontario, adjacent to Hudson Bay, each basic unit measures approximately 10.2 kilometres east-west by 18.5 kilometres north-south. Basic units are designated by lower case letters. Individual sites are assigned a unique, sequential number as they are registered. These sequential numbers are issued by the MTCS who maintain the ASDB. The project area is located within Borden blocks AjGu.

Information concerning specific site locations is protected by provincial policy and is not fully subject to the *Freedom of Information and Protection of Privacy Act* (Government of Ontario 1990b). The release of such information in the past has led to looting or various forms of illegally conducted site destruction. Confidentiality extends to media capable of conveying location, including maps, drawings, or textual descriptions of a site location. The MTCS will provide information concerning site location to the party or an agent of the party holding title to a property, or to a licensed archaeologist with relevant cultural resource management interests.

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An examination of the ASDB (Government of Ontario 2018) has shown that 21 archaeological sites are registered within a one kilometre radius of the project area (Table 2). There are no sites previously registered within the limits of the project area (Figure 6).

**Table 2: Registered Sites within One Kilometre of the Project Area**

| <b>Borden Number</b> | <b>Site Name</b>               | <b>Site Type</b>      | <b>Cultural Affiliation</b>           |
|----------------------|--------------------------------|-----------------------|---------------------------------------|
| <b>AjGu-16</b>       | <b>Thornton Blackburn</b>      | <b>Homestead</b>      | <b>African-Canadian</b>               |
| AjGu-17              | St. James Cathedral            | Cemetery              | Euro-Canadian                         |
| <b>AjGu-35</b>       | <b>J.G. Worts Residence</b>    | <b>Homestead</b>      | <b>Euro-Canadian</b>                  |
| AjGu-39              | St. Paul's Cemetery            | Cemetery              | Pre-contact Aboriginal, Euro-Canadian |
| <b>AjGu-41</b>       | <b>Parliament</b>              | <b>Administrative</b> | <b>Euro-Canadian</b>                  |
| <b>AjGu-46</b>       | <b>n/a</b>                     | <b>Mill</b>           | <b>Euro-Canadian</b>                  |
| AjGu-54              | Barchard Box Factory           | Manufacturing         | Euro-Canadian                         |
| AjGu-58              | Old Don Jail                   | Jail                  | Euro-Canadian                         |
| <b>AjGu-61</b>       | <b>Toronto Lime Kiln Works</b> | <b>Homestead</b>      | <b>Euro-Canadian</b>                  |
| <b>AjGu-64</b>       | <b>Lime Kiln Works Site</b>    | <b>Industrial</b>     | <b>Euro-Canadian</b>                  |
| <b>AjGu-65</b>       | <b>Bright-Barber</b>           | <b>Residential</b>    | <b>Euro-Canadian</b>                  |
| <b>AjGu-66</b>       | <b>n/a</b>                     | <b>n/a</b>            | <b>Euro-Canadian</b>                  |
| AjGu-67              | West Market Square             | Hotel                 | Euro-Canadian                         |
| <b>AjGu-77</b>       | <b>The Alverthorpe Site</b>    | <b>House, Inn</b>     | <b>Euro-Canadian</b>                  |
| AjGu-82              | King Caroline                  | Residential           | Euro-Canadian                         |
| <b>AjGu-85</b>       | <b>Berkeley House</b>          | <b>Homestead</b>      | <b>Euro-Canadian</b>                  |
| AjGu-92              | St. Lawrence Market            | Commercial            | Euro-Canadian                         |
| AjGu-94              | Britain Street Site            | Residential           | Euro-Canadian                         |
| AjGu-95              | Esplanade Crib and Wharf       | Wharf                 | Euro-Canadian                         |
| AjGu-98              | City Corporation Wharf         | Wharf                 | Euro-Canadian                         |
| AkGu-74              | House of Industry              | Manufacturing         | Euro-Canadian                         |

**Sites in bold are located within 300 metres of the project area**

There are 19 Euro-Canadian sites, 1 African-Canadian site, and 1 site with both Aboriginal and Euro-Canadian components documented within one kilometre of the project area. There are 10 documented sites located less than 300 metres away from the project area.

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### 1.3.4 Recent Reports

The background research identified two previous archaeological assessments which have been completed within 50 metres of the current project area (ASI 2005; ASI 2017). A detailed archaeological history of the West Don Lands can also be found in *Waterfront Toronto Archaeological Conservation and Management Strategy* (ASI et al. 2008) and the *Coordinated Provincial Individual/Federal Environmental Assessment and Integrated Urban Design Study, Gardiner Expressway and Lake Shore Boulevard Reconfiguration* (ASI 2011).

ASI (2005) conducted a Stage 1 archaeological assessment on lands that were affected by grading during the flood protection project for the Don River. The recommendations of the report state that long term redevelopment and reconfiguration of the study area resulted in no archaeological potential for both Aboriginal and Euro-Canadian archaeological resources (ASI 2005:28). The area assessed in the ASI 2005 report encompasses a large portion of this Stage 1 assessment's project east of Cherry Street, south of King Street East, north of the railway corridor, and east of the Don River (Figure 7). The west boundary of the 2005 assessment curved to the east at the corner of St. Lawrence Street and the Eastern Avenue Diversion and turned westward at the corner of Tannery Road and Front Street East. As a result, portions of the Eastern Avenue Diversion, Rolling Mills Road, Palace Street, and Tannery Road were not part of the 2005 assessment (Figure 7; ASI 2005:1). A property inspection was also conducted for this report in order to confirm the current project area was indeed disturbed.

ASI (2017) conducted a Stage 1 archaeological assessment as part of the Gardiner Expressway and Lake Shore Boulevard East reconfiguration. The area assessed in that study includes the railway corridor to the north, the curve of the southside of the Gardiner Expressway to the south, and approximately Cherry Street to the west. The recommendations of the report state that based on the results of a property inspection and prior research, a portion of their study area retains archaeological potential (ASI 2017). The report states that potential exists for significant Euro-Canadian archaeological resources related to the 1870 Don Breakwater and the circa 1880 Toronto Dry Dock. The report recommends archaeological monitoring (ASI 2017:12). This area of archaeological potential falls within the current report's project area south of the railway corridor (Figure 7).

### 1.3.5 Existing Conditions

The project area for the proposed NPS 20 natural gas pipeline to serve Toronto consists of the municipal roads (Lakeshore Boulevard East, Parliament Street, Tannery Road, Mill Street, Trinity Street, Rolling Mills Road, Palace Street, Front Street East, the Eastern Avenue Diversion, Trolley Crescent, Bayview Avenue, St. Lawrence Street, Queen Street East, Lower River Street, Old Brewery Lane, and Labatt Avenue), a railway corridor, and the heavily altered landscape of a vacant lot and a parking lot. The project area includes the proposed locations for new feeder stations (south of the railway corridor and the vacant lot west of Trinity Street). The whole project

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area has been extensively disturbed by modern development, existing roads, and railway construction (Figures 5 to 7). Existing conditions will be further discussed in Section 2.0 below.

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## **2.0 FIELD METHODS**

The Stage 1 archaeological assessment compiled available information about the known and potential archaeological heritage resources within the project area. It also included a property inspection to evaluate the project area for areas of archaeological potential, areas of disturbance, areas of poor drainage, areas of steep slope, or areas retaining low archaeological potential. This Stage 1 archaeological assessment was conducted under archaeological consulting license P400 issued to Thanos Webb, MA, of Stantec by the Ministry of Tourism, Culture and Sport. The Stage 1 property inspection took place on June 8, 2018. The weather was warm and sunny. The weather, visibility, and lighting conditions were sufficient to conduct the property inspection.

As noted in Section 1.3.5, the project area is aligned with the proposed pipeline routes and includes a 10 metre buffer. Two feeder stations have been proposed. One station, Alternate Feeder Station Location A, is south of the railway corridor and north of the Gardiner Expressway (Figure 2). The second proposed feeder station, Alternate Feeder Station B, is located on the west side of Trinity Street between Front Street East to the north and Mill Street to the south. (Figure 2). The entire project area was visually inspected. Photographs were taken at regular intervals throughout the project area, with respect to archaeological potential, and with sufficient viewsheds to permit an adequate documentation of the project area. Figure 7 provides an illustration of the project area, including photo locations from the property inspection.

Photos 1 to 49 document the existing conditions within the project area. Photos 1 to 4 show Parliament Street, Mill Street, and Trinity Street and document the modern disturbance as a result of road construction. These three streets are also shown to have no archaeological potential in the City of Toronto's archaeological potential map (Figure 6; City of Toronto 2018c). Photos 5 and 6 document the proposed location of the Alternate Feeder Station Location B. This portion of the project area is shown to have archaeological potential in the archaeological potential map (Figure 6, City of Toronto 2018c). This brownfield/parking lot was formed after multiple 20<sup>th</sup> century demolition episodes of industrial structures (Figures 4-3 and 5-1). Photos 7 to 8 document disturbed areas created by the modern construction of Front Street East and have no archaeological potential according to the City's archaeological potential map (Figure 6). Photos 9 to 11 also document disturbed areas resulting from modern road construction and this property inspection confirmed the extensive disturbance within the project area as reported by ASI's previous archaeological assessment in 2005 (Figure 7).

Photos 12 to 14 document disturbed areas in the project area created by the modern construction of Rolling Mills Road and Eastern Avenue Diversion. Photos 15 to 20 show disturbed landscapes resulting from modern road construction and this extensive disturbance is confirmed by ASI's previous archaeological assessment in 2005 (Figure 7). Photos 21 to 29 also document areas of extensive disturbance due to modern road construction, infrastructure, and railway

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development. This portion of the project area is considered to have no archaeological potential according to the City's archaeological potential map (Figure 6). The roads in this part of the project area include Lower River Street, River Street, Old Brewery Lane, Bayview Avenue, and Labatt Avenue (Figure 6). The greenspace shown in Photos 18 to 20 was created when King Street East was recently diverted (after 2009, Figure 5-2), no longer connecting it to Bayview Avenue.

Photo 30 shows extensive disturbance created by the construction of recent construction of Tannery Road (Figure 5-2). Figures 31 to 36 document disturbed areas resulting from modern road construction and this property inspection confirmed the extensive disturbance within the project area as reported by ASI's previous archaeological assessment in 2005 (Figure 7). The area of previous assessment includes Tannery Road, the parking lot south of Mill Street, and Mill Street west of Tannery Road to Cooperage Street (Figure 7). Photo 37 shows Mill Street east of Cooperage Street. This portion of the project area is considered to have no archaeological potential according to the City's archaeological potential map (Figure 6) and the property inspection confirms extensive disturbance.

Photos 38, 39, and 41 show the railway corridor and its access road. This portion of the project area is considered to have no archaeological potential according to the City's archaeological potential map (Figure 6) and the property inspection confirms extensive disturbance (Figure 7).

Photos 40, 42, 43, 47, 48, and 49 all show an area of archaeological potential previously assessed by ASI in 2017. This portion of the project area includes a brownfield and property directly under the Gardiner Expressway. The ASI Stage 1 archaeological assessment identified the potential for archaeological remains of the 1870 Don breakwater and the circa 1880 Toronto Dry Dock. A program of archaeological monitoring was recommended for this area (ASI 2017:11).

Photos 44 and 45 show greenspace abutting Lake Shore Boulevard East. This portion of the project area is considered to have no archaeological potential according to the City's archaeological potential map (Figure 6) and the property inspection confirms extensive disturbance (Figure 7).

The extensive 19<sup>th</sup>, 20<sup>th</sup>, and 21<sup>st</sup> century redevelopment is documented in historic and modern mapping as well as aerial photographs (Figures 4-1 to 5-2). The property inspection confirms the extensive disturbance within most of the project area as reported by ASI's previous archaeological assessment in 2005 and by the City of Toronto's archaeological potential map (Figures 6 to 7). A small area in the southern portion of the property area retains cultural heritage value or interest (Figure 7).



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## **3.0 ANALYSIS AND CONCLUSIONS**

### **3.1 ANALYSIS OF ARCHAEOLOGICAL POTENTIAL**

Archaeological potential is established by determining the likelihood that archaeological resources may be present within a project area. Stantec applied archaeological potential criteria commonly used by the MTCS (Government of Ontario 2011) to determine areas of archaeological potential within the region under study. These criteria include proximity to previously identified archaeological sites, distance to various types of water sources, soil texture and drainage, glacial geomorphology, elevated topography, and the general topographic variability of the area. Regardless of the presence of criteria indicating general archaeological potential, extensive land disturbance can eradicate archaeological potential within a specific project area (Government of Ontario 2011, Section 1.3.2).

Distance to water is an essential factor in archaeological potential modeling. When evaluating distance to water it is important to distinguish between water and shoreline, as well as natural and artificial water sources, as these features affect sites locations and types to varying degrees. According to the *Master Plan of Archaeological Resources for the City of Toronto*, any areas within 250 metres of a river or creek qualify as areas of potential for pre-contact Aboriginal sites (ASI 2004a). The MTCS (Government of Ontario 2011) categorizes water sources in the following manner:

- Primary water sources: lakes, rivers, streams, creeks;
- Secondary water sources: intermittent streams and creeks, springs, marshes, and swamps;
- Past water sources: glacial lake shorelines, relic river or stream channels, cobble beaches, shorelines of drained lakes or marshes; and
- Accessible or inaccessible shorelines: high bluffs, swamp or marshy lake edges, sandbars stretching into marsh.

Based on the background information, Lake Ontario's shoreline during the early 19<sup>th</sup> century was located within the south portion of the project area (Figure 4-1). Early maps show that the Don River used to pass through or near the eastern portion of the project area before it was rerouted, and the banks stabilized in the late 19<sup>th</sup> century. Due to extensive grading and continuous historic building episodes, no information is available on the natural drainage and texture of the soil within the project area. The proximity of the Lake Ontario shoreline and the Don River to the project area indicates that the project area had general potential for pre-contact and post-contact Aboriginal archaeological sites.

The historic mapping evidence indicates there were Euro-Canadian structures within the project area as early as 1842. The project area is deemed to have had potential for Euro-Canadian archaeological sites. According to the City of Toronto's Archaeological Management Plan map, portions of the project area have archaeological potential (Figure 6). This publicly available on-

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line map is periodically updated. Heritage Preservation Services (HPS) will have the areas west of the Don River currently designated as having archaeological potential removed (personal communication 2018) since ASI's previous archaeological assessments have demonstrated that previous long-term demolition, grading, filling, and industrial and railway redevelopment have cleared the area of further archaeological concern (ASI 2005). Stantec conducted a property inspection in order to confirm the reported disturbance of this previous archaeological assessment (ASI 2005) and to document areas not previously assessed. Thus, in accordance with Section 1.3.2 of the 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), most of the project area retains low to no potential for the identification of archaeological resources.

There is a portion of the project area previously assessed by ASI in 2017 that retains archaeological potential (Figure 7). The report states that the Don Breakwater and the Toronto Dry Dock may survive, though highly unlikely, within deeply buried sediments (ASI 2017:11). This portion of the project will require archaeological monitoring.

## **3.2 CONCLUSIONS**

The Stage 1 property inspection has determined that most of the project area has been subject to extensive land disturbance which has eradicated archaeological potential (Figures 4 to 7). Disturbance includes extensive 19<sup>th</sup>, 20<sup>th</sup>, and 21<sup>st</sup> century redevelopment as illustrated by existing roads and railway construction, and subterranean utilities. The photography from the property inspection in Section 7.0 confirms that the project area has been extensively disturbed and deeply altered by the abovementioned development activities. These lands are determined to retain low to no archaeological potential. Furthermore, a previous archaeological assessment (ASI 2005) and the City of Toronto's archaeological potential model (City of Toronto 2018c) have concluded that the majority of the project area has no further archaeological concerns. The exception is a portion of the project area assessed by ASI in 2017 that recommends a program of archaeological monitoring in the unlikely event that the deeply buried remains of the 1870 Don Breakwater and the circa 1880 Toronto Dry Dock exist.

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## **4.0 RECOMMENDATIONS**

Stantec was retained by Enbridge to conduct a Stage 1 archaeological assessment in advance of the proposed NPS 20 Don River Replacement. The Stage 1 archaeological assessment, including a property inspection, has determined that most of the project area retains low to no archaeological potential for the identification of archaeological resources, and these areas have been extensively disturbed by modern construction activities. Thus, in accordance with Section 1.3.2 and Section 7.7.4 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), **a Stage 2 archaeological assessment is not required for any portion of the Project's anticipated construction which impacts an area of low to no archaeological potential.**

A portion of the project area retains archaeological potential as documented by ASI in 2017. A program of archaeological monitoring is recommended in this area in order to document any remains of the 1870 Don Breakwater and the circa 1880 Toronto Dry Dock (Figure 7; ASI 2017:11). ASI's recommendations state:

During preliminary site work the site should be visited on a regular basis to inspect the progress of the initial removals/testing, etc. When bulk excavation approaches an elevation of approximately 76 metres above sea level, the presence of a monitoring archaeologist on site should be of sufficient frequency and duration ... [so that] any remains of the breakwater and dry dock or any contemporary superstructures that may be present are documented through photography and the preparation of measured drawings. In the absence of an archaeological monitor on site, any potentially significant archaeological resource that may be encountered during excavations anywhere on the subject property should be preserved intact to allow the archaeologist to record its salient attributes or carry out whatever other form of mitigation is appropriate. Any physical remains of the National Iron Works, Toronto Iron Works, and British American Oil complexes that may survive within the project area are not regarded as archaeological resources.

(ASI 2017:11-12)

In accordance with Section 1.3.1, Section 2.1.7, and Section 7.7.4 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), **Stage 2 archaeological monitoring is required for any portion of the Project's anticipated construction which impacts an area of archaeological potential (Figure 7).**

The MTCS is asked to review the results presented and to accept this report into the *Ontario Public Register of Archaeological Reports*. Additional archaeological assessment is still required for portions of the study area and so these portions recommended for further archaeological fieldwork remain subject to Section 48(1) of the *Ontario Heritage Act* (Government of Ontario

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1990c) and may not be altered, or have artifacts removed, except by a person holding an archaeological license.

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## **5.0 ADVICE ON COMPLIANCE WITH LEGISLATION**

This report is submitted to the Minister of Tourism, Culture and Sport as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c O.18 (Government of Ontario 1990c). The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Tourism, Culture and Sport, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.

It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* (Government of Ontario 1990c) for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeological Reports referred to in Section 65.1 of the *Ontario Heritage Act* (Government of Ontario 1990c).

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act* (Government of Ontario 1990c). The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the *Ontario Heritage Act* (Government of Ontario 1990c).

The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (Government of Ontario 2002) requires that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Government and Consumer Services.

Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48 (1) of the *Ontario Heritage Act* (Government of Ontario 1990c) and may not be altered, or have artifacts removed from them, except by a person holding an archaeological license.

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July 29, 2020

## 7.0 IMAGES

### 7.1 PLATES

**Plate 1: Parliament Buildings (1796-1813) (Staples n.d.)**



**Plate 2: Worts Windmill, 1835, looking west near the foot of Trinity Street (Toronto Public Library 1835)**





**STAGE 1 ARCHAEOLOGICAL ASSESSMENT:  
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**Plate 3: Example of deep excavation during the construction of gas mains on Eastern Avenue, 1926 (City of Toronto 2018b)**



*VIA 23. JAN 14. 1926 GAS MAINS. NE. SIDE OF EASTERN AVE.*

City of Toronto Archives, Series 372 s0372\_ss0079\_it0023



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT:  
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Images  
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**7.2 PHOTOGRAPHS**

**Photo 1: View of Parliament Street –  
disturbed, facing northwest**



**Photo 2: View of Parliament Street –  
disturbed, facing northwest**



**Photo 3: View of Mill Street at Parliament  
Street – disturbed, facing east**



**Photo 4: View of Trinity Street at Mill  
Street– disturbed, facing north**



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT:  
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**Photo 5: View of Trinity Street and vacant lot – disturbed, facing southwest**



**Photo 6: View of vacant lot and adjacent building – disturbed, facing south**



**Photo 7: View of Front Street East at Trinity Street – disturbed, facing east**



**Photo 8: View of Front Street East at Cherry Street – disturbed, facing northeast**





**STAGE 1 ARCHAEOLOGICAL ASSESSMENT:  
NPS 20 DON RIVER REPLACEMENT SUPPLY PROJECT EA, CITY OF TORONTO, ONTARIO**

Images  
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**Photo 9: View of Front Street East at  
Cooperage Street – disturbed,  
facing west**



**Photo 10: View of Rolling Mills Road at  
Front Street East – disturbed,  
facing southeast**



**Photo 11: View of Rolling Mills Road at  
Front Street East – disturbed,  
facing north**



**Photo 12: View of Palace Street at Rolling  
Mills Road – disturbed, facing  
east**



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT:  
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Images  
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**Photo 13: View of Rolling Mills Road at Eastern Avenue Diversion – disturbed, facing southeast**



**Photo 14: View of Eastern Avenue Diversion at Rolling Mills Road – disturbed, facing east**



**Photo 15: View of St. Lawrence Street at Eastern Avenue Diversion – disturbed, facing northwest**



**Photo 16: View of Trolley Crescent at St. Lawrence Street – disturbed, facing northeast**





**STAGE 1 ARCHAEOLOGICAL ASSESSMENT:  
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Images  
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**Photo 17: View of Lower River Street at  
Trolley Circle – disturbed,  
facing northwest**



**Photo 18: View of park between Queen  
Street East and King Street East  
– disturbed, facing northeast**



**Photo 19: View of Queen Street East and  
King Street East merge –  
disturbed, facing northeast**



**Photo 20: View of King Street East at Lower  
River Street – disturbed, facing  
northeast**



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT:  
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**Photo 21: View of Old Brewery Lane at River Street – disturbed, facing northeast**



**Photo 22: View of parking lot from Old Brewery Lane– disturbed, facing northeast**



**Photo 23: View of Bayview Avenue at Old Brewery Lane – disturbed, facing southeast**



**Photo 24: View of Metrolinx railway corridor from Bayview Avenue – disturbed, facing southeast**





**STAGE 1 ARCHAEOLOGICAL ASSESSMENT:  
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Images  
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**Photo 25: View of parking lot at Bayview Avenue – disturbed, facing southwest**



**Photo 26: View of River Street north of Wascana Avenue – disturbed, facing northwest**



**Photo 27: View of Labatt Avenue at River Street – disturbed, facing northeast**



**Photo 28: View of Labatt Avenue at Defries Street – disturbed, facing east**





**STAGE 1 ARCHAEOLOGICAL ASSESSMENT:  
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**Photo 29: View of Bayview Ave. at Labatt Avenue – disturbed, facing east**



**Photo 30: View of Tannery Road at Palace Street – disturbed, facing south**



**Photo 31: View of Tannery Road at Front Street East – disturbed, facing south**



**Photo 32: View of Mill Street and parking lot at Tannery Road – disturbed, facing south**



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT:  
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Images  
July 29, 2020

**Photo 33: View of parking lot and railway corridor at Mill Street—  
disturbed, facing south**



**Photo 34: View of Mill Street at Tannery Road – disturbed, facing  
southwest**



**Photo 35: View of Rolling Mills Road at Mill  
Street – disturbed, facing north**



**Photo 36: View of Mill Street at Rolling Mills  
Road – disturbed, facing west**





**STAGE 1 ARCHAEOLOGICAL ASSESSMENT:  
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Images  
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**Photo 37: View of Mill Street at Cherry Street – disturbed, facing southwest**



**Photo 38: View of railway corridor from access road – disturbed, facing north**



**Photo 39: View of access road adjacent to railway corridor – disturbed, facing east**



**Photo 40: View of Lower Don River Trail at access road – archaeological potential for deeply buried remains, facing east**



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT:  
NPS 20 DON RIVER REPLACEMENT SUPPLY PROJECT EA, CITY OF TORONTO, ONTARIO**

Images  
July 29, 2020

**Photo 41: View of access road and railway corridor – disturbed, facing west**



**Photo 42: View of brownfield from access road – archaeological potential for deeply buried remains, facing southwest**



**Photo 43: View under the Gardiner Expressway – archaeological potential for deeply buried remains facing north**



**Photo 44: View of greenspace adjacent to Cherry Street – disturbed, facing west**





**STAGE 1 ARCHAEOLOGICAL ASSESSMENT:  
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Images  
July 29, 2020

**Photo 45: View of greenspace adjacent to Cherry Street – disturbed, facing northwest**



**Photo 46: View of project area under Gardiner Expressway – archaeological potential for deeply buried remains, facing north**



**Photo 47: View of brownfield near Cherry Street– archaeological potential for deeply buried remains, facing north**



**Photo 48: View of brownfield at Cherry Street– archaeological potential for deeply buried remains, facing northeast**



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT:  
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Images  
July 29, 2020

**Photo 49: View of brownfield at Cherry Street– archaeological potential for deeply buried remains, facing east**



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT:  
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Maps  
July 29, 2020

## **8.0 MAPS**

All maps will follow on succeeding pages.















Legend  
 Project Area



Notes  
 1. Historical Images not to scale.  
 2. See Report for References.



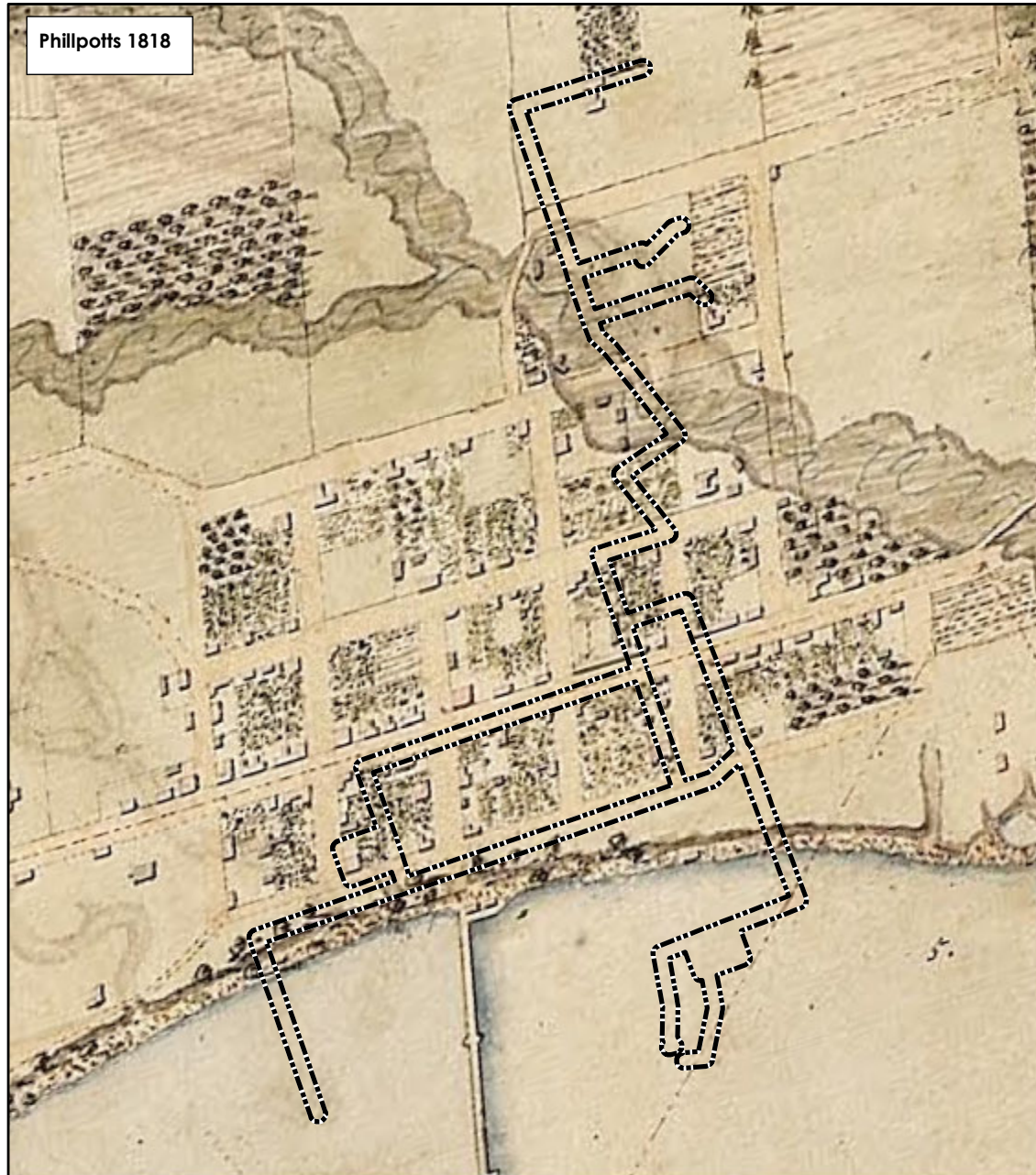
Project Location  
 City of Toronto  
 160951037  
 Prepared by SPE on 2018-07-13  
 Technical Review by BCC on 2018-04-18

Client/Project  
 ENBRIDGE GAS DISTRIBUTION INC.  
 PROPOSED DON RIVER 20 INCH  
 NATURAL GAS PIPELINE REPLACEMENT

Figure No.

**4-1**

Title  
**Early 19<sup>th</sup> to Early 20<sup>th</sup> Century Development of  
 the Project Area (1818, 1834)**





Legend  
 Project Area



Notes  
 1. Historical Images not to scale.  
 2. See Report for References.



Project Location  
 City of Toronto  
 Prepared by SPE on 2018-07-13  
 Technical Review by BCC on 2018-04-18

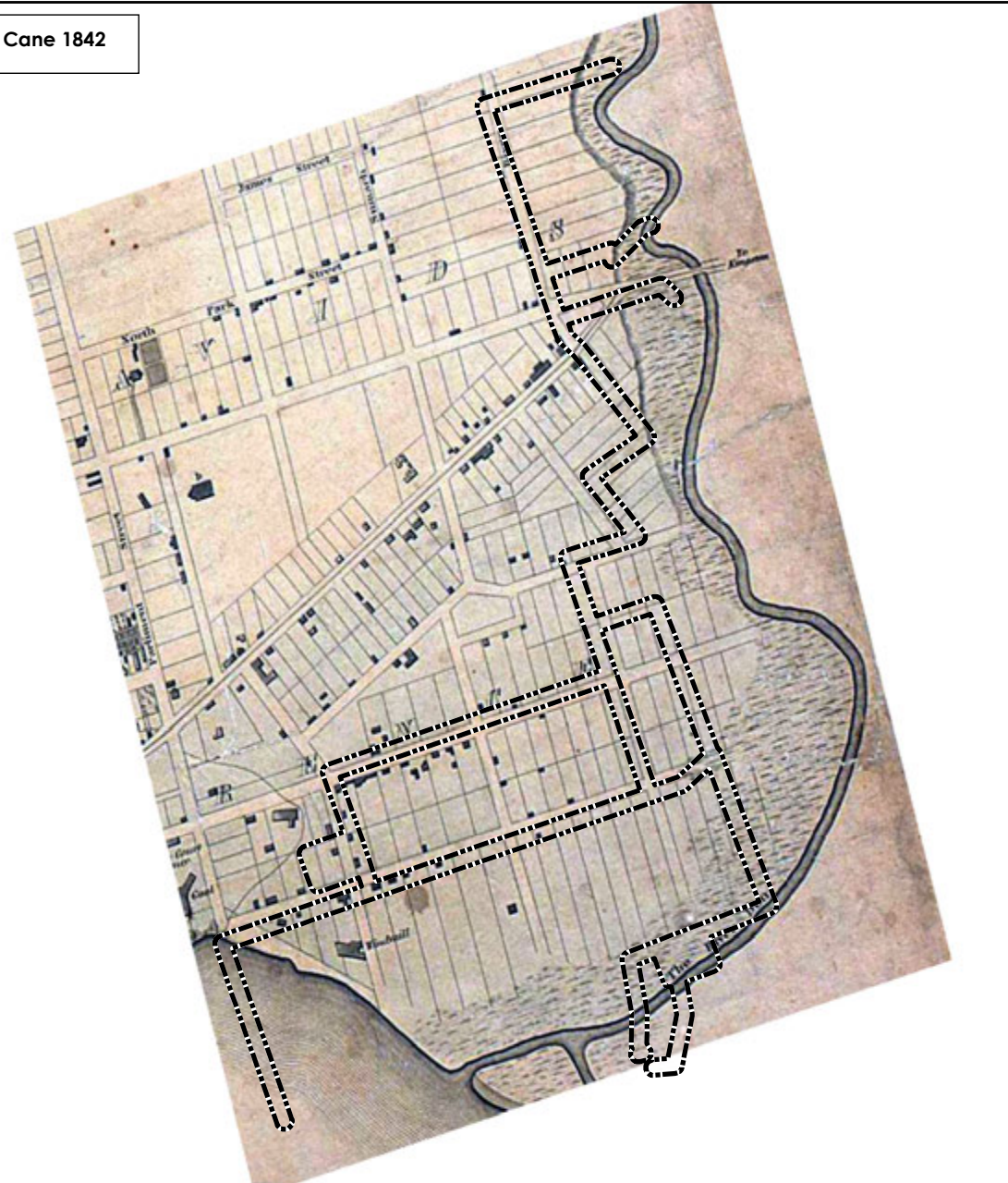
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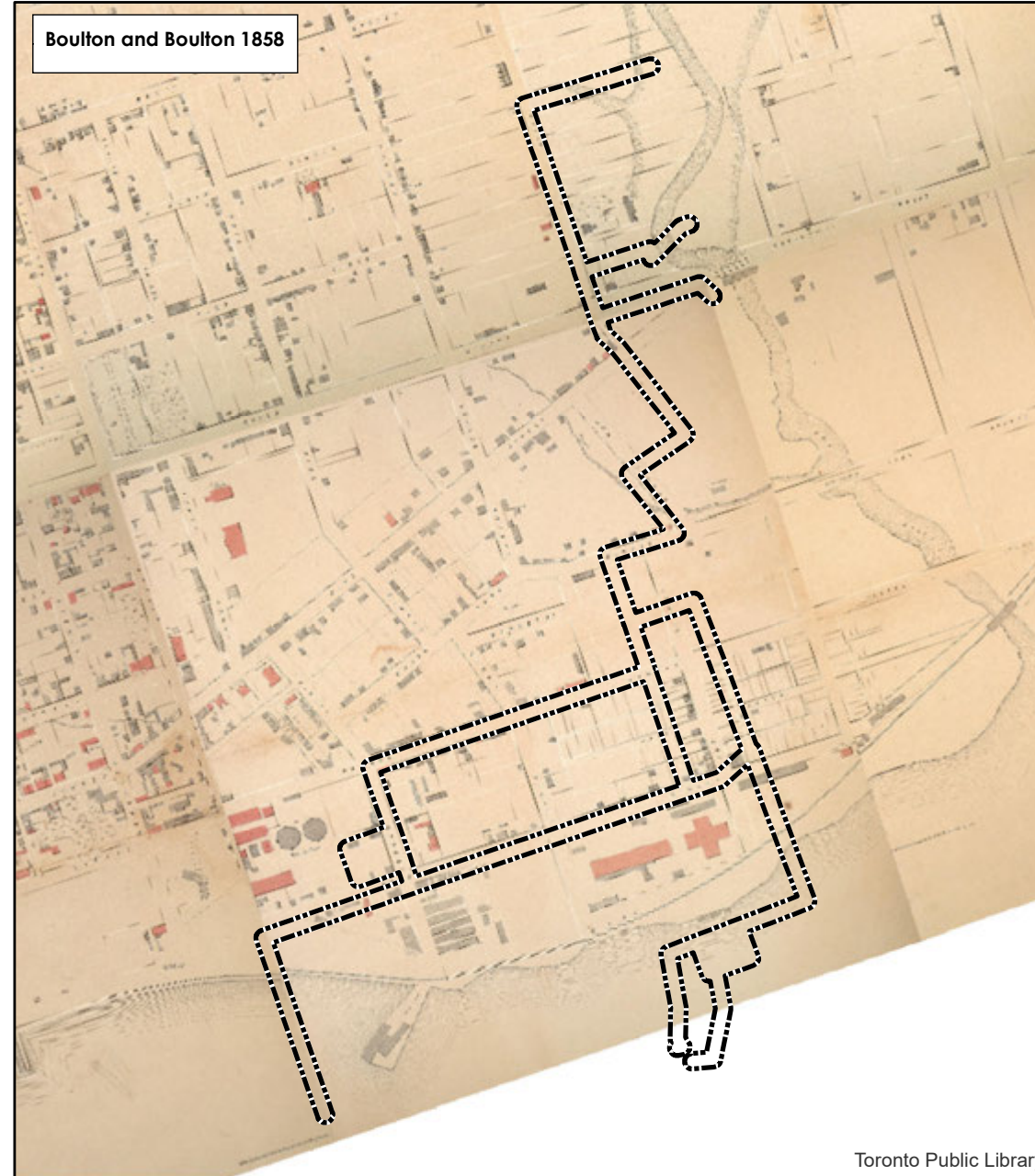
**4-2**

Title  
**Early 19<sup>th</sup> to Early 20<sup>th</sup> Century Development of  
 the Project Area (1842, 1858)**

Cane 1842



Boulton and Boulton 1858



Toronto Public Library



Legend  
 Project Area



Notes  
 1. Historical Images not to scale.  
 2. See Report for References.



Project Location  
 City of Toronto  
 Prepared by SPE on 2018-07-13  
 Technical Review by BCC on 2018-04-18

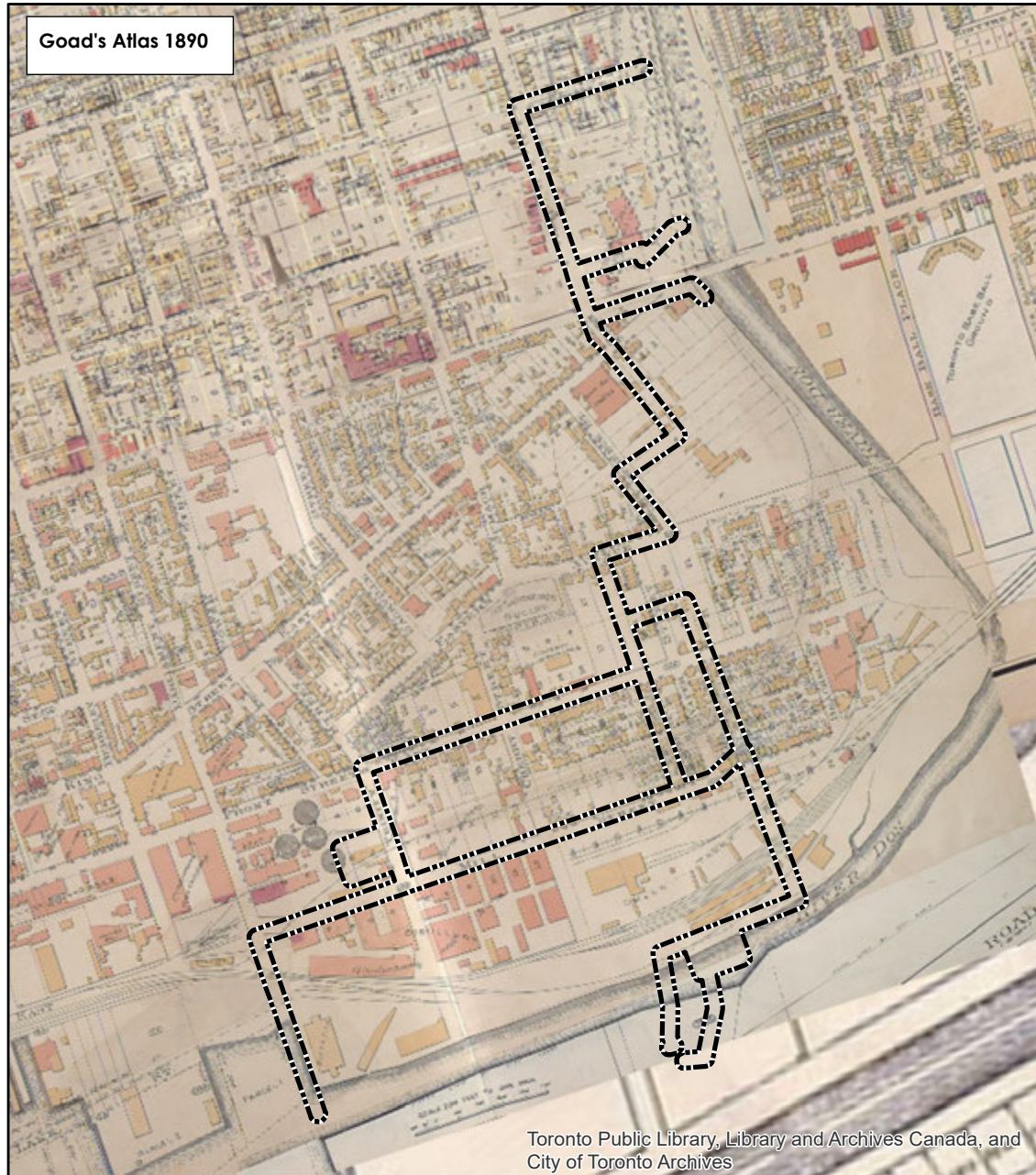
Client/Project  
 ENBRIDGE GAS DISTRIBUTION INC.  
 PROPOSED DON RIVER 20 INCH  
 NATURAL GAS PIPELINE REPLACEMENT

Figure No.

**4-3**

Title  
**Early 19<sup>th</sup> to Early 20<sup>th</sup> Century Development of  
 the Project Area (1890, 1924)**

Goad's Atlas 1890



Toronto Public Library, Library and Archives Canada, and  
 City of Toronto Archives

Goad's Atlas 1924



Toronto Public Library, Library and Archives Canada, and  
 City of Toronto Archives



Legend  
 Project Area



0 200 400 metres  
 1:9,000 (At original document size of 11x17)

- Notes**
1. Coordinate System: NAD 1983 UTM Zone 17N
  2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2018.
  3. Orthoimagery © First Base Solutions, 2016. Imagery Date, 2002.



Project Location: City of Toronto  
 160951037  
 Prepared by SPE on 2018-07-13  
 Technical Review by BCC on 2018-04-18

Client/Project: ENBRIDGE GAS DISTRIBUTION INC.  
 PROPOSED DON RIVER 20 INCH  
 NATURAL GAS PIPELINE REPLACEMENT

Figure No.

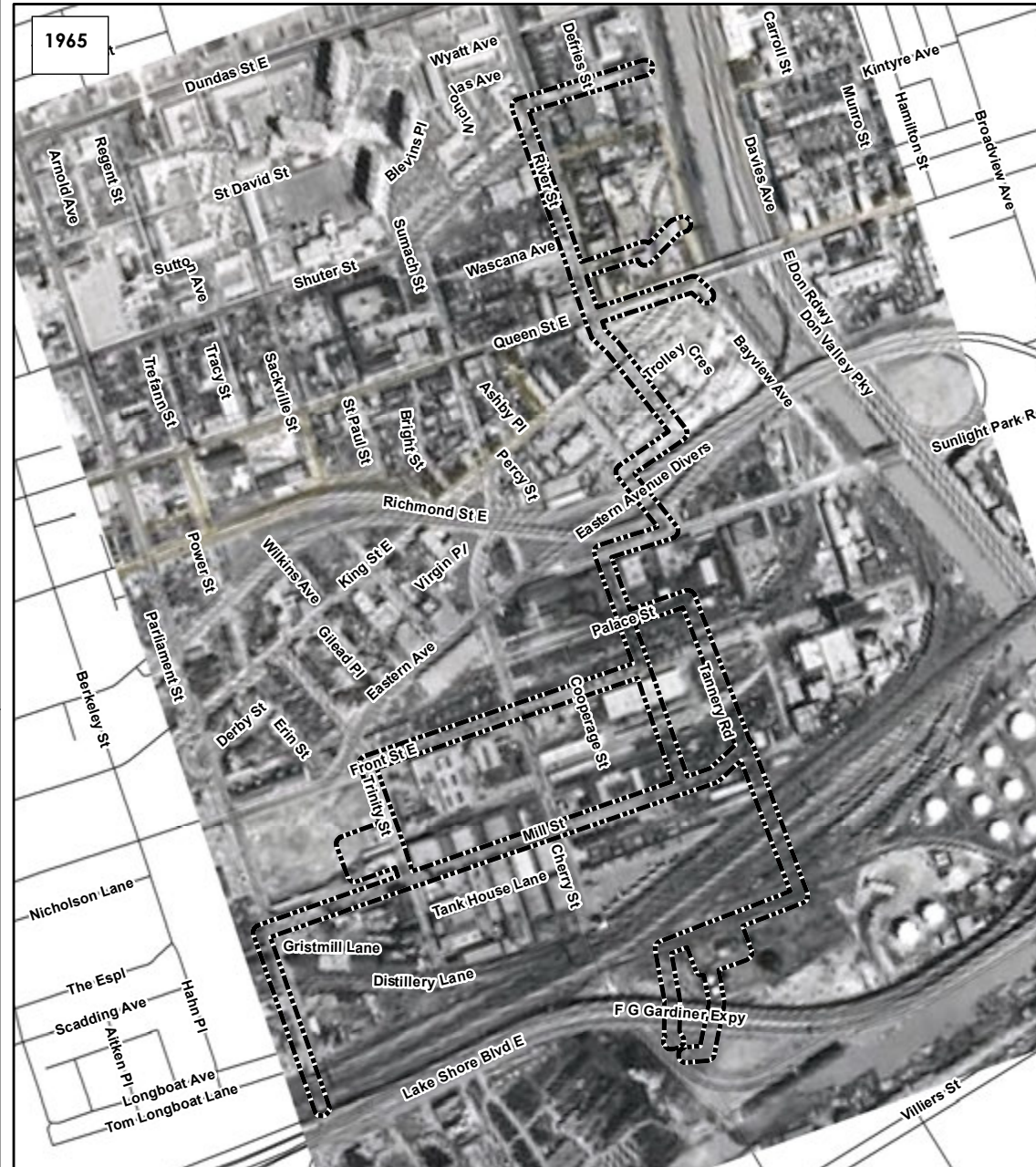
**5-1**

Title

**Mid-to-Late 20<sup>th</sup> Century Development of the Project Area (1965, 2002)**



2002



1965



Legend  
 Project Area



0 200 400 metres  
 1:9,000 (At original document size of 11x17)

- Notes**
1. Coordinate System: NAD 1983 UTM Zone 17N
  2. Base features produced under license with the Ontario Ministry of Natural Resources © Queen's Printer for Ontario, 2018.
  3. Orthoimagery © First Base Solutions, 2018. Imagery Date, 2009, 2013.



Project Location: City of Toronto  
 160951037  
 Prepared by SPE on 2018-07-13  
 Technical Review by BCC on 2018-04-19

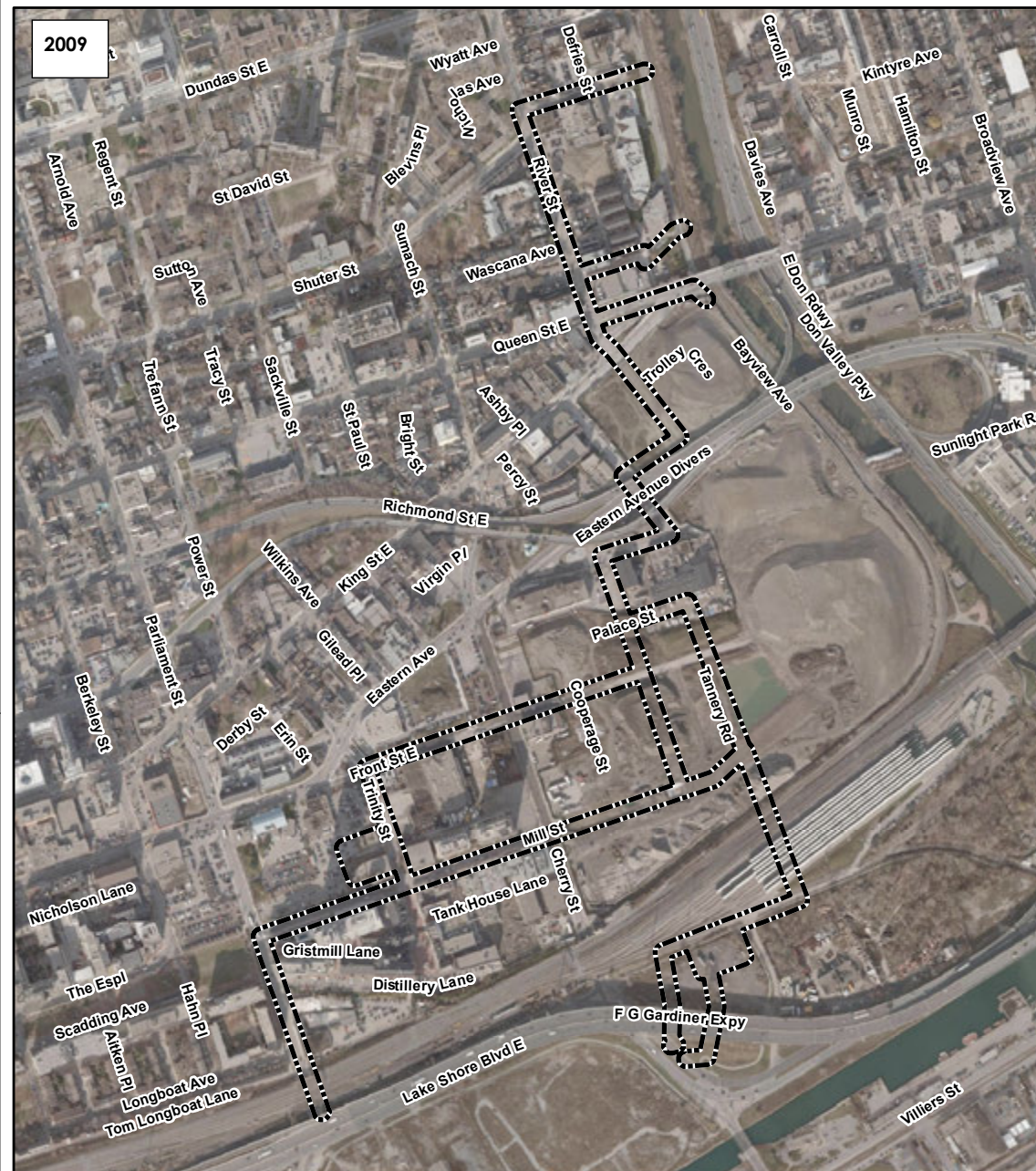
Client/Project: ENBRIDGE GAS DISTRIBUTION INC.  
 PROPOSED DON RIVER 20 INCH  
 NATURAL GAS PIPELINE REPLACEMENT

Figure No.

**5-2**

Title

**Mid-to-Late 20<sup>th</sup> Century Development of the Project Area (2009, 2013)**

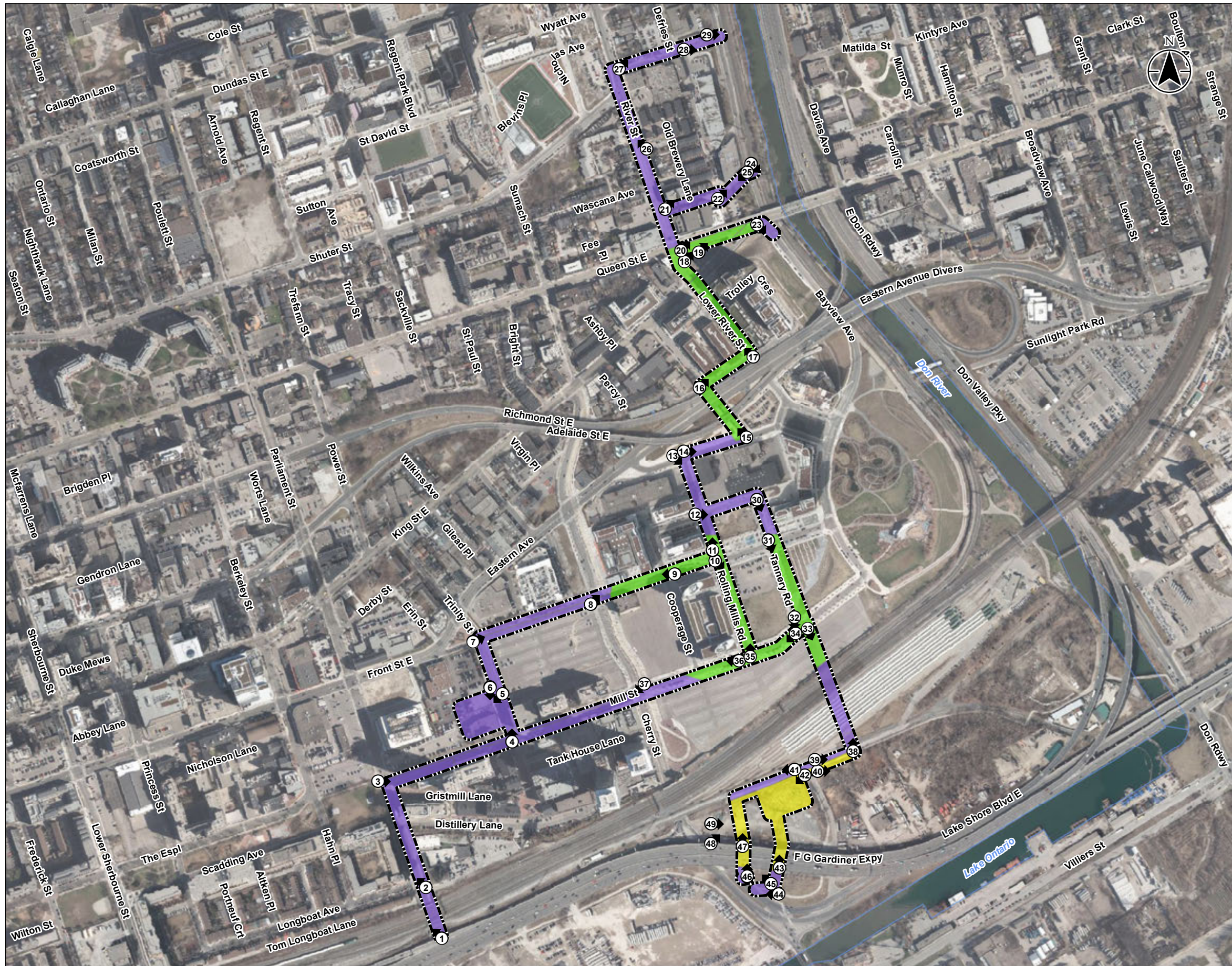








\\cd\1215\01\work\_group\01\_609\active\160951037\cd\1215\01\work\_group\01\_609\active\160951037\_NF52031901\_F07\_Arch\_Assessment.mxd - Revised: 2018-07-20 By: spdris



**Legend**

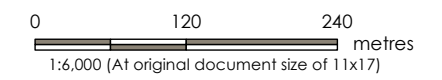
- Project Area
- Photo Location and Direction

**Natural Features**

- Waterbody

**Archaeological Potential**

- Previously Assessed – No Further
- Archaeological Work Required (ASI 2005)
- Previously Assessed – Stage 2
- Archaeological Monitoring Required (ASI 2017)
- Previously Disturbed – Low to No
- Archaeological Potential – No Further Work Required



**Notes**

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2018, City of Toronto, 2018.
3. Orthoimagery © First Base Solutions, 2018, Imagery Date, 2017.



Project Location: City of Toronto  
 Prepared by SPE on 2018-07-20  
 Technical Review by BCC on 2018-03-19

Client/Project: ENBRIDGE GAS DISTRIBUTION INC.  
 PROPOSED DON RIVER 20 INCH  
 NATURAL GAS PIPELINE REPLACEMENT

Figure No.

**7**

Title

**Results: Stage 1 Archaeological Assessment**



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT:  
NPS 20 DON RIVER REPLACEMENT SUPPLY PROJECT EA, CITY OF TORONTO, ONTARIO**

Closure  
July 29, 2020

## **9.0 CLOSURE**

This report documents work that was performed in accordance with generally accepted professional standards at the time and location in which the services were provided. No other representations, warranties or guarantees are made concerning the accuracy or completeness of the data or conclusions contained within this report, including no assurance that this work has uncovered all potential archaeological resources associated with the identified property.

All information received from the client or third parties in the preparation of this report has been assumed by Stantec to be correct. Stantec assumes no responsibility for any deficiency or inaccuracy in information received from others.

Conclusions made within this report consist of Stantec's professional opinion as of the time of the writing of this report and are based solely on the scope of work described in the report, the limited data available and the results of the work. The conclusions are based on the conditions encountered by Stantec at the time the work was performed. Due to the nature of archaeological assessment, which consists of systematic sampling, Stantec does not warrant against undiscovered environmental liabilities nor that the sampling results are indicative of the condition of the entire property.

This report has been prepared for the exclusive use of the client identified herein and any use by any third party is prohibited. Stantec assumes no responsibility for losses, damages, liabilities, or claims, howsoever arising, from third party use of this report. We trust this report meets your current requirements. Please do not hesitate to contact us should you require further information or have additional questions about any facet of this report.

Quality Review \_\_\_\_\_  
(signature)

**Jeffrey Muir, Senior Archaeologist**

Independent Review \_\_\_\_\_  
(signature)

**Tracie Carmichael, Managing Senior Associate**



## **INTERNAL HERITAGE CHECKLIST: PROPOSED DON RIVER 20 INCH NATURAL GAS PIPELINE REPLACEMENT**

Study Area Information: Proposed pipeline alternatives.

Current Municipality: City of Toronto

Former: Township of York, County of York

Lots/Concessions:

- Lots 12 to 16, Concession 1 from Lake Ontario
- Lots 12 to 16, Broken Front Concession

### **PART A: SCREENING FOR KNOWN (OR RECOGNIZED) CULTURAL HERITAGE VALUE:**

3. Is the property (or project area):
  - a) Identified, designated or otherwise protected under the *Ontario Heritage Act* of Cultural heritage value?

**Yes.**

### **MHSTCI**

Correspondence sent on June 16, 2017. Response received on June 21, 2017, from Karla Barboza, Team Lead, Heritage, MHSTCI. Barboza confirmed six provincial heritage properties to be in the relation to the study area.

- Union Station Rail Corridor Interlocking Tower- Cherry Street
- Lower Jarvis Street USRC Subway (Bridge)
- Lower Sherbourne Street USRC Subway (Bridge)
- Parliament Street USRC Subway (Bridge)
- R.L. Hearn Generating Station
- Cherry Street Subway

Following review, three provincial heritage properties are within the study area.

### **Ontario Heritage Trust**

Jeremy Collins, Acquisitions Coordinator  
Ontario Heritage Trust  
10 Adelaide Street East  
City of Toronto  
[Jeremy.collins@heritagetrust.on.ca](mailto:Jeremy.collins@heritagetrust.on.ca)

Correspondence sent on June 16, 2017. Collins responded on June 19, 2017. Collins confirmed the following properties in close proximity to the study area:

- The Ontario Heritage Centre – 10 Adelaide Street East, Toronto

- Enoch Turner Schoolhouse – 106 Trinity Street, Toronto
- First Parliament Site – 265 Front Street East, Toronto
- Bank of Upper Canada, La Salle College and York Post Office – 252-264 Adelaide Street East, Toronto
- Don Jail – 550 Gerrard Street East, Toronto
- Don Jail Governor's House- 562 Gerrard Street East, Toronto
- Dixon Building- 47 Front Street East, Toronto
- Dixon Building – 49 Front Street East, Toronto

Following review, no properties were within the study area.

### City of Toronto

Yasmina Shamji  
 Support Assistant  
 Heritage Preservation Services  
 City of Toronto  
[yshamji@toronto.ca](mailto:yshamji@toronto.ca)

Review of the study area was undertaken prior to consultation with the City of Toronto, using their online Heritage Property Search Tool:

<https://www1.toronto.ca/wps/portal/contentonly?vnextoid=cfc20621f3161410VgnVCM10000071d60f89R>  
[CRD](#)

Correspondence sent on June 16, 2017, with a listing of designated and listed properties determined to be within the study area according to the Heritage Property Search Tool. Table 1 provides the listing of City of Toronto heritage resources within the study area. Shamji responded on August 8, 2017, confirming that the properties in the email were correctly identified.

**Table 1: City of Toronto Heritage Resources within the Study Area**

| <b>Municipal Address</b> | <b>Heritage Recognition</b> |
|--------------------------|-----------------------------|
| Cherry Street Bridge     | Listed                      |
| 15 Polson Street         | Listed                      |
| 54 Polson Street         | Listed                      |
| 242 Cherry Street        | Listed                      |
| 39 Commissioners Street  | Listed                      |
| 281 Cherry Street        | Listed                      |
| 275 Cherry Street        | Listed                      |
| 309 Cherry Street        | Listed                      |
| 312 Cherry Street        | Listed                      |
| 16 Munition Street       | Listed                      |
| 62 Villiers Street       | Listed                      |
| 29 Basin Street          | Listed                      |
| 400 Commissioners Street | Listed                      |
| 369 Lake Shore Blvd East | Listed                      |
| 351 Lake Shore Blvd East | Listed                      |
| 409 Front Street East    | Listed                      |
| 425 Cherry Street        | Listed                      |
| 55 Mill Street           | Designated                  |

|                       |            |
|-----------------------|------------|
| 2 Trinity Street      | Designated |
| 18 Trinity Street     | Designated |
| 52 Mill Street        | Designated |
| 70 Mill Street        | Designated |
| 271 Front Street East | Designated |
| 265 Front Street East | Designated |
| 25 Berkeley Street    | Designated |
| 2 Berkeley Street     | Designated |
| 26 Berkeley Street    | Designated |
| 251 Front Street East | Designated |
| 227 Front Street East | Designated |
| 223 Front Street East | Designated |
| 219 Front Street East | Listed     |
| 165 Front Street East | Designated |
| 19 Sackville Street   | Listed     |
| 2 Percy Street        | Listed     |
| 4 Percy Street        | Listed     |
| 6 Percy Street        | Listed     |
| 8 Percy Street        | Listed     |
| 10 Percy Street       | Listed     |
| 1 Percy Street        | Listed     |
| 3 Percy Street        | Listed     |
| 5 Percy Street        | Listed     |
| 7 Percy Street        | Listed     |
| 9 Percy Street        | Listed     |
| 11 Percy Street       | Listed     |
| 15 Percy Street       | Listed     |
| 17 Percy Street       | Listed     |
| 457 Kings Street East | Listed     |
| 459 King Street East  | Listed     |
| 461 King Street East  | Listed     |
| 463 King Street East  | Listed     |
| 425 King Street East  | Listed     |
| 106 Trinity Street    | Designated |
| 55 Parliament Street  | Designated |
| 63 Parliament Street  | Designated |
| 296 Front Street East | Designated |
| 417 King Street East  | Listed     |
| 399 King Street East  | Listed     |
| 401 King Street East  | Listed     |
| 403 King Street East  | Listed     |
| 417 King Street East  | Listed     |
| 359 King Street East  | Designated |
| 251 King Street East  | Designated |
| 241 King Street East  | Designated |
| 243 King Street East  | Designated |
| 245 King Street East  | Designated |
| 247 King Street East  | Designated |
| 215 King Street East  | Listed     |



|                       |                        |
|-----------------------|------------------------|
| 1 Ashby Place         | Listed                 |
| 2 Ashby Place         | Listed                 |
| 3 Ashby Place         | Listed                 |
| 4 Ashby Place         | Listed                 |
| 5 Ashby Place         | Listed                 |
| 6 Ashby Place         | Listed                 |
| 7 Ashby Place         | Listed                 |
| 8 Ashby Place         | Listed                 |
| 9 Ashby Place         | Listed                 |
| 10 Ashby Place        | Listed                 |
| 11 Ashby Place        | Listed                 |
| 12 Ashby Place        | Listed                 |
| 491 Queen Street East | Listed                 |
| 493 Queen Street East | Listed                 |
| 495 Queen Street East | Listed                 |
| 497 Queen Street East | Listed                 |
| 93 Power Street       | Listed                 |
| 339 Queen Street East | Listed                 |
| 317 Queen Street East | Designated             |
| 281 Queen Street East | Designated             |
| 271 Queen Street East | Designated             |
| 267 Queen Street East | Designated             |
| 263 Queen Street East | Intention to Designate |
| 265 Queen Street East | Intention to Designate |
| 245 Queen Street East | Intention to Designate |
| 237 Queen Street East | Intention to Designate |
| 229 Queen Street East | Listed                 |
| 31 Old Brewery Lane   | Designated             |
| 19 River Street       | Designated             |
| 524 Queen Street East | Listed                 |
| 526 Queen Street East | Listed                 |
| 528 Queen Street East | Listed                 |
| 530 Queen Street East | Listed                 |
| 532 Queen Street East | Listed                 |
| 534 Queen Street East | Listed                 |
| 498 Queen Street East | Listed                 |
| 496 Queen Street East | Listed                 |
| 219 Parliament Street | Listed                 |
| 221 Parliament Street | Listed                 |
| 223 Parliament Street | Listed                 |
| 234 Queen Street East | Designated             |
| 232 Queen Street East | Listed                 |
| 230 Queen Street East | Listed                 |
| 228 Queen Street East | Listed                 |
| 226 Queen Street East | Listed                 |
| 224 Queen Street East | Listed                 |
| 222 Queen Street East | Listed                 |
| 220 Queen Street East | Listed                 |
| 216 Queen Street East | Listed                 |

|                         |            |
|-------------------------|------------|
| 440 Shuter Street       | Listed     |
| 591 Dundas Street East  | Listed     |
| 736 Dundas Street East  | Designated |
| 303 Parliament Street   | Designated |
| 296 Broadview Street    | Designated |
| 301 Broadview Street    | Designated |
| 275 Broadview Street    | Listed     |
| 1000 Dundas Street East | Listed     |
| 167 De Grassi Street    | Listed     |
| 169 De Grassi Street    | Listed     |
| 171 De Grassi Street    | Listed     |
| 173 De Grassi Street    | Listed     |
| 1135 Dundas Street East | Designated |
| 792 Queen Street East   | Listed     |
| 765 Queen Street East   | Listed     |
| 758 Queen Street East   | Listed     |
| 760 Queen Street East   | Listed     |
| 766 Queen Street East   | Listed     |
| 744 Queen Street East   | Designated |
| 735 Queen Street East   | Listed     |
| 86 Lewis Street         | Listed     |
| 88 Lewis Street         | Listed     |
| 90 Lewis Street         | Listed     |
| 704 Queen Street East   | Listed     |
| 686 Queen Street East   | Listed     |
| 688 Queen Street East   | Listed     |
| 685 Queen Street East   | Listed     |
| 650 Queen Street East   | Listed     |
| 639 Queen Street East   | Listed     |
| 641 Queen Street East   | Listed     |
| 643 Queen Street East   | Listed     |
| 651 Queen Street East   | Listed     |
| 653 Queen Street East   | Listed     |
| 655 Queen Street East   | Listed     |
| 508 Eastern Avenue      | Designated |
| 415 Eastern Avenue      | Listed     |
| 433 Eastern Avenue      | Listed     |
| 447 Eastern Avenue      | Listed     |

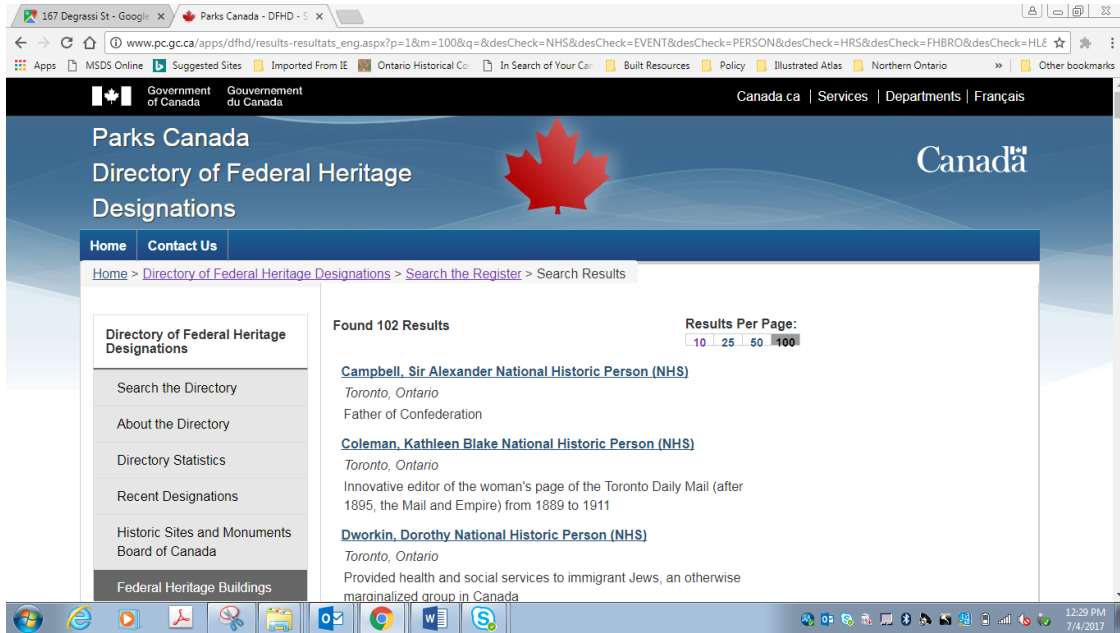
## NATIONAL HISTORIC SITE

(questions #b-e completed in a combined search)

b) A National Historic Site (or part of)?

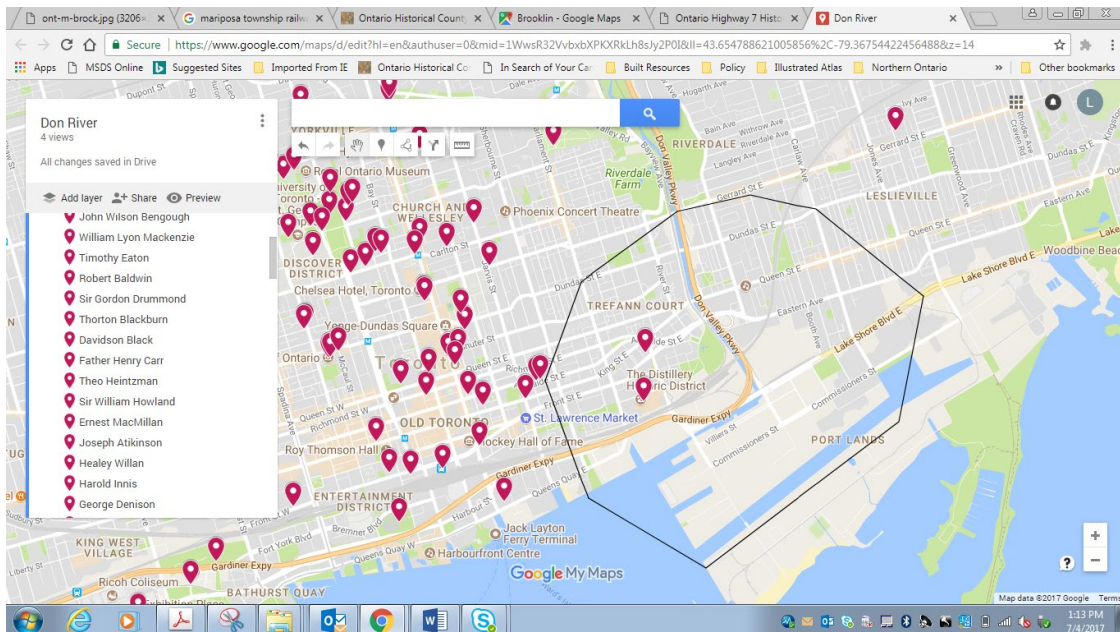
Yes. 102 sites were identified within the City of Toronto at Parks Canada:

[http://www.pc.gc.ca/apps/dfhd/default\\_eng.aspx](http://www.pc.gc.ca/apps/dfhd/default_eng.aspx). Three sites were identified within the study area.



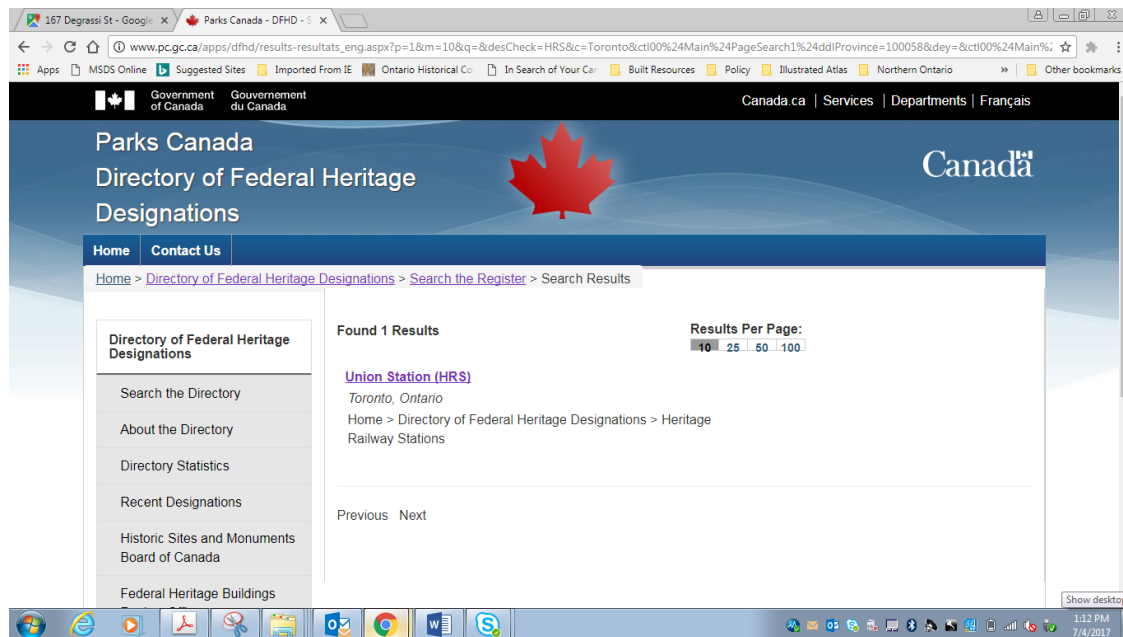
3 sites were identified within the study area:

- Fourth Post Office (260 Adelaide Street East)
- Thorton and Lucie Blackburn (19 Sackville Street)
- Gooderham and Worts Distillery (Trinity Street)



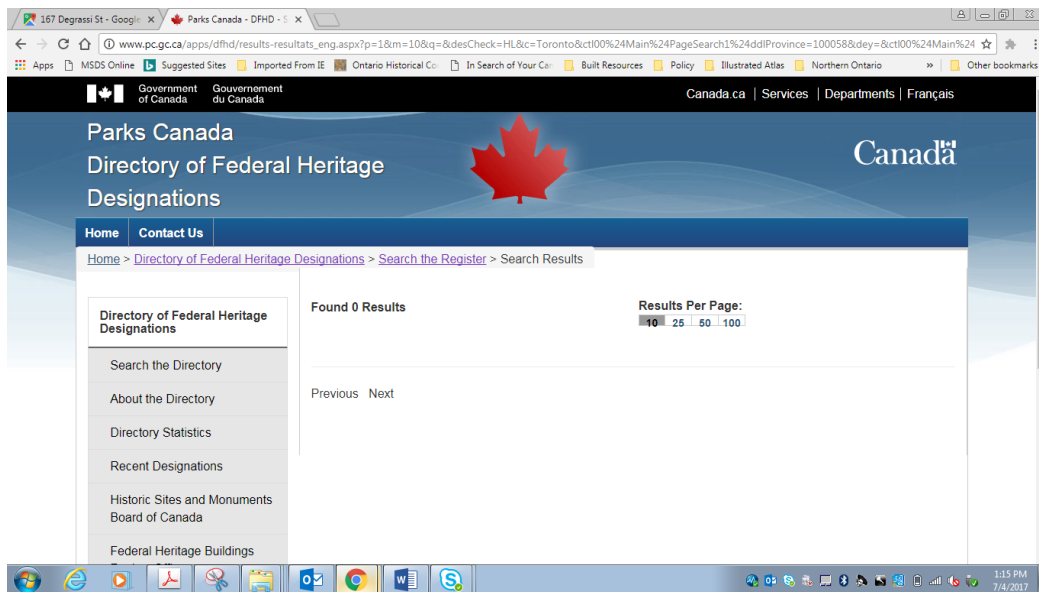
c) Designated under the *Heritage Railway Stations Protection Act*?

No. 1 identified in the City of Toronto at Parks Canada: <http://www.pc.gc.ca/clmhc-hsmbc/pat-her/gar-sta/on.aspx>. None within the study area.



d) Designated under the *Heritage Lighthouse Protection Act*?

No. None identified at Parks Canada: [http://www.pc.gc.ca/apps/dfhd/default\\_eng.aspx](http://www.pc.gc.ca/apps/dfhd/default_eng.aspx)



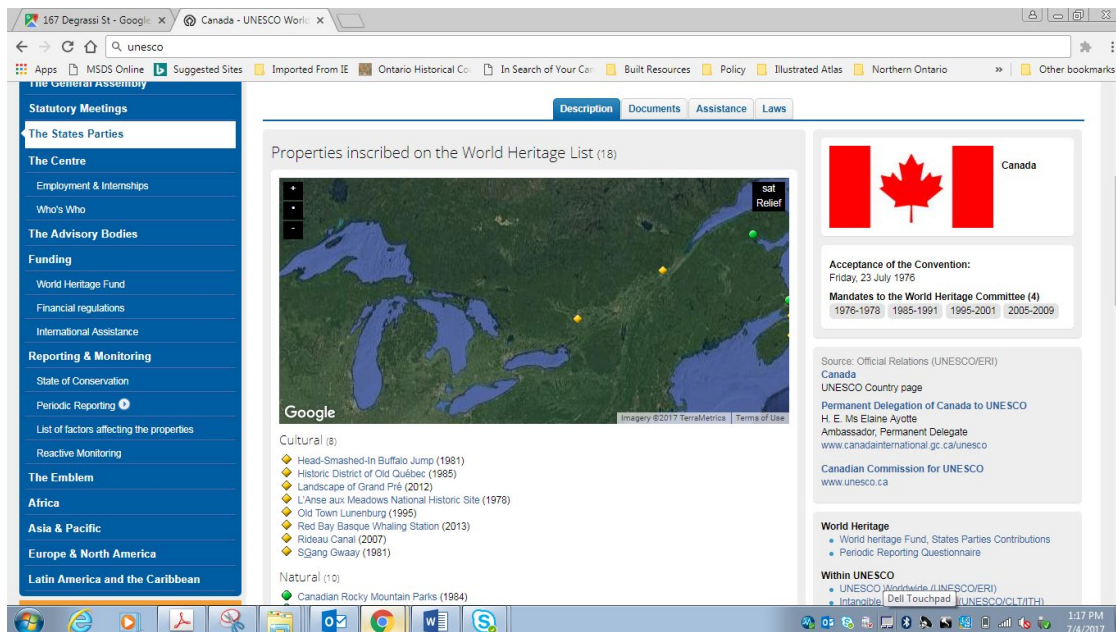
- e) Identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office (FHBRO)?

No. 4 identified in the City of Toronto at Parks Canada: [http://www.pc.gc.ca/apps/dfhd/default\\_eng.aspx](http://www.pc.gc.ca/apps/dfhd/default_eng.aspx).  
None within the study area.



- f) Located within a United Nations Educational, scientific, cultural organization (UNESCO) world heritage site?

No. None identified within the study area at UNESCO: <http://whc.unesco.org/en/statesparties/ca>.





## PART B: SCREENING FOR POTENTIAL CULTURAL HERITAGE VALUE:

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 interpretative plaque?

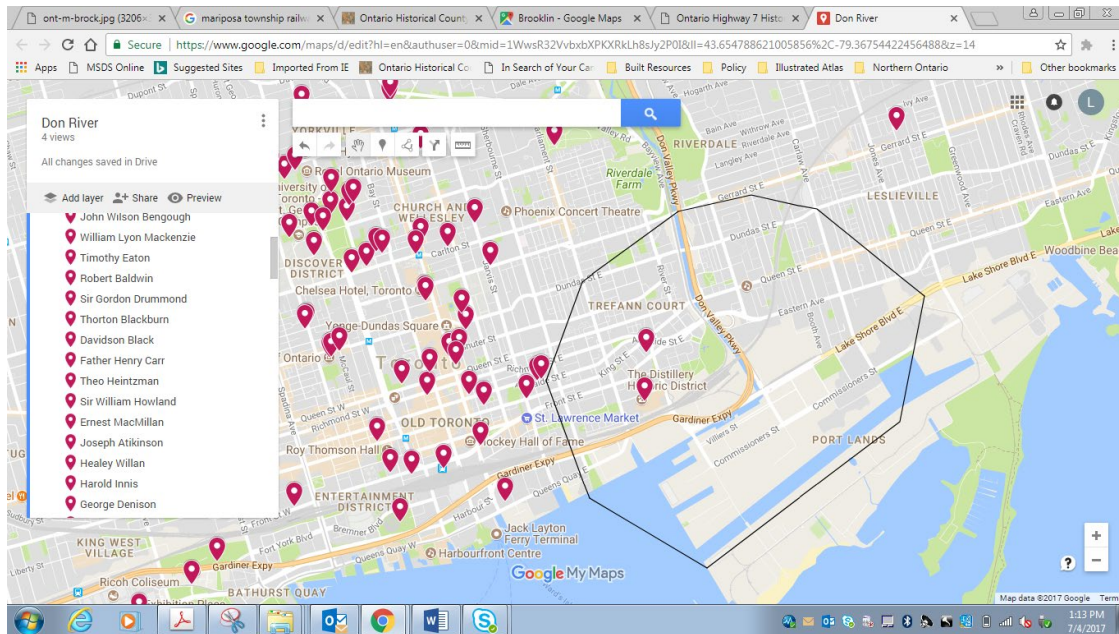
### Federal

**Yes.** 98 identified in the City of Toronto at Parks Canada: [http://www.pc.gc.ca/apps/dfhd/search-recherche\\_eng.aspx](http://www.pc.gc.ca/apps/dfhd/search-recherche_eng.aspx). Three identified within the study area.



The screenshot shows the Parks Canada website's search results for the Directory of Federal Heritage Designations. The page title is "Parks Canada Directory of Federal Heritage Designations". The search results section indicates "Found 98 Results" and "Results Per Page: 10 | 25 | 50 | 100". Three results are visible:

- Campbell, Sir Alexander National Historic Person (NHS)**  
Toronto, Ontario  
Father of Confederation
- Coleman, Kathleen Blake National Historic Person (NHS)**  
Toronto, Ontario  
Innovative editor of the woman's page of the Toronto Daily Mail (after 1895, the Mail and Empire) from 1889 to 1911
- Dworkin, Dorothy National Historic Person (NHS)**  
Toronto, Ontario  
Provided health and social services to immigrant Jews, an otherwise marginalized group in Canada



The screenshot shows a Google Maps view of a study area in Toronto, Ontario. The map is centered on the area around the Don River and the Gardiner Expressway. A black polygon outlines the study area. Numerous red pins are scattered across the map, indicating the locations of heritage sites. A sidebar on the left lists the names of these sites, including:

- John Wilson Bengough
- William Lyon Mackenzie
- Timothy Eaton
- Robert Baldwin
- Sir Gordon Drummond
- Thornton Blackburn
- Davidson Black
- Father Henry Carr
- Theo Heintzman
- Sir William Howland
- Ernest MacMillan
- Joseph Atkinson
- Healey Willan
- Harold Innis
- George Denison



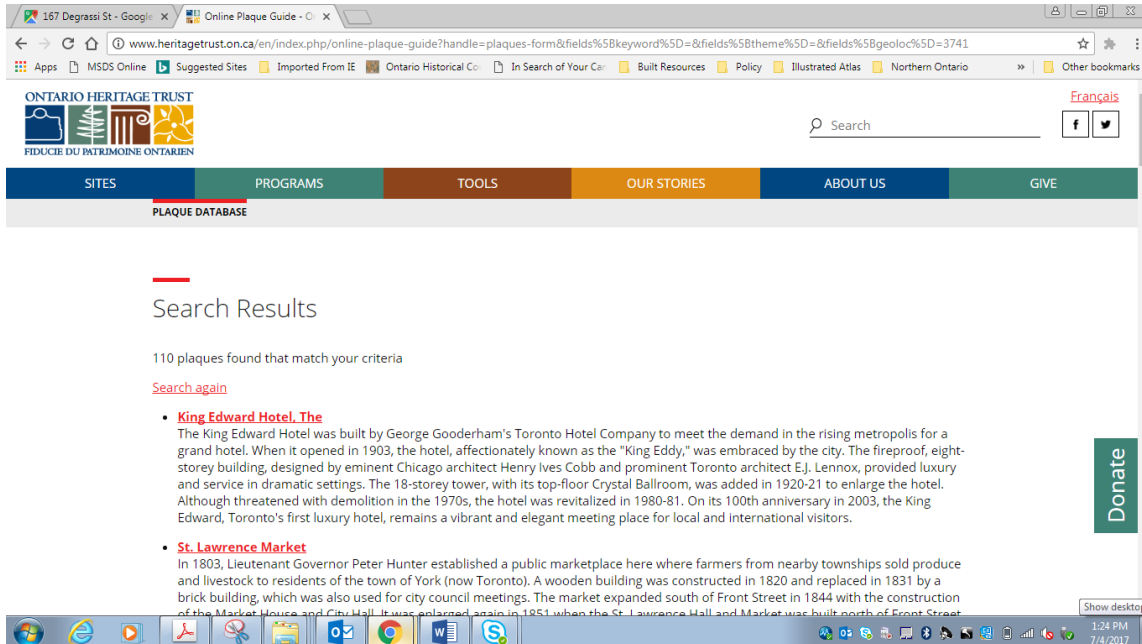
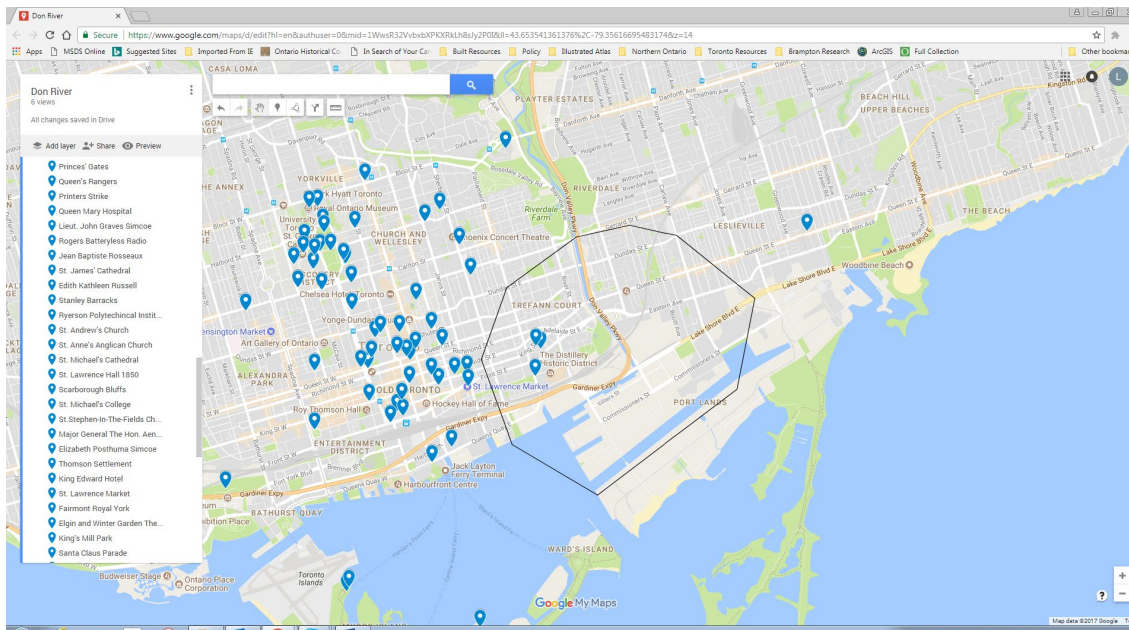
3 sites were identified within the study area:

- Fourth Post Office (260 Adelaide Street East)
- Thorton and Lucie Blackburn (19 Sackville Street)
- Gooderham and Worts Distillery (Trinity Street)

### Provincial

Yes. 110 identified in the City of Toronto at Ontario Heritage Trust:

<http://www.heritagetrust.on.ca/en/index.php/online-plaque-guide>. Three identified within the study area.

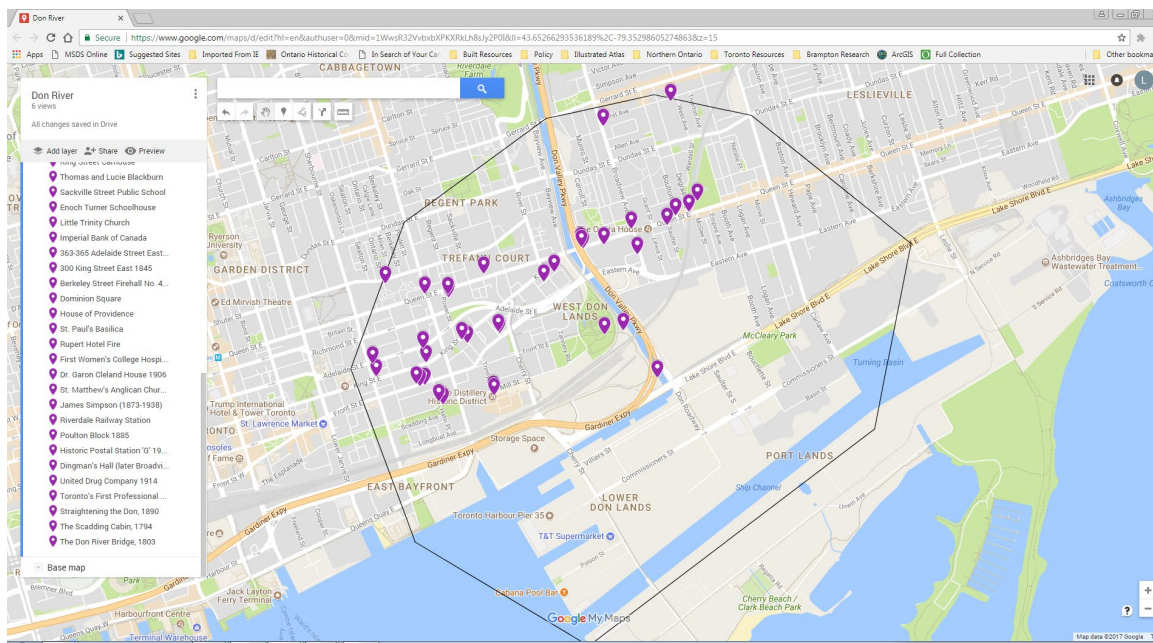
3 identified within the study area:

- Enoch Turner School 1848, The (106 Trinity Street)
- Little Trinity Church (425 King Street East)
- Ontario's First Parliament (Parliament Street just south of The Esplanade)

### **Municipal**

**Yes.** 37 municipal plaques identified in the study area at Ontario Plaques:

<http://www.ontarioplaques.com/index.html>

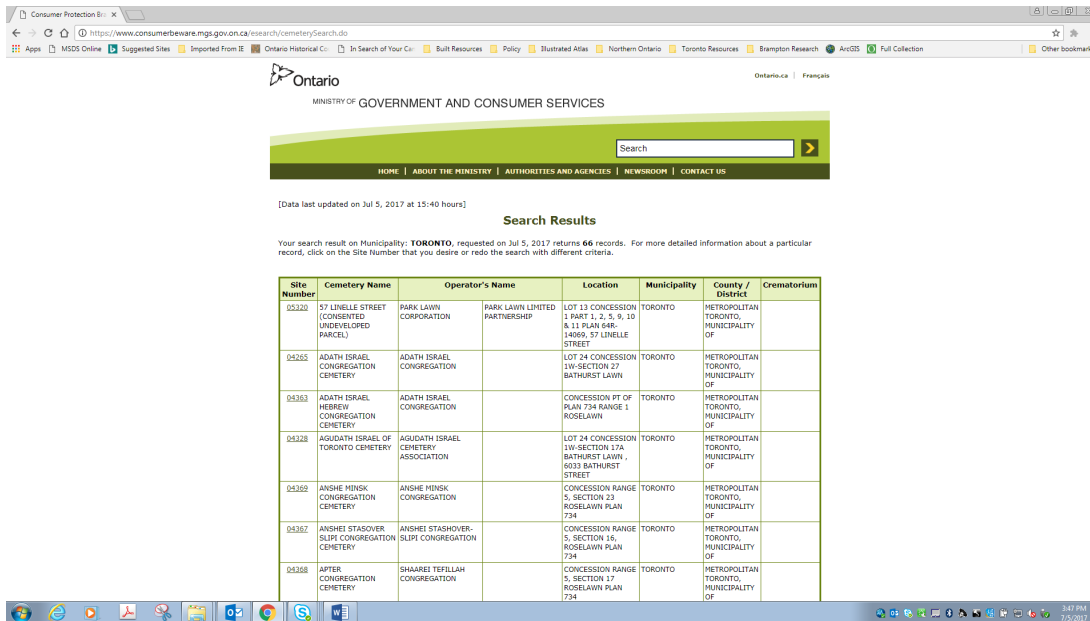


- Don River
- Lower Don river Railway Crossing
- William Davies Company
- Gooderham and Worts Distillery Complex
- The Millstone
- Ontario's First Parliament Buildings
- The Joseph Simpson Knitting Mills
- Consumers' Gas Company Purifying House
- Standard Woollen Mills Building
- History as Theatre: 200 Toronto Years
- Don Bridge Battery
- King Street Carhouse
- Thomas and Lucie Blackburn
- Sacville Street Public School
- Enoch Turner Schoolhouse
- Little Trinity Church
- Imperial Bank of Canada
- 363-365 Adelaide Street East, 1842

- 300 King Street East 1845
- Berkeley Street Firehall No. 4 1905
- Dominion Square
- House of Providence
- St. Paul's Basilica
- Rupert Hotel Fire
- First Women's College Hospital
- Dr. Garon Cleland House 1906
- St. Matthew's Anglican Church
- James Simpson (1873-1938)
- Riverdale Railway Station
- Poulton Block 1885
- Historical Postal Station 'G' 1913-1975
- Dingman's Hall (later Broadview Hotel)
- United Drug Company 1914
- Toronto's First Professional Baseball Stadium
- Straightening the Don, 1890
- The Scadding Cabin, 1794
- The Don River Bridge, 1803

b) Has or is adjacent to a known burial site and/or cemetery?

**No. 66** identified within the City of Toronto at the Ministry of Government and Consumer Services: <https://www.consumerbeware.mgs.gov.on.ca/esearch/cemeterySearch.do?eformsId=0>. None within the study area.



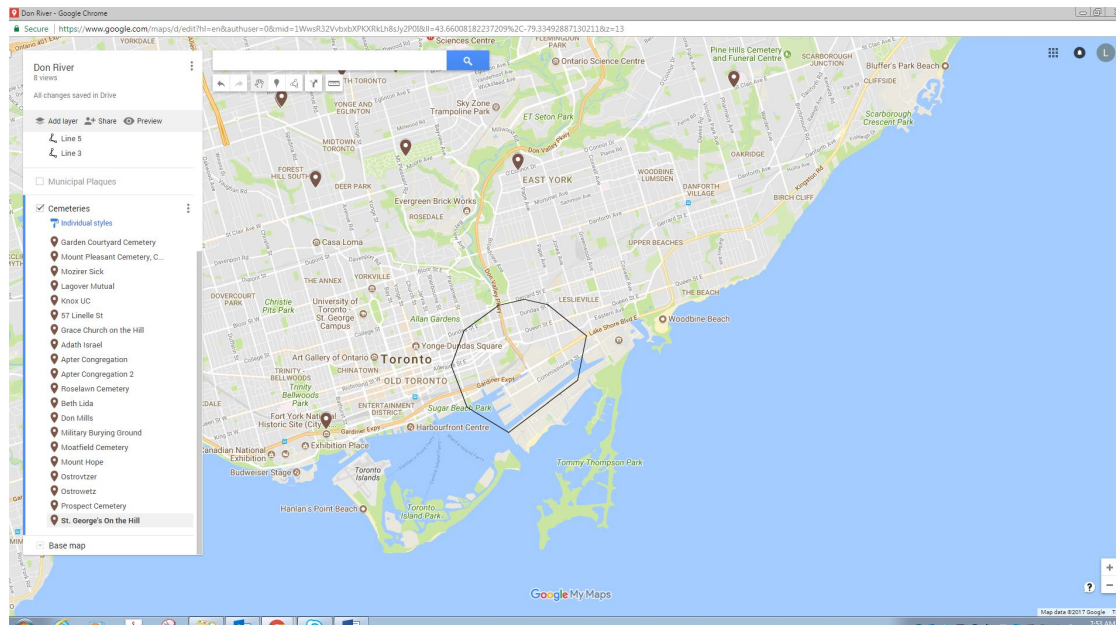
[Data last updated on Jul 5, 2017 at 15:40 hours]

**Search Results**

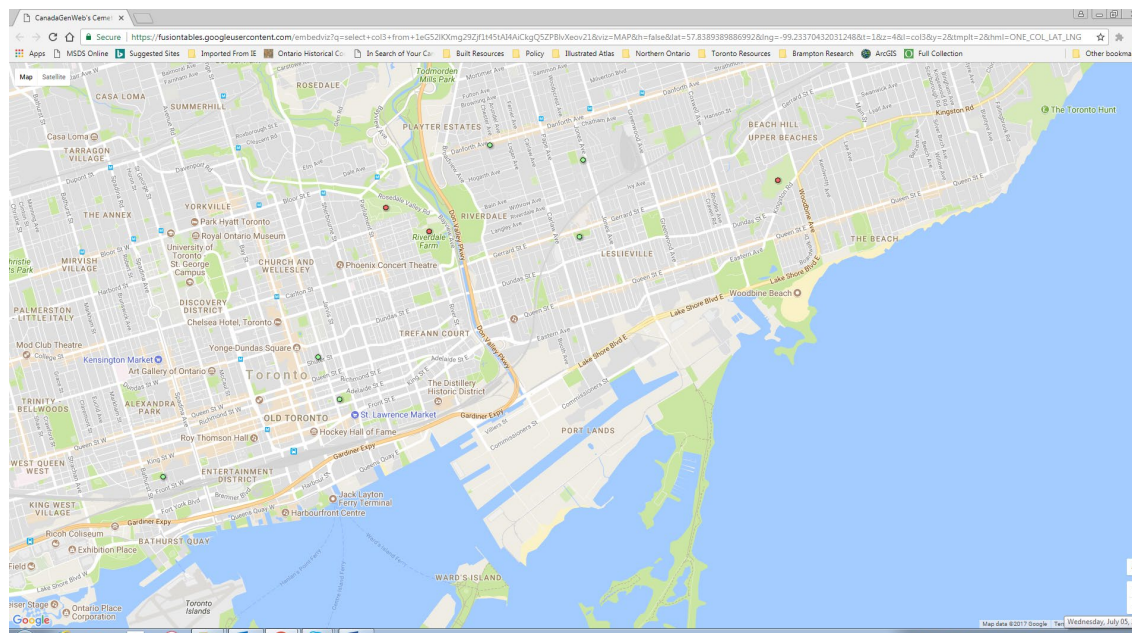
Your search result on Municipality: **TORONTO**, requested on Jul 5, 2017 returns **66** records. For more detailed information about a particular record, click on the Site Number that you desire or redo the search with different criteria.

| Site Number | Cemetery Name                                    | Operator's Name                     | Location                      | Municipality                                                                    | County / District | Crematorium                           |  |
|-------------|--------------------------------------------------|-------------------------------------|-------------------------------|---------------------------------------------------------------------------------|-------------------|---------------------------------------|--|
| 02320       | 57 LINELLE STREET (CONSENTED UNDEVELOPED PARCEL) | PARK LAWN CORPORATION               | PARK LAWN LIMITED PARTNERSHIP | LOT 13 CONCESSION 1 PART 1, 2, 5, 9, 10 & 11 PLAN 646, 14069, 57 LINELLE STREET | TORONTO           | METROPOLITAN TORONTO, MUNICIPALITY OF |  |
| 04265       | ADATH ISRAEL CONGREGATION CEMETERY               | ADATH ISRAEL CONGREGATION           |                               | LOT 24 CONCESSION 1W-SECTION 27 BATHURST LAWN                                   | TORONTO           | METROPOLITAN TORONTO, MUNICIPALITY OF |  |
| 04363       | ADATH ISRAEL HERREW CONGREGATION CEMETERY        | ADATH ISRAEL CONGREGATION           |                               | CONCESSION PT OF PLAN 754 RANGE 1 ROSELAWN                                      | TORONTO           | METROPOLITAN TORONTO, MUNICIPALITY OF |  |
| 04328       | ASUDATH ISRAEL OF TORONTO CEMETERY               | ASUDATH ISRAEL CEMETERY ASSOCIATION |                               | LOT 24 CONCESSION 1W-SECTION 17A BATHURST LAWN 6033 BATHURST STREET             | TORONTO           | METROPOLITAN TORONTO, MUNICIPALITY OF |  |
| 04369       | ANSHE MINSK CONGREGATION CEMETERY                | ANSHE MINSK CONGREGATION            |                               | CONCESSION RANGE 5, SECTION 23 ROSELAWN PLAN 734                                | TORONTO           | METROPOLITAN TORONTO, MUNICIPALITY OF |  |
| 04367       | ANSHEI STASOVER-SULPI CONGREGATION CEMETERY      | ANSHEI STASHOVER-SULPI CONGREGATION |                               | CONCESSION RANGE 5, SECTION 16 ROSELAWN PLAN 734                                | TORONTO           | METROPOLITAN TORONTO, MUNICIPALITY OF |  |
| 04368       | APFER CONGREGATION CEMETERY                      | SHAARAI TSEVILLAH CONGREGATION      |                               | CONCESSION RANGE 5, SECTION 17 ROSELAWN PLAN 734                                | TORONTO           | METROPOLITAN TORONTO, MUNICIPALITY OF |  |





None identified in the study area Canada Gen Web's Cemetery Map Project at: <http://rootsweb.ancestry.com/~cancemet/ON/>.



c) Is in a Canadian Heritage River watershed?

**No.** None identified within study area at Canadian Heritage Rivers System: <http://chrs.ca/>.



d) Contains buildings or structures that are 40 or more years old?

Yes.

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?

**Yes.** The study area includes structures and sites that are important in defining the character of the area. The study area was an area of industrial development from the 19<sup>th</sup> to the mid-20<sup>th</sup> century. Residence, schools, and other businesses developed around the industries. Remaining industry buildings include the Victory Mills Silos, Gooderham & Worts (Distillery District), and Dominion Wheel and Foundries Company. The study area also includes railway structures that have been recognized as provincial heritage properties (Cherry Street Subway, Cherry Street Tower, Parliament Street Subway).

By 1860 the City of Toronto had expanded east to include the study area as shown on George Tremaine's 1860 Map of the County of York (Plate 1). The map also shows the Grand Trunk Railway and a station within the study area. The 1884 City of Toronto Fire Insurance Plan shows the increased development in the study area in the late 19<sup>th</sup> century with industries and workers' residences (Plate 2).



Plate 1: Tremaine Map of the County of York, 1860.

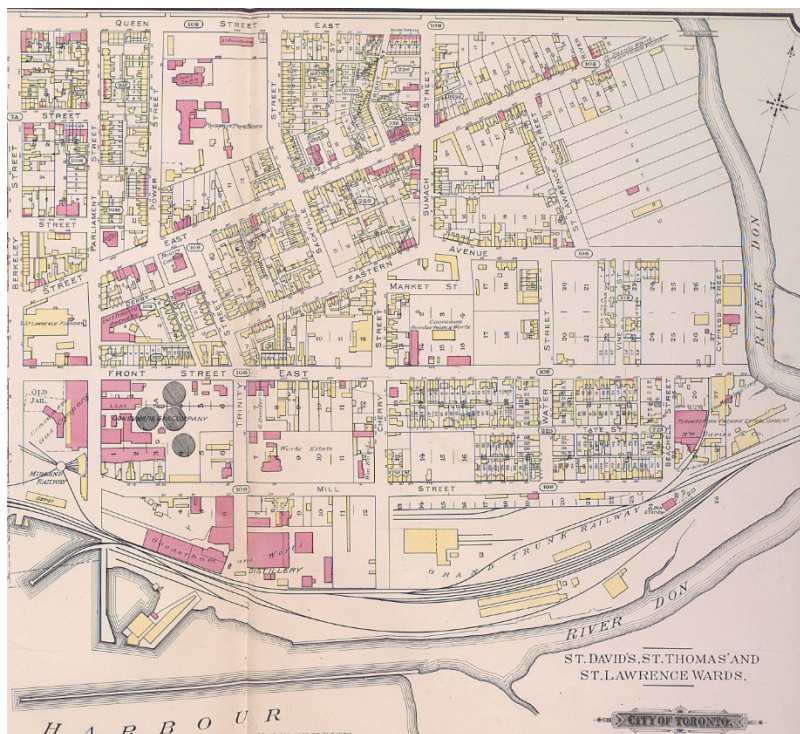


Plate 2: City of Toronto Fire Insurance Plan, 1884

b) Has a special association with a community, person or historical event?



Yes. The study area runs adjacent to the Corktown neighbourhood. An area associated with a Irish community. Corktown was originally settled by working class immigrants in the early 1800s. Many of the settlers were from the County of Cork, in Ireland. Most of the residents worked at the nearby breweries and brickyards.

**c) Contains or is part of a cultural heritage landscape?**

Yes. The study area contains the Distillery District, a collection of buildings erected by Gooderham & Worts from 1859 to 1927.

## Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes

### A Checklist for the Non-Specialist

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  
**Proposed 20-Inch Natural Gas Pipeline**

Project or Property Location (upper and lower or single tier municipality)  
**City of Toronto**

Proponent Name  
**Enbridge Gas Inc.**

Proponent Contact Information  
**101 Honda Blvd., Markham, ON, L6C 0M6**

### 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 checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b. a National Historic Site (or part of)?                                                                                   | <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. has a special association with a community, person or historical event?                                                                       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. contains or is part of a cultural heritage landscape?                                                                                         | <input checked="" type="checkbox"/> | <input 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](#).

# APPENDIX F

## EcoLog ERIS Summary





| Company/Site Name                                                                          | Site Address                                                            | Additional Address Information                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | RSC/ CPU/ Spill/<br>Waste Disposal Site | RSC/CPU Number | Spill Volume | Spill Type | Spill Medium | Date                           | Possible Impacted Soil/<br>Groundwater Present | Enbridge HS Precautions<br>Required        |
|--------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|----------------|--------------|------------|--------------|--------------------------------|------------------------------------------------|--------------------------------------------|
| Her Majesty the Queen in right of Ontario as represented by the Minister of Infrastructure | 171 Eastern Avenue, Toronto, M5A 1J1                                    | 185 Eastern Avenue, 171 Eastern Avenue, and 169 Eastern Avenue, Toronto, M5A 1J1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | RSC                                     | 201566         |              |            |              | 1/16/2012                      | Soil and groundwater impacts                   | CPU specifies HSE Precautions are required |
| Her Majesty the Queen in right of Ontario as represented by MOI                            | No Municipal Address                                                    | BLOCK 2, PLAN 66M2473 CITY OF TORONTO; BLOCK 3, PLAN 66M2473 SUBJECT TO AN EASEMENT AS IN AT2310791 SUBJECT TO AN EASEMENT OVER BLOCK 3 PL 66M2473 IN FAVOUR OF PTS 1 TO 7 INCLUSIVE PL 66R22377 AS IN AT2311416 CITY OF TORONTO; BLOCK 4, PLAN 66M2473 SUBJECT TO AN EASEMENT AS IN AT2310791 SUBJECT TO AN EASEMENT OVER BLOCK 4 PL 66M2473 IN FAVOUR OF PTS 1 TO 7 INCLUSIVE PL 66R22377 AS IN AT2311416 CITY OF TORONTO; BLOCK 7, PLAN 66M2473;S/T CT53885 AS TRANSFERRED BY CT174850 SUBJECT TO AN EASEMENT AS IN CT466801 SUBJECT TO AN EASEMENT AS IN AT2310791 CITY OF TORONTO; BLOCK 15, PLAN 66M2473;S/T CT53885 AS TRANSFERRED BY CT174850 SUBJECT TO AN EASEMENT AS IN CT466801 CITY OF TORONTO; BLOCK 21, 22, 23, 24, and 25, PLAN 66M2473 CITY OF TORONTO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | RSC                                     | 109539         |              |            |              | 5/25/2011                      | PSS developed for the property                 | HSE precautions may be required            |
| Generic Holdings Inc.                                                                      | 68 Broadview Ave, Toronto, M4M 2E6                                      | Part of Lot 15, Broken Front Concession designated as Parts 1, 2, 3, 4, 5 and 6 on Plan 66R20522, City of Toronto, together with a right of way over parts 7 & 8 on Plan 66R20522 in favour of Parts 1, 2, 3, 4, and 5 on Plan 66R20522 as in CA706651, subject to a right of way over parts 3, 4, and 5 on Plan 66R20522 as in A924818, CA706651, 61506ES, CA778170 and CA 778171 and Part Lot 15, broken front concession, Township of York, part of Eastern Avenue Diversion closed by By-Law 56-2004 as in AT414318, designated as Part 1 on Plan 66R-21410 City of Toronto                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | RSC                                     | 2089           |              |            |              | 4/12/2006                      | None identified above applicable SCS           | n/a                                        |
| Her Majesty the Queen In Right of Ontario As Represented by the Minister of Infrastructure | 169, 171 & 185 Eastern Avenue, Toronto ON                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | RSC                                     | 201566         |              |            |              | 1/16/2012                      | Soil and groundwater impacts                   | CPU specifies HSE Precautions are required |
| DHD Development Corp.                                                                      | 15 Mill Street, Toronto, Ontario, M5A 3C4, (formerly 55 Mill Street) ON | PART WATER LOT A, CROWN LANDS, PLAN A-76; PART OF WATER LOTS IN FRONT OF LOTS 4, 5 & 6, PLAN 108; PART OF IRREGULAR STRIP OF LAND (BETWEEN LOTS 2 TO 6, BOTH INCL., PLAN 108 AND WATER LOTS IN FRONT OF LOTS 4, 5 & 6, PLAN 108 AND WATER LOT A, CROWN LANDS, PLAN A-76); PART OF LOTS 4 AND 5 SOUTH SIDE OF MILL STREET, PLAN 108 & PART OF LOTS 2 & 3, SOUTH SIDE MILL ST., PLAN 108, DESIGNATED AS PARTS 1, 2, 3, 5, 6, 9, 10 TO 20, BOTH INCL., PARTS 22 TO 26, BOTH INCL., AND PART 30 ON PLAN 66R18262. CITY OF TORONTO. S/T A RIGHT IN NATURE OF EASEMENT, IN, OVER, ALONG AND UPON THAT PART OF PARCEL 2-2, SEC. A-108, BEING PART OF WATER LOT A, CROWN LANDS PLAN A-76 AND PART WATER LOT IN FRONT OF LOTS 4, 5 & 6, PLAN 108, DESIGNATED AS PARTS 1, 2, 3, 5, 6, 16 AND 26 ON PLAN 66R18262 AS SET OUT IN E289555. S/T AN EASEMENT IN, OVER, ALONG, UPON AND UNDER THAT PARCEL 2-2, SECTION A-108, BEING PART OF WATER LOTS IN FRONT OF LOTS 4, 5 & 6, PLAN 108, PART OF LOTS 4 AND 5, SOUTH SIDE OF MILL ST., PART OF IRREGULAR STRIP OF LAND (BETWEEN LOTS 2 TO 6, BOTH INCL., PLAN 108 AND THE WATER LOTS IN FRONT OF LOTS 4, 5, & 6, PLAN 108 AND WATER LOT A, CROWN LANDS PLAN A-76), PART OF LOT 4, SOUTH SIDE OF MILL ST., PLAN 108, DESIGNATED AS PARTS 6, 9 & 17, PLAN 66R18262, AS SET FORTH IN NO. E289555. S/T A R.O.W. IN THE NATURE OF AN EASEMENT IN, OVER, UNDER, UPON, AND ALONG THAT PART OF PARCEL 2-2, SECTION A-108, BEING PART OF WATER LOT A, CROWN LANDS, PLAN A-76, PART OF WATER LOTS IN FRONT OF LOTS 4, 5 & 6, PLAN 108, PART OF LOTS 2,3,4&5, SOUTH SIDE OF MILL ST., PLAN 108, PART OF IRREGULAR STRIP OF LAND (BETWEEN LOTS 2 TO 6, BOTH INCL., PLAN 108, AND THE WATER LOTS IN FRONT OF LOTS 4, 5, & 6, PLAN 108 AND WATER LOT A, CROWN LANDS PLAN A-76), DESIGNATED AS PART 1, 2, 3, 5, 6, 9, 10 TO 20 AND 22 TO 26, BOTH INCL., AND PART 30, PLAN 66R18262, AS SET OUT IN NO. E289555. T/W AN EASEMENT IN, OVER ALONG AND UPON: A) THAT PART OF PARCEL 2-2, SECTION A-108, BEING PART OF WATER LOTS IN FRONT OF LOTS 4, 5 & 6, PLAN 108, PART OF LOTS 4 & 5, SOUTH SIDE OF MILL ST., PART OF THE IRREGULAR STRIP OF LAND (BETWEEN LOTS 2 TO 6, BOTH INCL., PLAN 108 AND THE WATER LOTS IN FRONT OF LOTS 4,5,&6, PLAN 108 AND WATER LOT A, CROWN LANDS PLAN A-76), PART OF LOTS 6 TO 12, SOUTH SIDE OF MILL ST., PLAN 108, PART OF TRINITY STREET (CLOSED BY BY-LAW 712-79, REG. AS NO. CT378839), PART OF WATER LOTS IN REAR OF LOTS 7 & 8, PLAN 108 AND PART OF THE FORMER MARSH LANDS, PLAN 108, DES. AS PARTS 4, 7, 8, 21 AND 27, PLAN 66R18262; AND B) THE WHOLE OF PARCEL BED OF LAKE ONTARIO IN FRONT OF TRINITY STREET-1, SECTION A-108 AND PARCEL WATER LOT 16-1, SECTION CL8851, DES. AS PARTS 28 & 29, PLAN 66R18262 FOR THE BENEFIT OF LANDS DESCRIBED HEREIN AS DESCRIBED IN E289555 | RSC                                     | 3659           |              |            | 9/18/2006    | PSS developed for the property | HSE precautions may be required                |                                            |
| Toronto Community Housing Corporation                                                      | 35 and 45 St. Lawrence Street, Toronto M5A 3M9                          | BLOCK 1, PLAN 66M2473 CITY OF TORONTO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | RSC                                     | 80314          |              |            |              | 6/16/2010                      | None identified above applicable SCS           | n/a                                        |
| Her Majesty the Queen in Right of Ontario                                                  | 401 Front Street E, Toronto, M5G 1G4                                    | PCL 7-2 SEC A108; LT 1 PL 611 TORONTO; LT 2 PL 611 TORONTO; LT 3 PL 611 TORONTO; PRIVATE LANE PL 611 TORONTO; 2 FT RESERVE PL 611 TORONTO; LT 7 S/S FRONT ST E PL 108 TORONTO; LT 8 S/S FRONT ST E PL 108 TORONTO; LT 9 S/S FRONT ST E PL 108 TORONTO; LT 11 S/S FRONT ST E PL 108 TORONTO; LT 12 S/S FRONT ST E PL 108 TORONTO; PT LT 10 S/S FRONT ST E PL 108 TORONTO; PT LT 12 N/S MILL ST PL 108 TORONTO; PT LT 7 N/S MILL ST PL 108 TORONTO; PT LT 8 N/S MILL ST PL 108 TORONTO; PT LT 9 N/S MILL ST PL 108 TORONTO; PT LT 10 N/S MILL ST PL 108 TORONTO; PT LT 11 N/S MILL ST PL 108 TORONTO PT 41 66R16601 N OF 66R17254; TORONTO , CITY OF TORONTO (ENTIRE LEGAL DESCRIPTION) PT LT 11 and PT LT 12, S/S FRONT ST. E., PL 108, BEING PT 9 66R25445, CITY OF TORONTO (RSC LEGAL DESCRIPTION)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | RSC                                     | 103515         |              |            |              | 5/31/2011                      | None identified above applicable SCS           | n/a                                        |
| 90 Broadview Inc.                                                                          | 90 Broadview Ave., Toronto, M4P 1T4                                     | PT LT 15 CON BROKEN FRONT TWP OF YORK AS IN ES59320 S/T ES59320 EXCEPT THE EASEMENT THEREIN; CITY OF TORONTO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | RSC                                     | 98117          |              |            |              | 2/24/2011                      | None identified above applicable SCS           | n/a                                        |
| Streetcar Riverside (625) Developments Ltd.                                                | 625 Queen Street East, Toronto, M4M 1G4                                 | PART OF LOT 15, CONCESSION BROKEN FRONT DESIGNATED AS PART 1 ON PLAN 66R-22056. CITY OF TORONTO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | RSC                                     | 13106          |              |            |              | 2/27/2007                      | None identified above applicable SCS           | n/a                                        |



| Company/Site Name                                               | Site Address                                             | Additional Address Information                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | RSC/ CPU/ Spill/<br>Waste Disposal Site | RSC/CPU Number | Spill Volume       | Spill Type                    | Spill Medium         | Date       | Possible Impacted Soil/<br>Groundwater Present | Enbridge HS Precautions<br>Required         |
|-----------------------------------------------------------------|----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|----------------|--------------------|-------------------------------|----------------------|------------|------------------------------------------------|---------------------------------------------|
| Her Majesty the Queen In Right of Ontario as represented by MOI | No municipal address                                     | BLOCK 14, PLAN 66M2473, CITY OF TORONTO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | RSC                                     | 80718          |                    |                               |                      | 6/21/2011  | None identified above applicable SCS           | n/a                                         |
| Ontario Realty Corporation                                      | No municipal address                                     | Lots 1, 2, 3, 4, 7, 8, 9, 10, 11 and 12, and Part of Lots 5 and 6, Registered Plan 154-E and Lots 9, 10, 11 and 12 on the north side of Front Street East, Lot 11 and Part of Lot 12 on the south side of Eastern Avenue, Registered Plan 108, Part 39, Plan 66R-16601, City of Toronto. The RSC covers only Lots 1, 2, 3, 4, 7, 8, 9, 10, 11 and 12, and Part of Lots 5 and 6, Registered Plan 154-E and Lots 9 and 10, and Part of Lot 11 on the north side of Front Street East, and Part of Lot 11 on the south side of Eastern Avenue, Registered Plan 108, Part of Part 39, Plan 66R-16601, City of Toronto.                                                     | RSC                                     | 40909          |                    |                               |                      | 1/25/2008  | PSS developed for the property                 | HSE precautions may be required             |
|                                                                 | 150 Eastern Avenue, Toronto, M5A 3N1                     | 2 SAINT LAWRENCE STREET, TORONTO, ON M5A 3N1, 150 EASTERN AVENUE, TORONTO, ON M5A 3N1, 158 EASTERN AVENUE, TORONTO, ON M5A 3N1, 104 EASTERN AVENUE, TORONTO, ON M5A 3N1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | RSC                                     | 215326         |                    |                               |                      | 10/13/2014 | Soil and groundwater impacts                   | CPU specifies HSE Precautions are required  |
| 630 Queen Street East Inc.                                      | 630 and 642 Queen Street East, Toronto, M4M 1G3          | LT 8-10 PL 347 RIVERDALE; PT LT 7 PL 347 RIVERDALE PT 1 63R3212; CITY OF TORONTO; PT LT 6-7 PL 347 RIVERDALE AS IN CA235123, T/W CA235123; CITY OF TORONTO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | RSC                                     | 110110         |                    |                               |                      | 6/9/2011   | None identified above applicable SCS           | n/a                                         |
| City of Toronto                                                 | No Municipal Address                                     | BLOCK 11, 12 and 13, PLAN 66M2473, CITY OF TORONTO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | RSC                                     | 112945         |                    |                               |                      | 6/24/2011  | None identified above applicable SCS           | n/a                                         |
| 2223115 Ontario Inc.                                            | 90 Trinity Street and 2 Eastern Avenue, Toronto, M5A 1H3 | PT LT E PL 263E TORONTO PT1, 64R15241; CITY OF TORONTO; PT LT 12 W/S MILL ST PL 108 TORONTO (AKA TRINITY ST); PT LANE PL 122, TORONTO CLOSED BY ES30876; PT LT 17-21 PL 122 TORONTO as in CA360608 EXCEPT PT 13, EXPROP PL ES57250;CITY OF TORONTO                                                                                                                                                                                                                                                                                                                                                                                                                     | RSC                                     | 83316          |                    |                               |                      | 8/11/2010  | None identified above applicable SCS           | n/a                                         |
| 569 King Street East Inc.                                       | 569 King St E, Toronto, M5A 1M5                          | PT LT 26 S/S King St, 27 S/S King St PL 108 Toronto as in CA634924; T/W CA634924; City of Toronto                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | RSC                                     | 3153           |                    |                               |                      | 5/9/2006   | None identified above applicable SCS           | n/a                                         |
| 510 - 512 King St. Investments (GP) Inc.                        | 510, 512 and 530 King Street East, Toronto, M5A 1M1      | Lot 18, Registered Plan 187E and Lots 29 and 30, North Side of King Street, Part of Lots 17 and 18, South Side of Queen Street, Registered Plan 108; being the whole of PIN 21078 - 0081 (LT) designated as PARTS 3, 4 and 6 on Plan 66R-25091. Lot 31 and Part of Lot 32, North Side of King Street, Registered Plan 108; being the whole of PIN 21078-0082 (LT) designated as PARTS 1, 2 and 5 on Plan 66R-25091. This RSC applies to part of PIN 21078-0081 (LT) and part of PIN 21078-0082 (LT) and is described as Lots 29, 30, 31 and Part of Lot 32, North Side of King Street, Registered Plan 108, Toronto, designated as Parts 1, 3 and 5 on Plan 66R 25091. | RSC                                     | 87317          |                    |                               |                      | 10/29/2010 | None identified above applicable SCS           | n/a                                         |
| Steven James Mackinnon                                          | 67 Saulters St, Toronto, M4M 2H8                         | ENTIRE LEGAL DESCRIPTION LOT 137 ON PLN 105 TORONTO DESIGNATED AS PART 1 ON PLN 66R-24364. CITY OF TORONTO; RSC LEGAL DESCRIPTION WESTERLY 19.6m OF LOT 137 ON PLN 105 TORONTO DESIGNATED AS PART 1 ON PLN 66R-24364. CITY OF TORONTO                                                                                                                                                                                                                                                                                                                                                                                                                                  | RSC                                     | 97319          |                    |                               |                      | 2/18/2011  | None identified above applicable SCS           | n/a                                         |
| Canada Packers Toronto Plant                                    | 525 Front Street East, Toronto                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Spill                                   |                | 25KG               | Detergent                     | Land                 | 1/31/1990  | possible soil impacts                          | Soil concentrations unknown                 |
| Canada Packers Toronto Plant                                    | 525 Front Street East, Toronto                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Spill                                   |                | 10 Min of emission | SO3                           | Air                  | 8/16/1989  | n/a                                            | n/a                                         |
| Canada Packers Toronto Plant                                    | 525 Front Street East, Toronto                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Spill                                   |                | Unknown            | Fuel Oil Leak                 | Land/Water           | 11/22/1989 | possible soil and groundwater impacts          | Soil and groundwater concentrations unknown |
| Ontario Hydro                                                   | No Municipal Address                                     | Opposite Front Street, Dead End Across Railway Tracks beside Don River, High Voltage Cable                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Spill                                   |                | 30L                | Cable Oil                     | Land                 | 10/6/1993  | Possible soil impacts                          | Soil concentrations unknown                 |
| Private Owner                                                   | 515 Front Street E., Toronto                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Spill                                   |                | unknown            | Ammonia Gas                   | Air                  | 2/10/1998  | n/a                                            | n/a                                         |
| Federal Cold Storage                                            | 1 Overend Avenue, Toronto                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Spill                                   |                | unknown            | Ammonia Gas                   | Air                  | 8/5/1990   | n/a                                            | n/a                                         |
| Korex Don Valley ULC                                            | 21 Don Valley Pky, Toronto M4M 3P2                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Spill                                   |                | unknown            | Sulfonic acid                 | Land/Water           | 7/21/2008  | possible soil and groundwater impacts          | Soil and groundwater concentrations unknown |
| Lever Ponds                                                     | 1 Sunlight Park Road, Toronto                            | Don Road Way at Lakeshore Rd. Toronto Plant                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Spill                                   |                | 100L               | Sump water                    | Land                 | 9/3/1997   | possible soil and groundwater impacts          | Soil and groundwater concentrations unknown |
| Korex Don Valley ULC                                            | 21 Don Valley Pky, Toronto M4M 3P2                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Spill                                   |                | 300L               | Sulfonic acid                 | Land                 | 2/28/2007  | possible soil impacts                          | Soil concentrations unknown                 |
| Korex Don Valley ULC                                            | 21 Don Valley Pky, Toronto M4M 3P2                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Spill                                   |                | 16.5 MT            | Fabric softener               | Water - Sewer System | 8/26/2005  | not anticipated                                | n/a                                         |
| Lever Ponds                                                     | 1 Sunlight Park Road, Toronto                            | Don Road Way at Lakeshore Rd. Toronto Plant                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Spill                                   |                | unknown            | Sump water                    | Land/Water           | 10/15/1997 | possible soil and groundwater impacts          | Soil and groundwater concentrations unknown |
| Korex Don Valley ULC                                            | 21 Don Valley Pky, Toronto M4M 3P2                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Spill                                   |                | unknown            | Unknown                       | air                  | 7/28/2003  | n/a                                            | n/a                                         |
| Korex Don Valley ULC                                            | 21 Don Valley Pky, Toronto M4M 3P2                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Spill                                   |                | unknown            | Fabric softener               | Land                 | 8/30/2005  | possible soil and groundwater impacts          | Soil and groundwater concentrations unknown |
| Tesla Environmental Services Inc.                               | 21 Don Roadway Toronto                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Spill                                   |                | 20,000L            | Oily water                    | Land                 | 10/31/2015 | possible soil and groundwater impacts          | Soil and groundwater concentrations unknown |
| Korex Don Valley ULC                                            | 21 Don Valley Pky, Toronto M4M 3P2                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Spill                                   |                | unknown            | Water and Sanitary line break | Land                 | 10/1/2004  | possible soil impacts                          | Soil concentrations unknown                 |
| Unknown                                                         | 21 Don Valley Parkway, Toronto M4M 3P2                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Spill                                   |                | 2000L              | Propylene Glycol %50          | Water - Sewer System | 5/4/2006   | not anticipated                                | n/a                                         |
| Korex Don Valley ULC                                            | 21 Don Valley Pky, Toronto M4M 3P2                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Spill                                   |                | unknown            | Unknown - Process Effluent    | Unknown              | 2/29/2008  | not anticipated                                | n/a                                         |
| Texaco                                                          | 554 Lakeshore Blvd. E, Toronto                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Spill                                   |                | unknown            | Hydrocarbons                  | Land                 | 12/11/1989 | possible soil impacts                          | Soil concentrations unknown                 |
| M.M.Dillon                                                      | 554 Lakeshore Blvd. E, Toronto                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Spill                                   |                | 1600 L             | Peteroleum                    | Land                 | 9/4/1988   | Possible soil impacts                          | Soil concentrations unknown                 |
| Lever Brothers Ltd.                                             | 1 Sunlight Park Road, Toronto                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Spill                                   |                | 150L               | Latex                         | Water - Sewer System | 8/6/1988   | not anticipated                                | n/a                                         |
| Lever Ponds                                                     | 1 Sunlight Park Road, Toronto                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Spill                                   |                | 30L                | Sooty Waste Water             | Land/Water           | 8/12/1997  | possible soil and groundwater impacts          | Soil and groundwater concentrations unknown |

| Company/Site Name                     | Site Address                                                                                        | Additional Address Information                                                        | RSC/ CPU/ Spill/<br>Waste Disposal Site | RSC/CPU Number | Spill Volume | Spill Type               | Spill Medium         | Date       | Possible Impacted Soil/<br>Groundwater Present | Enbridge HS Precautions<br>Required |
|---------------------------------------|-----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|-----------------------------------------|----------------|--------------|--------------------------|----------------------|------------|------------------------------------------------|-------------------------------------|
| Lever Brothers Ltd.                   | 1 Sunlight Park Road, Toronto                                                                       |                                                                                       | Spill                                   |                | 35L          | Waste Water with 5% Soap | Water - Sewer System | 7/30/1996  | not anticipated                                | n/a                                 |
| Lever Brothers Ltd.                   | 1 Sunlight Park Road, Toronto                                                                       |                                                                                       | Spill                                   |                | unknown      | Nitritoltriacetic Acid   | Land                 | 4/26/1993  | possible soil impacts                          | Soil concentrations unknown         |
| Lever Brothers Ltd.                   | 1 Sunlight Park Road, Toronto                                                                       |                                                                                       | Spill                                   |                | 2000 L       | Alkylate Solution        | Land                 | 8/25/1992  | possible soil impacts                          | Soil concentrations unknown         |
| Lever Brothers Ltd.                   | 1 Sunlight Park Road, Toronto                                                                       |                                                                                       | Spill                                   |                | unknown      | SO2                      | Air                  | 6/14/1993  | n/a                                            | n/a                                 |
| Lever Brothers Ltd.                   | 1 Sunlight Park Road, Toronto                                                                       |                                                                                       | Spill                                   |                | 450 L        | Sulphuric Acid           | Land                 | 11/15/1997 | possible soil impacts                          | Soil concentrations unknown         |
| Lever Brothers Ltd.                   | 1 Sunlight Park Road, Toronto                                                                       |                                                                                       | Spill                                   |                | 9000 KG      | Propylene Glycol         | Land                 | 1/5/1988   | possible soil impacts                          | Soil concentrations unknown         |
| Lever Brothers Ltd.                   | 1 Sunlight Park Road, Toronto                                                                       |                                                                                       | Spill                                   |                | unknown      | Sulfuric Acid Vapour     | Air                  | 8/18/1993  | n/a                                            | n/a                                 |
| Lever Brothers Ltd.                   | 1 Sunlight Park Road, Toronto                                                                       |                                                                                       | Spill                                   |                | 15 KG        | Propane                  | Air                  | 2/12/1991  | n/a                                            | n/a                                 |
| Lever Ponds                           | 1 Sunlight Park Road, Toronto                                                                       |                                                                                       | Spill                                   |                | 108 KG       | Soap                     | Land                 | 5/9/1997   | possible soil impacts                          | Soil concentrations unknown         |
| Lever Brothers Ltd.                   | 1 Sunlight Park Road, Toronto                                                                       |                                                                                       | Spill                                   |                | unknown      | Oleum                    | Air                  | 7/27/1994  | n/a                                            | n/a                                 |
| Lever Brothers Ltd.                   | 1 Sunlight Park Road, Toronto                                                                       | Between railway track and Chemithon Building                                          | Spill                                   |                | 30 L         | Molten Sulphur           | Land                 | 11/10/1994 | possible soil impacts                          | Soil concentrations unknown         |
| Lever Ponds                           | 1 Sunlight Park Road, Toronto                                                                       |                                                                                       | Spill                                   |                | unknown      | Sulphur Dioxide          | Air                  | 10/1/1996  | n/a                                            | n/a                                 |
| Lever Ponds                           | 1 Sunlight Park Road, Toronto                                                                       |                                                                                       | Spill                                   |                | 50 KG        | Detergent                | Land                 | 6/27/1997  | possible soil impacts                          | Soil concentrations unknown         |
| Lever Bros.                           | 1 Sunlight Park Road, Toronto                                                                       |                                                                                       | Spill                                   |                | unknown      | Sulfur                   | Air                  | 4/6/1990   | n/a                                            | n/a                                 |
| Lever Brothers Ltd.                   | 1 Sunlight Park Road, Toronto                                                                       |                                                                                       | Spill                                   |                | unknown      | High pH Waste Water      | Water - Sewer System | 5/8/1996   | not anticipated                                | n/a                                 |
| Transport Truck                       | No Municipal address                                                                                | Southbound Don Valley Parkway Ramp to Lakeshore Blvd. Tank Truck (CARGO)              | Spill                                   |                | unknown      | Diesel                   | Land                 | 2/5/1990   | possible soil impacts                          | Soil concentrations unknown         |
| Unknown                               | 520 Lakeshore Blvd E, Toronto                                                                       |                                                                                       | Spill                                   |                | 15 L         | Motor Oil                | Water - Sewer System | 12/22/2015 | not anticipated                                | n/a                                 |
| City of Toronto                       | 361 Eastern Ave, Toronto, M4M 1B7                                                                   |                                                                                       | Spill                                   |                | unknown      | Oil/Grease/Diesel        | Water - Sewer System | 2/5/2010   | not anticipated                                | n/a                                 |
| Canadian Pacific Railway              | Keating Yard, Toronto                                                                               |                                                                                       | Spill                                   |                | unknown      | Hydrogen Peroxide        | Land                 | 5/16/1991  | possible soil impacts                          | Soil concentrations unknown         |
| Lever Brothers Ltd.                   | 1 Sunlight Park Road, Toronto                                                                       | Keating Yard, North of Lakeshore Blvd. between DVP & Booth Ave.                       | Spill                                   |                | 25 KG        | Sodium Sulphate          | Land                 | 2/14/1992  | possible soil impacts                          | Soil concentrations unknown         |
| Unknown                               | 401 Front Street E, Toronto,                                                                        |                                                                                       | Spill                                   |                | Unknown      | petroleum                | Land                 | 6/8/2010   | possible soil impacts                          | Soil concentrations unknown         |
| Enbridge Gas Distribution             | 405 Eastern Ave Toronto, M4M 1B7                                                                    |                                                                                       | Spill                                   |                | 0L           | Natural Gas (Methane)    | Air                  | 10/21/2011 | n/a                                            | n/a                                 |
| Enbridge Gas Distribution             | 405 Eastern Ave Toronto, M4M 1B7                                                                    |                                                                                       | Spill                                   |                | unknown      | Natural Gas (Methane)    | Air                  | 5/21/2013  | n/a                                            | n/a                                 |
| Enbridge Gas Distribution             | 405 Eastern Ave Toronto, M4M 1B7                                                                    |                                                                                       | Spill                                   |                | unknown      | Natural Gas (Methane)    | Air                  | 9/23/2013  | n/a                                            | n/a                                 |
| Private Owner                         | No municipal address                                                                                | North side of Lakeshore Blvd, East of Cherry St. (Shipyard)                           | Spill                                   |                | <900 L       | Diesel                   | Land                 | 5/8/1991   |                                                |                                     |
| GO Transit                            | 470 Lake Shore Boulevard East, Mile 332.5 on Lakeshore line, Lakeshore and Cherry Street Toronto ON |                                                                                       | Spill                                   |                | 115 L        | Sewage/Glycol/Water      | Water - Sewer System | 11/2/2016  | not anticipated                                | n/a                                 |
| Canadian National Railway             | CN Don Yard, 470 Lakeshore Blvd, Toronto                                                            | East of Cherry Street, Motor Vehicle                                                  | Spill                                   |                | 90 L         | Lube Oil                 | Land                 | 10/30/1996 |                                                |                                     |
| Transport Truck                       | No municipal address                                                                                | Cherry Street, South of Lakeshore Blvd. at Keating Chanel Swing Bridge, Motor Vehicle | Spill                                   |                | 2200 L       | Diesel                   | Land                 | 12/2/1993  | possible soil impacts                          | Soil concentrations unknown         |
| Unknown                               | No Municipal Address                                                                                | Lake Ontario, from Cherry St and Lakeshore Blvd E. Storm Outfalls                     | Spill                                   |                | unknown      | Oily Run-off             | Water - Lake Ontario | 5/13/2000  | not anticipated                                | n/a                                 |
| Metrolinx                             | No Municipal Address                                                                                | Cherry Street and Lake Shore Blvd, Toronto                                            | Spill                                   |                | 91 L         | Diesel                   | Land                 | 5/14/2015  | possible soil impacts                          | Soil concentrations unknown         |
| G.A. Foss Transport Ltd.              | No municipal address                                                                                | Unofficial Address - 433 Eastern Ave., Toronto, M4M 1B7                               | Spill                                   |                | 15 L         | Diesel                   | Land                 | 4/7/2005   | possible soil impacts                          | Soil concentrations unknown         |
| Transport Truck                       | No municipal address                                                                                | In front of 433 Eastern Ave, Transport Truck (Cargo)                                  | Spill                                   |                | 20 L         | Diesel                   | Land                 | 6/20/1989  | Possible soil impacts                          | Soil concentrations unknown         |
| Unknown                               | No municipal address                                                                                | Gardiner Expressway and Don Valley Parkway, Tanker truck (Cargo)                      | Spill                                   |                | unknown      | Fuel                     | Land                 | 11/7/1989  | Possible soil impacts                          | Soil concentrations unknown         |
| Transport Truck                       | No municipal address                                                                                | Don Valley Parkway and Gardiner Expressway at Gardiner, North Bound Motor Vehicle     | Spill                                   |                | 50 L         | Diesel                   | Land                 | 8/23/2001  | Possible soil impacts                          | Soil concentrations unknown         |
| Tanker Truck                          | No municipal address                                                                                | Lakeshore Blvd. Westbound, west of the Don Roadway, Tanker truck (cargo)              | Spill                                   |                | 60 L         | Oil                      | Land                 | 8/25/1993  | possible soil impacts                          | Soil concentrations unknown         |
| Tanker Truck                          | No municipal address                                                                                | Eastern Ave., east of Broadview, near Carlaw Ave., Tanker truck (cargon)              | Spill                                   |                | unknown      | Diesel                   | Land/Water           | 7/20/1990  | possible soil impacts                          | Soil concentrations unknown         |
| Toronto Transit Commission            | No municipal address                                                                                | Eastern Ave and Broadview Toronto ON                                                  | Spill                                   |                | 21 L         | Engine Oil               | Land                 | 7/29/2016  | possible soil impacts                          | Soil concentrations unknown         |
| Unknown                               | No municipal address                                                                                | Lake Ontario, Keating Channel                                                         | Spill                                   |                | unknown      | grey Oil                 | Water - Lake Ontario | 12/31/1994 | not anticipated                                | n/a                                 |
| Unknown                               | No municipal address                                                                                | Lake Ontario, Keating Channel, Toronto Harbour                                        | Spill                                   |                | unknown      | Oil                      | Water - Lake Ontario | 4/16/1991  | not anticipated                                | n/a                                 |
| Canadian National Railway             | No municipal address                                                                                | Bayview Ave. and Eastern Avenue                                                       | Spill                                   |                | 500 L        | Hydraulic Oil            | Land                 | 6/14/1991  | possible soil impacts                          | Soil concentrations unknown         |
| Capital Pipe Main (Unofficial)        | No municipal address                                                                                | Southeast corner of Don Roadway and Lakeshore Street eastbound lane, Toronto          | Spill                                   |                | unknown      | Diesel/Water             | Water                | 7/9/2012   | not anticipated                                | n/a                                 |
| Voyageur Ltd                          | 197 Eastern Avenue                                                                                  | Motor vehicle                                                                         | Spill                                   |                | 20 L         | Diesel                   | Land                 | 10/1/1991  | possible soil impacts                          | Soil concentrations unknown         |
| Unknown                               | No municipal address                                                                                | Don River and Cherry Street (Unofficial), Toronto                                     | Spill                                   |                | unknown      | Raw Sewage               | Land                 | 4/16/2008  | possible soil impacts                          | Soil concentrations unknown         |
| Toronto Hydro Energy Services Inc.    | 185 Eastern Ave., Toronto                                                                           |                                                                                       | Spill                                   |                | 10 L         | Mineral Oil              | Land/Water           | 11/19/2013 | possible soil impacts                          | Soil concentrations unknown         |
| Unknown                               | 24 1/2 Empire Ave, Toronto, M4M 2L4                                                                 |                                                                                       | Spill                                   |                | unknown      | Natural Gas (Methane)    | Air                  | 11/17/2008 | n/a                                            | n/a                                 |
| Enbridge Gas Distribution Inc.        | 45 Broadview Ave, Toronto, M4M 2E4                                                                  |                                                                                       | Spill                                   |                | unknown      | Natural Gas (Methane)    | Air                  | 12/16/2005 | n/a                                            | n/a                                 |
| Unknown                               | Unknown                                                                                             | Between 19 and 23 Lewis Street, Toronto                                               | Spill                                   |                | unknown      | Hydraulic Oil            | Land                 | 7/10/2010  | possible soil impacts                          | Soil concentrations unknown         |
| Enbridge Gas Distribution Inc.        | 9 Vibble St, Toronto                                                                                |                                                                                       | Spill                                   |                | Unknown      | Natural Gas (Methane)    | Air                  | 11/23/2011 | n/a                                            | n/a                                 |
| Enbridge Gas Distribution Inc.        | No municipal address                                                                                | Eastern Ave at Booth Ave, Toronto                                                     | Spill                                   |                | unknown      | Natural Gas (Methane)    | Air                  | 12/10/2003 | n/a                                            | n/a                                 |
| Greyhound Canada Transportation Corp. | 685 Lakeshore Blvd. East, Toronto                                                                   |                                                                                       | Spill                                   |                | unknown      | Diesel                   | Land                 | 3/31/2011  | possible soil impacts                          | Soil concentrations unknown         |

| Company/Site Name                     | Site Address                           | Additional Address Information                                    | RSC/ CPU/ Spill/<br>Waste Disposal Site | RSC/CPU Number | Spill Volume | Spill Type            | Spill Medium         | Date       | Possible Impacted Soil/<br>Groundwater Present | Enbridge HS Precautions<br>Required |
|---------------------------------------|----------------------------------------|-------------------------------------------------------------------|-----------------------------------------|----------------|--------------|-----------------------|----------------------|------------|------------------------------------------------|-------------------------------------|
| Greyhound Bus Lines                   | 685 Lakeshore Blvd. East,<br>Toronto   | #8 100 Westmore Drive                                             | Spill                                   |                | 40 L         | Stove Oil             | Land                 | 10/11/1991 | possible soil impacts                          | Soil concentrations unknown         |
| Petro Canada                          | 685 Lakeshore Blvd. East,<br>Toronto   | Tanker Truck, Greyhound Bus Terminal                              | Spill                                   |                | 10 L         | Motor Oil             | Land                 | 9/17/1992  | possible soil impacts                          | Soil concentrations unknown         |
| Greyhound Canada Transportation Corp. | 685 Lakeshore Blvd. East,<br>Toronto   |                                                                   | Spill                                   |                | 20 L         | Engine Oil            | Water - Sewer System | 9/1/2011   | not anticipated                                | n/a                                 |
| Trimac Transportation Services        | Unknown                                | Rear of Plant HCL unloading area, tanker truck (cargo)            | Spill                                   |                | unknown      | HCL (35%)             | Land/Air             | 8/20/1991  | possible soil impacts                          | Soil concentrations unknown         |
| Unknown                               | 434 Cherry Street, Toronto             | West Side and South of Front Street East (Unofficial)             | Spill                                   |                | 10 L         | Oil                   | Land                 | 2/28/2004  | possible soil impacts                          | Soil concentrations unknown         |
| Essroc Canada Inc.                    | 312 Cherry St., Toronto, M5A 3L2       |                                                                   | Spill                                   |                | 20 L         | Hydraulic Oil         | Water - Lake Ontario | 3/24/2003  | not anticipated                                | n/a                                 |
| Trimac Transportation Services        | 312 Cherry St., Toronto, M5A 3L2       | Tanker truck (Cargo)                                              | Spill                                   |                | 4 L          | Stove Oil             | Land                 | 1/24/1994  | possible soil impacts                          | Soil concentrations unknown         |
| Unknown                               | Unknown                                | Lake Ontario Cement Dock                                          | Spill                                   |                | 45 L         | Oil                   | Water - Lake Ontario | 7/4/1991   | not anticipated                                | n/a                                 |
| Unknown                               | 33 Lake Shore Blvd., Toronto           | Lake Ontario Dock Area                                            | Spill                                   |                | unknown      | Oil                   | Water - Lake Ontario | 9/19/1991  | not anticipated                                | n/a                                 |
| Victory Soya Mill                     | 33 Lake Shore Blvd., Toronto           |                                                                   | Spill                                   |                | 1125 L       | Soya Bean Oil         | Water - sewer system | 1/20/1990  | not anticipated                                | n/a                                 |
| Marine Vessel                         | Unknown                                | Lake Ontario Cement Dock on Cherry Street                         | Spill                                   |                | unknown      | Bilge Water           | Water - Lake Ontario | 6/28/1991  | not anticipated                                | n/a                                 |
| Weston Bakeries Limited               | 462 Eastern Avenue, Toronto, M4M 1C3   |                                                                   | Spill                                   |                | 325 KG       | Refrigerant Gas       | Air                  | 1/3/2003   | n/a                                            | n/a                                 |
| Weston Bakeries Limited               | 462 Eastern Avenue, Toronto, M4M 1C3   |                                                                   | Spill                                   |                | 174 KG       | Refrigerant Gas       | Air                  | 7/28/2004  | n/a                                            | n/a                                 |
| PRIVATE OWNER                         | 462 Eastern Avenue, Toronto, M4M 1C3   |                                                                   | Spill                                   |                | 232 kg       | Freon                 | Air                  | 11/28/2001 | n/a                                            | n/a                                 |
| Weston Bakeries Limited               | 462 Eastern Avenue, Toronto, M4M 1C3   |                                                                   | Spill                                   |                | 252 KG       | Refrigerant Gas       | Air                  | 5/28/2004  | n/a                                            | n/a                                 |
|                                       | 462 Eastern Avenue, Toronto, M4M 1C3   |                                                                   | Spill                                   |                | 232 kg       | Freon                 | Air                  | 10/18/2004 | n/a                                            | n/a                                 |
| Weston Bakeries Limited               | 462 Eastern Avenue, Toronto, M4M 1C3   |                                                                   | Spill                                   |                | 174 KG       | Freon                 | Air                  | 5/5/2004   | n/a                                            | n/a                                 |
| Weston Bakeries Limited               | 462 Eastern Avenue, Toronto, M4M 1C3   |                                                                   | Spill                                   |                | 315 KG       | Freon                 | Air                  | 4/20/2004  | n/a                                            | n/a                                 |
| Weston Bakeries Limited               | 462 Eastern Avenue, Toronto, M4M 1C3   |                                                                   | Spill                                   |                | 352 KG       | Freon                 | Air                  | 1/4/2003   | n/a                                            | n/a                                 |
| Weston Bakeries Limited               | 462 Eastern Avenue, Toronto, M4M 1C3   |                                                                   | Spill                                   |                | 116 KG       | Freon                 | Air                  | 12/23/2003 | n/a                                            | n/a                                 |
| WESTON BAKERIES LTD.                  | 462 Eastern Avenue, Toronto, M4M 1C3   |                                                                   | Spill                                   |                | 251 KG       | Freon                 | Air                  | 2/11/2002  | n/a                                            | n/a                                 |
| Weston Bakeries Limited               | 462 Eastern Avenue, Toronto, M4M 1C3   |                                                                   | Spill                                   |                | 232 kg       | Freon                 | Air                  | 1/7/2005   | n/a                                            | n/a                                 |
| Weston Bakeries Limited               | 462 Eastern Avenue, Toronto, M4M 1C3   |                                                                   | Spill                                   |                | 315 KG       | Refrigerant Gas       | Air                  | 4/21/2004  | n/a                                            | n/a                                 |
| Weston Bakeries Limited               | 462 Eastern Avenue, Toronto, M4M 1C3   |                                                                   | Spill                                   |                | 278 KG       | Freon                 | Air                  | 11/25/2004 | n/a                                            | n/a                                 |
| Unknown                               | No municipal address                   | Cherry Street and Villiers Street, Toronto                        | Spill                                   |                | unknown      | Oil                   | Water - Sewer System | 9/6/1996   | not anticipated                                | n/a                                 |
| Ontario Realty Corporation            | No municipal address                   | Front and Cherry, Toronto                                         | Spill                                   |                | unknown      | Sludge                | Land                 | 6/7/2010   | possible soil impacts                          | Soil concentrations unknown         |
| Unknown                               | No municipal address                   | Cherry Street, Between Front & Commissioner, Tanker Truck (cargo) | Spill                                   |                | unknown      | Diesel                | Land                 | 5/2/1991   | possible soil impacts                          | Soil concentrations unknown         |
| McCord A Standard Industries          | 611 King Street East, Toronto, M5A 1M6 |                                                                   | Spill                                   |                | 3150 L       | Concrete Additive     | Water - Sewer System | 9/20/1991  | not anticipated                                | n/a                                 |
| McCord A Standard Industries          | 611 King Street East, Toronto, M5A 1M6 |                                                                   | Spill                                   |                | unknown      | Waste Water           | Water - Sewer System | 6/16/2000  | not anticipated                                | n/a                                 |
| Tippet Richardson                     | No Municipal Address                   | Queen at Carrol, Transport Truck (cargo)                          | Spill                                   |                | unknown      | Diesel                | Land/Water           | 2/2/1991   | possible soil impacts                          | Soil concentrations unknown         |
| Unknown                               | 102 Logan Ave, Toronto M4M 2M8         |                                                                   | Spill                                   |                | unknown      | Diesel                | Water - Sewer System | 6/20/1993  | not anticipated                                | n/a                                 |
| Lafarge                               | 635 King Street East, Toronto          |                                                                   | Spill                                   |                | 10 L         | Hydraulic Oil         | Land                 | 11/8/2011  | Possible soil impacts                          | Soil concentrations unknown         |
| Unknown                               | No municipal address                   | Parliament Street Slip, Lake Ontario                              | Spill                                   |                | unknown      | Fuel                  | Water - Lake Ontario | 4/25/1994  | not anticipated                                | n/a                                 |
| Transport Truck                       | No municipal address                   | Lakeshore Drive at Parliament Street, Motor vehicle               | Spill                                   |                | 50 L         | Diesel                | Land                 | 1/27/1999  | Possible soil impacts                          | Soil concentrations unknown         |
| Enbridge Gas Distribution Inc.        | No municipal address                   | Parliment St. and Lakeshore Rd. Toronto                           | Spill                                   |                | unknown      | Natural Gas (Methane) | Air                  | 5/25/2009  | n/a                                            | n/a                                 |
| City of Toronto                       | 16 Munition Street, Toronto, M5A 1G7   |                                                                   | Spill                                   |                | unknown      | Sewage                | Land                 | 5/3/2012   | Possible soil impacts                          | Soil concentrations unknown         |
| Quantex Technologies Inc.             | 309 Cherry St Toronto ON               |                                                                   | Spill                                   |                | 3000 L       | Fire Suppressant      | Air                  | 7/17/2010  | n/a                                            | n/a                                 |
| Transport Truck                       | 309 Cherry St Toronto ON               | Transport Truck (Cargo)                                           | Spill                                   |                | 23 L         | Water/Solvent         | Land                 | 10/21/1996 | Possible soil impacts                          | Soil concentrations unknown         |
| Unknown                               | 309 Cherry St Toronto ON               |                                                                   | Spill                                   |                | 450 L        | Oily Water            | Land                 | 7/28/1995  | Possible soil impacts                          | Soil concentrations unknown         |
| Shannon Environmental                 | 309 Cherry St Toronto ON               |                                                                   | Spill                                   |                | unknown      | Caustic Soda          | Land                 | 2/19/1993  | Possible soil impacts                          | Soil concentrations unknown         |
| Quantex Environmental Inc.            | 309 Cherry St Toronto ON               |                                                                   | Spill                                   |                | .5 L         | Effluent              | Water - Sewer System | 3/25/2013  | not anticipated                                | n/a                                 |
| Aquatech Blue                         | 309 Cherry St Toronto ON               |                                                                   | Spill                                   |                | 200 L        | Oily Water            | Land                 | 2/19/1997  | Possible soil impacts                          | Soil concentrations unknown         |
| Aquatech Blue                         | 309 Cherry St Toronto ON               |                                                                   | Spill                                   |                | 50 L         | Waste Oil             | Land                 | 10/29/1996 | Possible soil impacts                          | Soil concentrations unknown         |

| Company/Site Name              | Site Address                                     | Additional Address Information                                                                    | RSC/ CPU/ Spill/<br>Waste Disposal Site | RSC/CPU Number | Spill Volume | Spill Type            | Spill Medium         | Date       | Possible Impacted Soil/<br>Groundwater Present | Enbridge HS Precautions<br>Required |
|--------------------------------|--------------------------------------------------|---------------------------------------------------------------------------------------------------|-----------------------------------------|----------------|--------------|-----------------------|----------------------|------------|------------------------------------------------|-------------------------------------|
| Aquatech Blue                  | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | 200 L        | Ferrous Sulphate      | Land                 | 2/4/1998   | Possible soil impacts                          | Soil concentrations unknown         |
| Aquatech Blue                  | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | 20 L         | Waste Oil             | Land                 | 7/26/1995  | Possible soil impacts                          | Soil concentrations unknown         |
| Joseph Haulage (Unofficial)    | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | 30 L         | Hydraulic Oil         | Land                 | 3/19/2015  | Possible soil impacts                          | Soil concentrations unknown         |
| Aquatech Blue                  | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | 24 L         | Lube Oil              | Land                 | 2/26/1995  | Possible soil impacts                          | Soil concentrations unknown         |
| Aquatech Blue                  | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | 200 L        | Aluminum Chloride     | Land                 | 10/23/1996 | Possible soil impacts                          | Soil concentrations unknown         |
| Aquatech Blue                  | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | 500 L        | Aluminum Chloride     | Land                 | 2/3/1997   | Possible soil impacts                          | Soil concentrations unknown         |
| Aquatech Blue                  | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | 113 L        | Waste Oil             | Land                 | 9/20/1995  | Possible soil impacts                          | Soil concentrations unknown         |
| Quantex Technologies Inc.      | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | 0 L          | Unknown               | Water - Sewer System | 8/17/2008  | not anticipated                                | n/a                                 |
| Quantex Technologies Inc.      | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | 1000 L       | Petroleum             | Land                 | 8/3/2007   | Possible soil impacts                          | Soil concentrations unknown         |
| Aquatech Blue                  | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | 250 L        | Oily Water            | Land                 | 9/3/1997   | Possible soil impacts                          | Soil concentrations unknown         |
| Aquatech Blue                  | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | 31,000 L     | Oily Water            | Land                 | 7/16/1997  | Possible soil impacts                          | Soil concentrations unknown         |
| Quantex Technologies Inc.      | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | 2000 L       | Oily Water            | Land                 | 4/24/2000  | Possible soil impacts                          | Soil concentrations unknown         |
| Shannon Environmental          | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | unknown      | Black Smoke           | Air                  | 2/2/1993   | n/a                                            | n/a                                 |
| Shannon Environmental          | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | unknown      | Light Hydrocarbons    | Air                  | 2/2/1993   | n/a                                            | n/a                                 |
| Oil Canada                     | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | 900 L        | Lubricating Oil       | Land                 | 8/17/1988  | Possible soil impacts                          | Soil concentrations unknown         |
| Aquatech Blue                  | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | unknown      | Vapour                | Water/Air            | 10/10/1996 | n/a                                            | n/a                                 |
| Quantex Environmental Inc.     | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | unknown      | Smoke                 | Air                  | 10/12/2014 | n/a                                            | n/a                                 |
| Unknown                        | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | unknown      | Heavy Oil             | Water -sewer system  | 5/25/2005  | not anticipated                                | n/a                                 |
| Aquatech Blue                  | 309 Cherry St Toronto ON                         | General off-loading area                                                                          | Spill                                   |                | 450 L        | Oily Water            | Wate                 | 1/28/1997  | Possible soil impacts                          | Soil concentrations unknown         |
| Toronto Transit Commission     | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | 20 L         | Coolant               | Land                 | 10/3/2011  | Possible soil impacts                          | Soil concentrations unknown         |
| Quantex Technologies Inc.      | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | unknown      | Waste Water           | Water - Sewer System | 1/29/2008  | Possible soil impacts                          | Soil concentrations unknown         |
| Aquatech Blue                  | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | unknown      | Waste Oil             | Land                 | 9/20/1994  | Possible soil impacts                          | Soil concentrations unknown         |
| Aquatech Blue                  | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | 15 L         | Furnace Oil           | Land                 | 2/25/1997  | Possible soil impacts                          | Soil concentrations unknown         |
|                                | 65 Villiers St Toronto ON M5A 3S1                |                                                                                                   | Spill                                   |                | 40 L         | Diesel                | Land                 | 1/21/2004  | Possible soil impacts                          | Soil concentrations unknown         |
|                                | 660 Queen Street East Toronto ON                 |                                                                                                   | Spill                                   |                | unknown      | Natural Gas (Methane) | Air                  | 11/20/2013 | n/a                                            | n/a                                 |
| Central Soya of Canada Ltd.    | Lake Ontario AT 333 Lakeshore Blvd. E. Toronto   |                                                                                                   | Spill                                   |                | 2 KG         | Soya Dust             | Water - Lake Ontario | 5/21/1991  | not anticipated                                | n/a                                 |
| Unknown                        | No municipal address                             | Base of Parliament Street Sea Wall, Lake Ontario                                                  | Spill                                   |                | unknown      | Oil                   | Land/Water           | 10/19/1990 | Possible soil impacts                          | Soil concentrations unknown         |
| Aquatech Blue                  | No municipal address                             | Cherry Street                                                                                     | Spill                                   |                | 50 L         | Water /Oil            | Land/Air             | 2/20/1995  | Possible soil impacts                          | Soil concentrations unknown         |
| Shannon Environmental          | 309 Cherry St Toronto ON                         |                                                                                                   | Spill                                   |                | unknown      | Oily Run off          | Land/Water           | 1/22/1993  | Possible soil impacts                          | Soil concentrations unknown         |
| Aquatech Blue                  | No municipal address                             | Cherry Street                                                                                     | Spill                                   |                | 225 L        | crankcase Oil         | Land                 | 2/20/1995  | Possible soil impacts                          | Soil concentrations unknown         |
| Bell Canada                    | 135 Logan Avenue, Toronto, M4M 2M9               |                                                                                                   | Spill                                   |                | unknown      | Water /Oil            | Land                 | 5/17/1990  | Possible soil impacts                          | Soil concentrations unknown         |
| Enbridge Gas Distribution Inc. | No municipal address                             | Parliament St and Front St East, Toronto                                                          | Spill                                   |                | unknown      | Natural Gas (Methane) | Air                  | 9/2/2014   | n/a                                            | n/a                                 |
| Power Tank Lines               | No municipal address                             | At corner of Front St and Parliament South Side, Tanker truck (cargo)                             | Spill                                   |                | <225 L       | Gasoline              | Land/Water           | 3/17/1988  | Possible soil impacts                          | Soil concentrations unknown         |
| Unknown                        | 512 King St East, Toronto, M5A 1M1               |                                                                                                   | Spill                                   |                | unknown      | Oil                   | Land                 | 11/1/2001  | Possible soil impacts                          | Soil concentrations unknown         |
| Unknown                        |                                                  | Villiers St and Commissioners St, Toronto                                                         | Spill                                   |                | unknown      | Combustibles          | Air                  | 10/25/1988 | n/a                                            | n/a                                 |
| Unknown                        | VILLIERS ST. COMMISSIONERS ST. TORONTO CITY ON   | Villiers St and Commissioners St, Toronto                                                         | Spill                                   |                | unknown      | Oil                   | Water - Sewer System | 4/2/1990   | not anticipated                                | n/a                                 |
| Unknown                        | No municipal address                             | Broadview at Queen St E. Toronto                                                                  | Spill                                   |                | unknown      | Grease                | Land/Water           | 6/29/2007  | Possible soil impacts                          | Soil concentrations unknown         |
| Enbridge Gas Distribution Inc. | No municipal address                             | Carroll Street and Thompson Street, Toronto                                                       | Spill                                   |                | unknown      | Natural Gas (Methane) | Air                  | 9/9/2009   | n/a                                            | n/a                                 |
| Unknown                        | 11 River St, Toronto, M5A 4C2                    |                                                                                                   | Spill                                   |                | unknown      | Refrigerant Gas       | Air                  | 2/22/2012  | n/a                                            | n/a                                 |
| Humane Society                 | 11 River St, Toronto (Unofficial) M5A 4C2        |                                                                                                   | Spill                                   |                | unknown      | Hydraulic Oil         | Land/Water           | 3/9/2006   | Possible soil impacts                          | Soil concentrations unknown         |
| Unknown                        | 7 East Hampton St. Toronto ON 246.8 m-114-819905 |                                                                                                   | Spill                                   |                | unknown      | Tomato Pulp           | Land                 | 8/23/2013  | not anticipated                                | n/a                                 |
| Unknown                        | No municipal address                             | Swale of Old Don Channel at North side of Front Street                                            | Waste Disposal                          |                |              |                       |                      | 1881-1884  | Possible soil impacts                          | Soil concentrations unknown         |
| Eastern Crematory Fill         | No municipal address                             | Cypress Street                                                                                    | Waste Disposal                          |                |              |                       |                      | 1881-1891  | Possible soil impacts                          | Soil concentrations unknown         |
| Mill St Junkyard               | No municipal address                             | South side of Mill Street                                                                         | Waste Disposal                          |                |              |                       |                      | 1965       | Possible soil impacts                          | Soil concentrations unknown         |
| Cherry St Dump                 | No municipal address                             | Cherry Street                                                                                     | Waste Disposal                          |                |              |                       |                      | 1880-1913  | Possible soil impacts                          | Soil concentrations unknown         |
| Mill St Junkyard #2            | No municipal address                             | North side of Mill Street, west side Overend St                                                   | Waste Disposal                          |                |              |                       |                      | 1965       | Possible soil impacts                          | Soil concentrations unknown         |
| Booth Dump                     | No municipal address                             | Foot of Booth Ave as it was in 1980s                                                              | Waste Disposal                          |                |              |                       |                      | 1894-1895  | Possible soil impacts                          | Soil concentrations unknown         |
| Mill St Junkyard #3            | No municipal address                             | South side Front Street E, west side Overend St                                                   | Waste Disposal                          |                |              |                       |                      | 1965       | Possible soil impacts                          | Soil concentrations unknown         |
| McCleary Pk Dump               | no municipal address                             | Booth, Lakeshore Blvd E; Bouchette, Commissioners                                                 | Waste Disposal                          |                |              |                       |                      | 1946-1950  | Possible soil impacts                          | Soil concentrations unknown         |
| Keating and Logan Snow Dump    | no municipal address                             | Southeast corner of Keating St (now Lakeshore Blvd E) and Logan Ave                               | Waste Disposal                          |                |              |                       |                      | 1946-1948  | Possible soil impacts                          | Soil concentrations unknown         |
| Fleet St Fill                  | no municipal address                             | Water lot located South of Fleet St East, east of foot of Parliament St and west of Cherry Street | Waste Disposal                          |                |              |                       |                      | 1932-1938  | Possible soil impacts                          | Soil concentrations unknown         |
| Parliament St Dump             | 33 Parliament St                                 |                                                                                                   | Waste Disposal                          |                |              |                       |                      | 1973       | Possible soil impacts                          | Soil concentrations unknown         |
| Parliament St Transfer Station | 40 Parliament St                                 |                                                                                                   | Waste Disposal                          |                |              |                       |                      | 1973       | Possible soil impacts                          | Soil concentrations unknown         |
| Ashbridges and Keating Cut     | Ashbridges Bay, south of Keating's Cut           |                                                                                                   | Waste Disposal                          |                |              |                       |                      | 1896-1898  | Possible soil impacts                          | Soil concentrations unknown         |

| Company/Site Name                | Site Address         | Additional Address Information                | RSC/ CPU/ Spill/<br>Waste Disposal Site | RSC/CPU Number | Spill Volume | Spill Type | Spill Medium | Date      | Possible Impacted Soil/<br>Groundwater Present | Enbridge HS Precautions<br>Required |
|----------------------------------|----------------------|-----------------------------------------------|-----------------------------------------|----------------|--------------|------------|--------------|-----------|------------------------------------------------|-------------------------------------|
| Parliament St Dump               | No municipal address | Foot of Parliament St as it was in 1926       | Waste Disposal                          |                |              |            |              | 1908-1926 | Possible soil impacts                          | Soil concentrations unknown         |
| Parliament St Junkyard 1965      | No municipal address | West side Parliament St, opposite Mill Street | Waste Disposal                          |                |              |            |              | 1965      | possible soil impacts                          | Soil concentrations unknown         |
| Commissioners Street Incinerator | No municipal address | Commissioners Street                          | Waste Disposal                          |                |              |            |              | 1965-1969 | possible soil impacts                          | Soil concentrations unknown         |