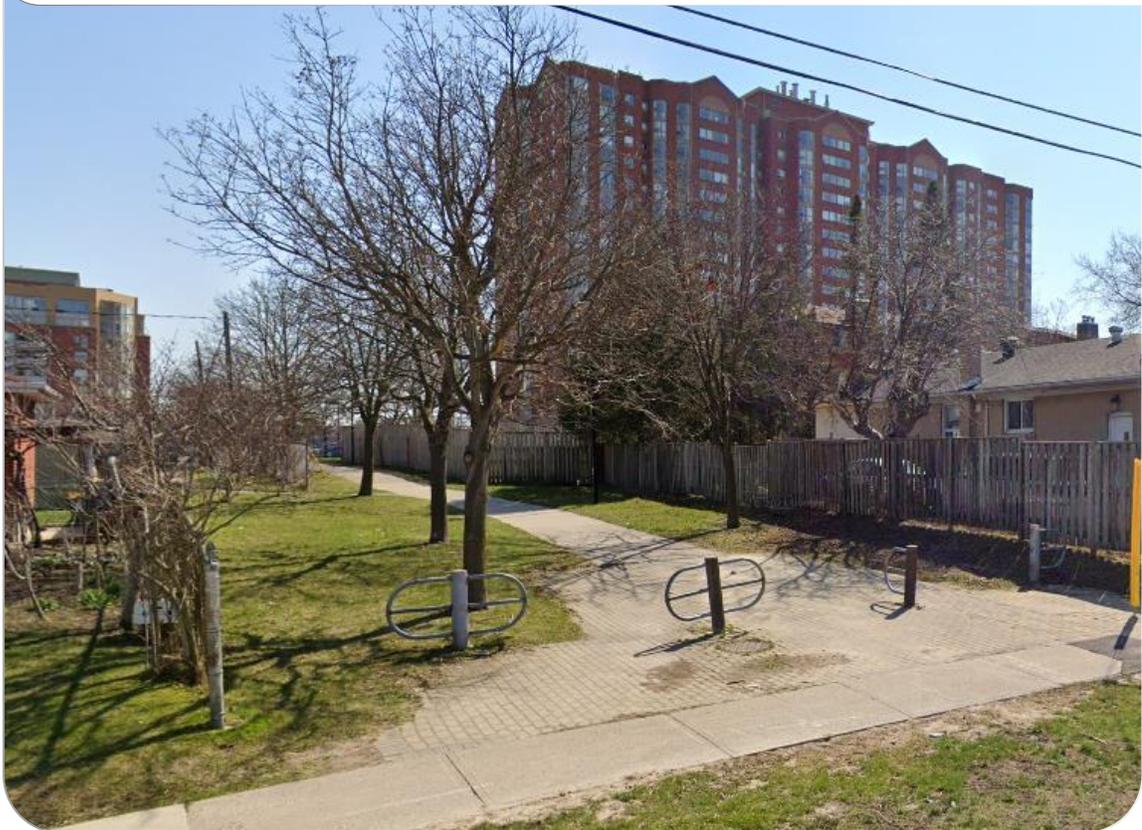




ENBRIDGE GAS INC.

Scarborough Subway Extension-Kennedy Station Relocation Project

Environmental Report



Territorial Land Acknowledgement

The proposed Scarborough Subway Extension-Kennedy Station Relocation Project is located on land that has been inhabited by and cared for by people Indigenous to Turtle Island since time immemorial. We recognize and respect the historic connection to and harmonious stewardship by the Indigenous peoples over this shared land and, as such, we have a responsibility to preserve and care for the land, learn from the original inhabitants and move forward together in the spirit of healing, reconciliation and partnership.

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Acronyms and Abbreviations

Ave	Avenue
AFN	Alderville First Nation
ANSI	Areas of Natural and Scientific Interest
BFN	Beausoleil First Nation
CGIFN	Chippewas of Georgina Island First Nation
CRFN	Chippewas of Rama First Nation
CLFN	Curve Lake First Nation
CBC	Christmas Bird Count
<i>CEAA, 2012</i>	<i>Canadian Environmental Assessment Act, 2012</i>
CHAR	Cultural Heritage Assessment Report
CHER	Cultural Heritage Evaluation Report
CHVI	Cultural heritage and value interest
CLOCA	Central Lake Ontario Conservation Authority
CTC	Credit Valley-Toronto and Region-Central Lake Ontario Source Protection Region
CVC	Credit Valley Conservation
Dillon	Dillon Consulting Limited
Dr	Drive
E	East
EA	Environmental Assessment
EASR	Environmental Activity and Sector Registry
ELC	Ecological Land Classification
Enbridge Gas	Enbridge Gas Inc.
EPP	Environmental Protection Plan
ER	Environmental Report
ESA	Endangered Species Act
GGH	Greater Golden Horseshoe
HFN	Hiawatha First Nation
HVA	Highly Valuable Aquifer
HWN	Huron Wendat Nation
HP	High Pressure
IP	Intermediate Pressure
IPZ	Intake Protection Zones
km	kilometre(s)
KN	Kawartha Nishnawbe
L/day	litres per day
LCP	Living Cities Policy
LIO	Land Information Ontario
LTC	Leave-to-Construct

m	metre(s)
masl	meter above sea level
<i>MBCA</i>	<i>Migratory Birds Convention Act, 1994</i>
MECP	Ontario Ministry of Environment, Conservation and Parks
MOE	Ontario Ministry of Energy
MHSTCI	Ontario Ministry of Heritage, Sport, Tourism and Culture Industries
MMAH	Ontario Ministry of Municipal Affairs and Housing
MNDMNRF	Ministry of Northern Development, Mines, Natural Resources and Forestry
MWH	Mammals of the Western Hemisphere
MCFN	Mississaugas of the Credit First Nation
MSIFN	Mississaugas of Scugog Island First Nation
NHIC	Natural Heritage Information Centre
Notice	Notice of Study Commencement and Virtual Information Session
NPS	nominal pipe size
NRCan	Natural Resources Canada
O&M	operations and maintenance
OBA	Ontario Butterfly Atlas
OBBA	Ontario Breeding Bird Atlas
OEB	Ontario Energy Board
OEB Guidelines	<i>Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition</i>
Official Plan	City of Toronto Official Plan
OPCC	Ontario Pipeline Coordinating Committee
O. Reg.	Ontario Regulation
ORMCP	Oakridge's Moraine Conservation Plan
<i>OWRA</i>	<i>Ontario Water Resources Act</i>
PE	polyethylene
PPS	Provincial Policy Statement
PTTW	Permit to Take Water
RSO	Revised Statutes of Ontario
SAR	species at risk
SARA	<i>Species at Risk Act</i>
SARO	Species at Risk in Ontario (List)
SASP	Site and Area-Specific Policy
SC	Steel Coated
SCC	Species of Conservation Concern
SWH	Significant Wildlife Habitat
the Project	Scarborough Subway extension-Kennedy Station Relocation Project
the Study	environmental and cumulative effects assessment
TMHC	Timmins Martelle Heritage Consultants Inc.

TRCA	Toronto Region Conservation Authority
TTC	Toronto Transit Commission
WHPA	Well Head Protection Area

Executive Summary

Enbridge Gas Inc. (Enbridge) retained Dillon Consulting Limited (Dillon) to conduct an environmental assessment (the Study) for the Scarborough Subway Extension- Kennedy Station Relocation Project (the Project) located in the former Geographic Township of Scarborough, now the City of Toronto. Pending regulatory approval, construction will begin in the fall of 2023.

The Project is required to accommodate the construction of the Metrolinx Scarborough Subway Extension transit project in Scarborough. The pipeline will be relocated in the vicinity of Eglinton Avenue (Ave) East (E), Midland Ave, and Lord Roberts Drive (Dr). Through discussions with Metrolinx, Enbridge Gas has identified a Preferred Route of approximately 800 meters (m). Any other alternative would result in additional unnecessary lengths of pipe to be relocated, resulting in higher costs and additional environmental effects to achieve the same result.

The Preferred Route consists of:

- Approximately 300 m of natural gas pipeline, up to 8-inch diameter, relocated at Eglinton Ave E and Midland Ave
- Approximately 17 m of natural gas pipeline, up to 6-inch diameter, relocated at Eglinton Ave E and Midland Ave
- Approximately 25 m of natural gas pipeline, up to 4-inch diameter, relocated at Eglinton Ave E and Midland Ave
- Approximately 30 m of natural gas pipeline, up to 8-inch diameter, relocated at Eglinton Ave E and Midland Ave
- Approximately 315 m of natural gas pipeline, up to 4-inch diameter, relocated at Lord Roberts Dr and Midland Ave
- Approximately 120 m of natural gas pipeline header, up to 2-inch diameter, relocated at 2480 Eglinton Ave E
- District Regulator Station to be relocated onto Metrolinx private property easement

The Study results have been documented in this Environmental Report (ER), which conforms to the OEB (2016) *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition*.

Stakeholder engagement and Indigenous consultation are an important component of the Project. Early consultation with directly and indirectly affected Indigenous communities, property owners, government agencies, and the public was an integral part of the Study.

The Study involved undertaking an inventory of physical, natural, and socio-economic features within the Project Study Area. This information was used to produce maps identifying features that could be

impacted by pipeline construction and operation. The Preferred Route for the Study was identified based on environmental and socio-economic concerns, as well as technical and economic feasibility requirements.

Mitigation measures are recommended to reduce potential negative effects to the environment. These recommendations, in combination with Enbridge Gas's Construction and Maintenance Manual, are anticipated to effectively protect the physical, natural, and socio-economic features along the pipeline routes. Dillon does not anticipate any significant adverse effects from the construction and operation of the Project with the implementation of the mitigation measures recommended in this report.

1.0 Introduction

Enbridge Gas Inc. (Enbridge Gas) retained Dillon Consulting Limited (Dillon) to conduct an environmental assessment (the Study) for the Scarborough Subway Extension- Kennedy Station Relocation Project (the Project) located in Scarborough, in the City of Toronto. Pending regulatory approval, construction will begin in the fall of 2023.

1.1 Description of the Project

The Project will involve the relocation of approximately 800 m of natural gas pipeline in the vicinity of Eglinton Ave E, Midland Ave, and Lord Roberts Dr in Scarborough. Enbridge Gas has identified a Preferred Route (**Figure 1**) that consists of:

- Approximately 300 m of Intermediate Pressure (IP) Plastic (PE) natural gas pipeline at an estimated Nominal Pipe Size (NPS) of up to 8-inch diameter at Eglinton Ave E and Midland Ave
- Approximately 17 m of IP PE natural gas pipeline at an estimated NPS of up to 6-inch diameter at Eglinton Ave E and Midland Ave
- Approximately 25 m of IP PE natural gas pipeline at an estimated NPS of up to 4-inch diameter at Eglinton Ave E and Midland Ave
- Approximately 30 m of High Pressure (HP) Steel Coated (SC) natural gas pipeline at an estimated NPS of up to 8-inch diameter at Eglinton Ave E and Midland Ave
- Approximately 315 m of IP PE natural gas pipeline at an estimated NPS of up to 4-inch diameter at Lord Roberts Dr and Midland Ave
- Approximately 120 m of IP PE natural gas pipeline at an estimated NPS of up to 2- inch diameter at 2480 Eglinton Ave E
- District Regulator Station to be relocated on Metrolinx private property easement.

The pipeline will be installed within existing road rights-of-way, where possible. Locating the pipeline within existing, previously disturbed municipal road rights-of-way will reduce the potential environmental and socio-economic effects. Typical depth of ground cover over the pipeline will be approximately 0.9 m to 1.2 m; however, it may be installed deeper to provide additional protection in areas where it crosses underneath existing infrastructure (e.g., roads, sewers, other utility structures).

1.2 Project Need and Justification

The relocation is required to accommodate the Metrolinx Scarborough Subway Extension transit project. Due to the highly congested corridor, property constraints, and location of proposed subway infrastructure, Enbridge Gas has identified the Preferred Route as the most feasible alternative that resolves the conflict with the subway while minimizing the total length and cost of a gas main relocation in order to reinstate the network and maintain service to existing Enbridge Gas customers. Any other

alternative would result in additional unnecessary lengths of pipe to be relocated, resulting in higher costs and additional environmental effects to achieve the same result.



ENBRIDGE GAS INC.
 Scarborough Subway Extension -
 Kennedy Station Relocation Project

PROJECT OVERVIEW
 FIGURE I

- District Regulator Station
- Preferred Route (Approx.)
- +— Rail



MAP DRAWING INFORMATION:
 DATA PROVIDED BY MNR, ENBRIDGE, ESRI IMAGERY

MAP CREATED BY: DDR
 MAP CHECKED BY: AL
 MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N



PROJECT: 223650
 STATUS: FINAL
 DATE: 2022-06-16

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

1.3 Environmental and Cumulative Effects Assessment

Dillon conducted a Study to identify potential environmental and socio-economic effects that the Project could have on the existing physical, natural, and socio-economic environment. Mitigation measures designed to avoid or reduce environmental and socio-economic effects were also developed as part of the Study. The Study results have been documented in this Environmental Report (ER), which conforms to the OEB (2016) *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition* (OEB Guidelines).

1.4 Regulatory Framework

The Study was prepared to meet the requirements of the OEB. More information on the regulatory process is provided in the following subsections.

1.4.1 Ontario Energy Board

The Project is being planned in accordance with OEB regulations. The OEB acts as a regulatory body to protect the public interest, to determine that the Project is necessary, and to confirm that Enbridge Gas obtains the necessary approvals to meet health, safety, and environmental standards and regulations.

For OEB approval, the ER must document that municipal, provincial, and federal agencies, as well as the concerns of Indigenous communities, were considered. Concerns identified by landowners and the public must also be addressed.

Once complete, the ER is circulated to the Ontario Pipeline Coordinating Committee (OPCC). The OPCC coordinates the Ontario government's review of natural gas facility projects that require OEB approval. The OPCC's goal is to reduce adverse environmental effects that could arise from projects by reviewing environmental and routing reports.

If requested, the ER is also circulated to Indigenous communities, landowners adjacent to the project, and to interest groups, such as municipalities and the local conservation authority. Where possible, all outstanding issues are resolved prior to submission of an application to the OEB.

The OEB may order a written or oral hearing, based upon the complexity of the project and the level of public concern. Enbridge Gas plans to file a Leave-to-Construct (LTC) Application with the OEB in September 2022. If approved by the OEB, construction of the Project is anticipated to start in the fall of 2023.

1.4.2 Other Potential Permits, Approvals, or Notifications

In addition to OEB approval, other regulatory approvals may be required for the Project, as shown in **Table 1**. An appropriate amount of time should be scheduled to obtain all necessary permits and approvals prior to construction.

Table 1: Potential Permits, Approvals, or Notifications

Agency	Legislation	Permit/Approval/Notification
Ministry of Environment, Conservation and Parks (MECP)	<i>Endangered Species Act, 2007</i> (SO 2007, c. 6) and <i>Ontario Regulation (O. Reg.) 242/08</i>	A permit or approval is required for activities that may affect a provincially listed SAR (Endangered or Threatened) and/or their habitat. See Section 5 of this report. Consultation with MECP is recommended to determine if a permit or approval is required.
	<i>Ontario Water Resources Act (OWRA)</i> (RSO 1990, c. O.40) and <i>Water Taking Regulation (O. Reg. 387/04)</i>	Registration under the Environmental Activity and Sector Registry (EASR) is required if the Project will result in dewatering of more than 50,000 litres per day (L/day) but less than 400,000 L/day. A Permit to Take Water (PTTW) will be required if water taking is greater than 400,000 L/day.
Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)	<i>Ontario Heritage Act</i> (RSO 1990, c. O.18)	Archaeological clearance is required prior to any ground disturbances and/ or site alterations. A Stage 1 Archaeological Assessment was completed for the Project and is anticipated to be submitted to the MHSTCI for review in summer 2022. A copy of this report is provided in Appendix A . A Cultural Heritage Assessment Report (CHAR) was completed for the Project in June 2022 and a copy of this report is provided in Appendix B .
City of Toronto	Private Tree Protection By-law (No. 248-2013)	A permit is required if Project activities will result in work that would impact trees on private property.
	Street Tree Protection By-law (No. 248-2013)	A permit is required for the removal of street trees located within a utility easement where the repair or replacement of the utility is required for the provision of such utilities.
	Noise By-law (Provision 591-2.3)	A Noise By-law Exemption from the Director of By-law Services is required if construction noises will occur outside of the allowable hours identified in the By-law.

Agency	Legislation	Permit/Approval/Notification
	Street Use By-law (No. 800-2017)	A permit is required to undertake excavating and working in streets (Street Work). Street Work is defined as any excavating in streets, and installing, repairing, replacing, extending or operating and maintaining any equipment, structure or device located in, on, over, along, across, or under a street (Toronto Municipal Code 2021).

2.0

Study Process

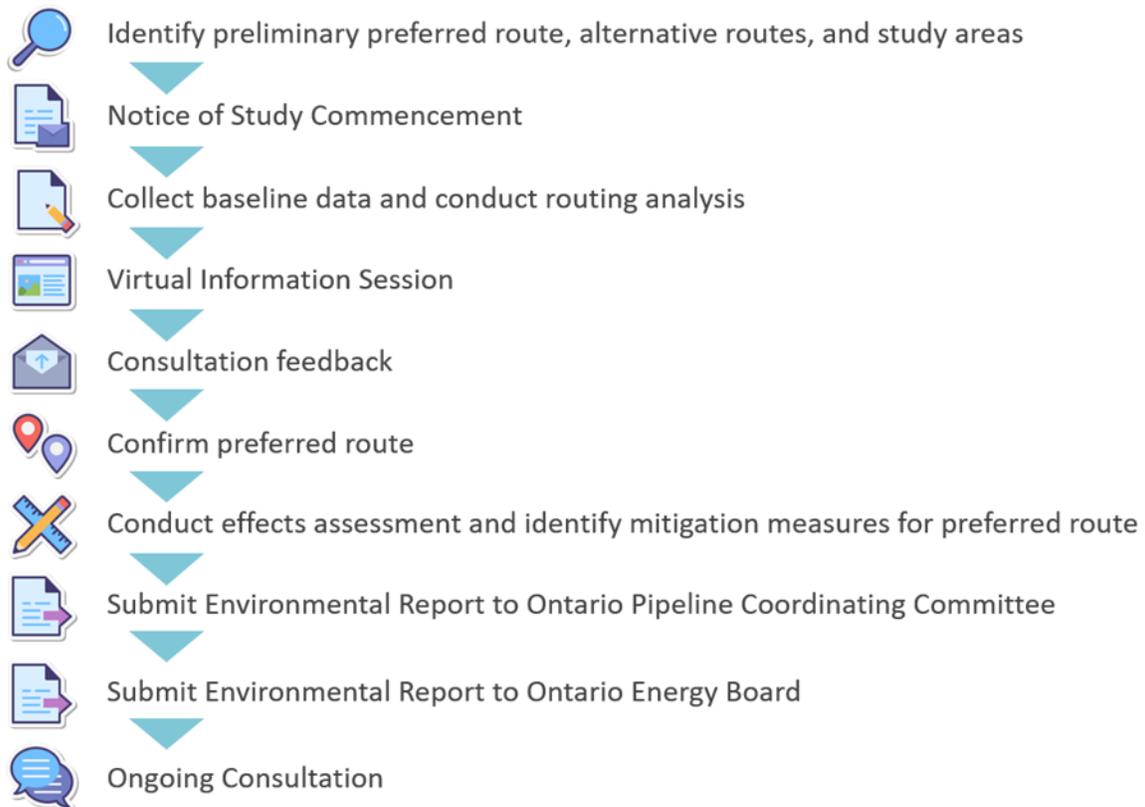
The Study process followed three main steps:

1. Identification of Project Study Areas and Environmental Inventory
2. Routing Constraints Analysis
3. Effects Assessment and Proposed Mitigation Measures

Stakeholder engagement and Indigenous consultation was conducted throughout the Study (see **Section 3.0**). The Study process is illustrated in **Figure 2** and described in further detail in the following subsections.

Figure 2: Environmental Assessment (EA) Process and Consultation Flow Chart

EA Process and Consultation Flow Chart



2.1

Study Methods

The Study methods were designed to achieve the following objectives:

- Select a Project Study Area;

- Collect environmental and socio-economic data to evaluate the potential routes;
- Provide opportunities for Indigenous communities, agencies, potentially-affected landowners, and the general public to comment on the Project;
- Confirm the Preferred Route for the pipeline that reduces adverse effects to the physical, natural, and socio-economic environment; and;
- Identify and recommend environmental protection and mitigation measures to be implemented during pipeline construction.

The Study was conducted between February and June 2022.

2.1.1 Identification of Project Study Area and Environmental Inventory

The first step of the Study involved identifying the Project Study Area for the Project. The Project Study Area boundaries were determined based on the pre-established start and end points of the replacement pipeline and included areas that are most likely to be directly or indirectly affected by the Project.

To address potential adverse effects on indirectly-affected Indigenous communities, stakeholders and landowners, Dillon conducted desktop studies that encompassed 125 m on either side of the road rights-of-way for the Preferred Route for a total width of 250 m (**Figure 3**).

An environmental and socio-economic constraints inventory and a features mapping exercise was conducted. Dillon mapped features based on both primary and secondary sources including data collected through site reconnaissance activities, contact with local, provincial, and federal agencies, and discussions with stakeholders. Based on Dillon’s experience conducting studies of a similar nature and, in accordance with the OEB Guidelines, the mapping generally included natural environment features, potential cultural features, and relevant land use planning information.

The purpose of collecting applicable data to compile features mapping was to assist the Study team, Enbridge Gas, Indigenous communities, the public, regulatory agencies, and interested parties in understanding how the environment may be affected by the Project. Feature maps serve as the baseline for assessing the potential adverse effects resulting from construction and operation of the pipeline.

To confirm potential adverse effects on directly-affected Indigenous communities, stakeholders and landowners, Dillon undertook a field program that encompassed 30 m on each side of the Preferred Route (centreline) for a total width of 60 m (noted as the “Project Fieldwork Study Area” on figures). This was done to encompass the pipeline right-of-way, as well as potential temporary workspace required to accommodate pipeline construction.

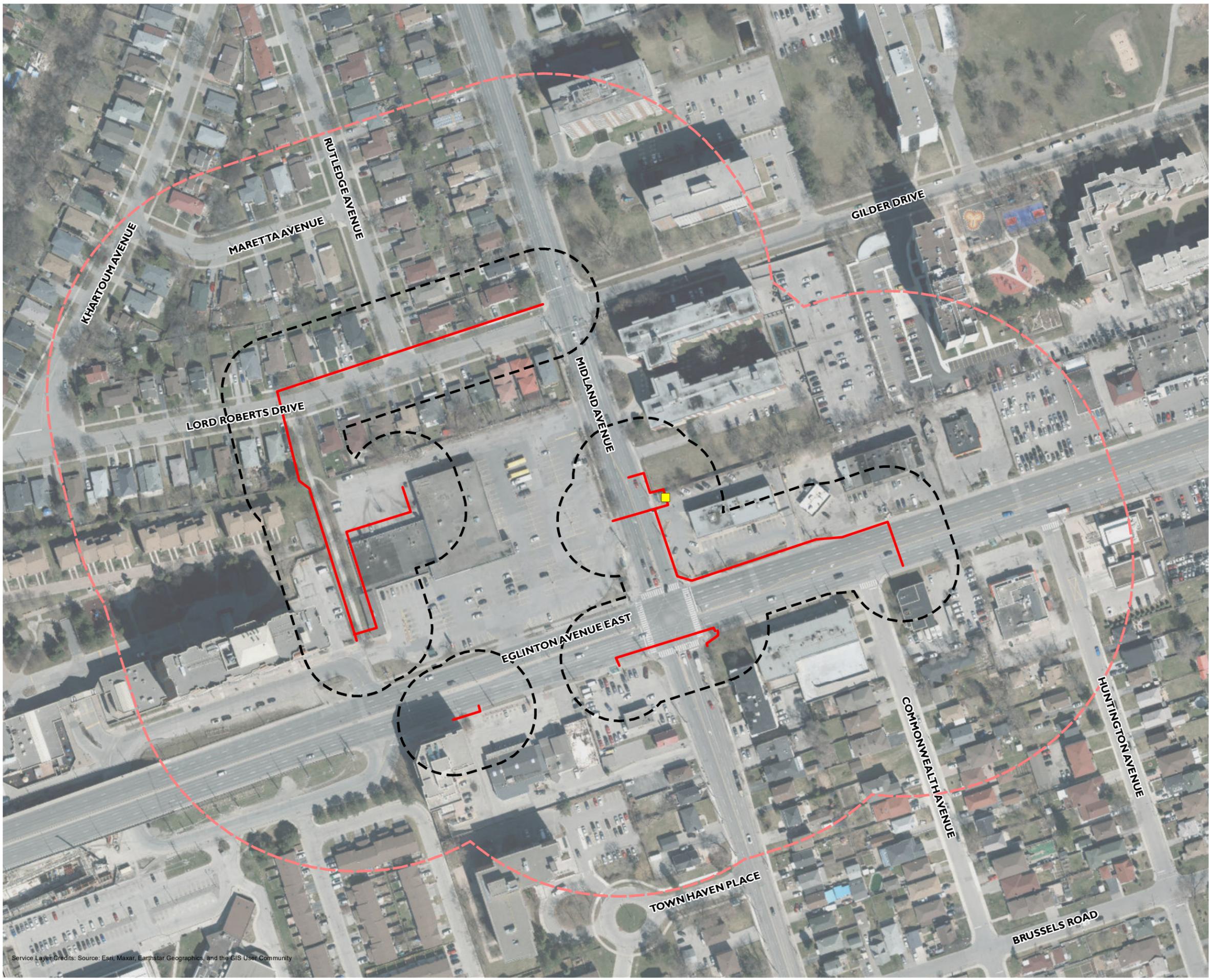
Primary and secondary source data was collected and used to develop the environmental and socio-economic baseline setting for the Project. Primary sources include data retrieved during field studies, and secondary sources include data obtained through the review of electronic databases,

published reports, existing literature, journals, information letters, and information received from Project stakeholders. Proper record-keeping practices were exercised to maintain data and results for future use. Methods used to retrieve information included internet research and correspondence with agencies and other stakeholders. A list of key secondary sources is included in **Table 2**. Secondary sources reviewed as part of the Stage 1 Archaeological Assessment are included in **Appendix A**.

Table 2: Key Data Records and Sources

Source	Records Reviewed
PROVINCIAL	
Land Information Ontario (LIO) (Government of Ontario 2020a)	<ul style="list-style-type: none"> Interactive Online Mapping Tool (accessed April 2022)
Natural Heritage Information Centre (NHIC) (Ontario Ministry of Natural Resources and Forestry [MNDMNR] 2020)	<ul style="list-style-type: none"> GIS database of occurrence records for natural heritage features. Uses 1 km squares based on the military grid reference system. Reviewed to determine historical occurrence records of: <ul style="list-style-type: none"> Species of Conservation Concern (SCC) and SAR; Rare and exemplary plant communities; Wildlife concentration areas; and Natural areas.
Ecological Land Classification for Southern Ontario, Second Approximation (2008)	<ul style="list-style-type: none"> Land Classification for Southern Ontario
Endangered Species Act (2007)	<ul style="list-style-type: none"> Reviewed to identify Species at Risk (SAR)/Species of Conservation Concern (SCC)
Growth Plan for the Greater Golden Horseshoe (Places to Grow Act 2020)	<ul style="list-style-type: none"> Protection of key hydrologic features and key hydrologic areas
CONSERVATION AUTHORITY	
Toronto Region Conservation Authority (TRCA)	<ul style="list-style-type: none"> O. Reg. 166/06 Online Regulated Area mapping TRCA Living City Policies, 2014
WILDLIFE ATLASES	
Ontario Breeding Bird Atlas (Cadman et al. 2007)	<ul style="list-style-type: none"> Breeding bird historical occurrence records for the 10 km grid squares overlapping the Project Study Area
Ontario Reptile and Amphibian Atlas (Ontario Nature 2020)	<ul style="list-style-type: none"> List of reptile and amphibian species occurrences for the 10 km grid squares overlapping the Project Study Area
Christmas Bird Count (CBC)	<ul style="list-style-type: none"> Yearly study, listing birds within a 24 km diameter circle
Ontario Butterfly Atlas (Toronto Entomologists' Association 2020)	<ul style="list-style-type: none"> Lepidoptera historical occurrence records for the 10 km grid squares overlapping the Project Study Area

Source	Records Reviewed
PLANNING AND POLICY	
Provincial Policy Statement (Ontario Ministry of Municipal Affairs and Housing [MMAH] 2020)	<ul style="list-style-type: none"> • Policy directions related to infrastructure development and the environment.
Greenbelt Plan (Greenbelt Act 2017)	<ul style="list-style-type: none"> • Policy related to development within the Greater Golden Horseshoe.
City of Toronto Official Plan	<ul style="list-style-type: none"> • Policy directions related to infrastructure development and the environment. • Land use designations.



ENBRIDGE GAS INC.

Scarborough Subway Extension-
Kennedy Station Relocation Project

PROJECT STUDY AREA
FIGURE 3

- Fieldwork Study Area (30 m)
- Project Study Area (125 m)
- District Regulator Station
- Preferred Route (Approx.)
- Rail



MAP DRAWING INFORMATION:
DATA PROVIDED BY MNR, ENBRIDGE, ESRI IMAGERY

MAP CREATED BY: DDR
MAP CHECKED BY: AL
MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N



PROJECT: 223650
STATUS: FINAL
DATE: 2022-06-16

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

2.1.2

Routing Constraints Analysis

A typical routing study for the Project was not feasible due to route options being limited based on the existing road infrastructure in the area and Enbridge Gas's intent to continue to provide service to existing community members by maintaining existing connection points. Specifically, the relocations are required as follows:

Vent Shaft

Metrolinx requested Enbridge Gas to relocate 64 m of existing NPS 8 SC IP gas main 3 m to the north at the intersection of Eglinton Ave E and Midland Ave to avoid future potential conflict with proposed Extraction Shaft structure. Approximately 17 m of proposed NPS 6 PE IP on the southeast corner of Eglinton Ave E and Midland Ave will be relocated and tied back in to the existing NPS 8 SC IP gas main due to proposed Metrolinx Extraction Shaft structure.

Launch Shaft 2 and Lord Roberts Drive

Metrolinx requested Enbridge Gas to relocate existing NPS 6 SC IP, NPS 4 PE IP, NPS 8 SC HP gas mains and existing district station located at the intersection of Eglinton Ave E and Midland Ave to avoid future potential conflict with proposed road detour. Due to limited space, property constrains and utility congestion within the city right-of-way in the Project Study Area, the district station, approximately 10 m of proposed inlet (NPS 8 SC HP) and 10 m of proposed outlet (NPS 8 PE IP) gas mains will be relocated to the future Metrolinx acquired property, where Enbridge Gas will obtain a permanent easement at 2500 Eglinton Ave E. The other 20 m of NPS 8 SC HP and 26 m of NPS 8 PE IP gas mains will be located within the City of Toronto's right of way.

Approximately 200 m of proposed NPS 8 PE IP will be relocated in the boulevard on the north side of Eglinton Ave E in the city right-of-way and tied back in to the existing NPS 8 SC IP gas main approximately 35 m west of Commonwealth Ave This relocation is due to Metrolinx's proposed open excavation for the Extraction Shaft structure.

Approximately 315 m of proposed NPS 4 PE IP will be relocated in the boulevard on the north side of Lord Roberts Dr and the City of Toronto walkway, due to Metrolinx's proposed piling of the Extraction Shaft structure at Eglinton Ave E and Midland Ave.

Approximately 25 m of proposed NPS 4 PE IP gas main in front of 2499 Eglinton Ave E will be relocated to avoid conflict with Metrolinx's proposed piling of the Extraction Shaft structure at Eglinton Ave E and Midland Ave.

2480 Eglinton Ave. E – Header Relocation

Metrolinx requested Enbridge Gas to relocate an existing NPS 2 SC IP Header Service going to 2480 Eglinton Ave E property. The reason for this relocation is to avoid future potential conflict with the

Extraction Shaft structure. The header service will be relocated in the west side of the parking lot at 2480 Eglinton Ave and will be tied back in to the proposed NPS 4 PE IP gas main on the south side of the City of Toronto walkway on the west side of 2480 Eglinton Ave E.

Enbridge Gas identified the Preferred Route for the Project (**Figure 1**) through discussions with Metrolinx. Due to the highly congested corridor, property constraints, and location of proposed subway infrastructure, Enbridge Gas has identified the Preferred Route as the most feasible alternative that resolves the conflict with the subway while minimizing the total length and cost of a gas main relocation in order to reinstate the network and maintain service to existing Enbridge Gas customers. Any other alternative would result in additional unnecessary lengths of pipe to be relocated resulting in higher costs and additional environmental effects to achieve the same result.

2.1.3 Effects Assessment and Proposed Mitigation Measures

The next step in the Study process involved an assessment of the potential environmental and socio-economic effects of the Project, along with the identification of mitigation measures, for the Preferred Route. The objective of the effects assessment was to:

- Predict and analyze the nature and extent of Project effects;
- Identify mitigation measures to protect valued components; and,
- Determine the significance of any effects remaining following mitigation (i.e., residual effects), including the significance of combined effects (where applicable).

Criteria were used to assess the significance of residual effects. For the purposes of this assessment, a “significant residual effect” is defined as a permanent or long-term residual effect of high magnitude that has a high probability of occurrence and cannot be technically or economically mitigated.

The study methods for the cumulative effects assessment are described in **Section 7.0**.

Mitigation measures were identified that conform to Enbridge Gas’s Construction and Maintenance Manual, as well as the relevant permitting authority requirements, including the OEB. The development of the mitigation measures was also based on Dillon’s professional experience and field study, feedback received as part of the consultation program, industry best practices, and guidelines provided by local conservation authorities and other agencies. Recommended mitigation measures are described in **Section 6.0**.

Pending regulatory approval, Enbridge Gas plans to begin construction of the Project in the fall of 2023. Construction and project remediation is expected to be completed by the end of 2023. Construction will involve a number of distinct steps that may have some environmental effects. These steps are described below and are depicted in **Appendix C**.

- **Right-of-Way Preparation:** Involves staking or marking the pipeline location, identifying where other utilities are located, clearing vegetation (only as required), sweeping for wildlife, placing

wildlife exclusion fencing (as required), and grading to allow for the movement of equipment and preparation of workspace. In urban areas, asphalt is removed and disposed of at landfills or licensed facilities. In vegetated areas, topsoil along the right-of-way is stripped and stored in piles for replacement after construction. Excess soil materials will be managed in accordance with O.Reg. 406/19. Crews re-stake the centre point of trench line/route.

- **Pipe Delivery and Pipe Preparation:** Trucks will deliver pipes in sections to avoid having to stack large quantities of pipe. Crews lay out or string sections of the pipe along the right-of-way.
- **Joining Pipe Sections:** Pipes are then welded (steel pipe) or fused (polyethylene pipe) into one long piece, following the contour of the land. X-rays (steel pipe) and visual inspections (steel pipe and polyethylene pipe) will be undertaken to confirm the integrity of the joints. Where welded joints are required, the welded joints are coated.
- **Trenching/HDD:** Pipeline is installed via open trench or trenchless construction methods. Backhoes, excavators, or other machinery are used to dig trenches along the staked or marked points. Entry and exit pits will be identified for specific trenchless construction activities.
- **Lowering the Pipe:** Crews use side booms/cranes to lower the pipe into the trench or through the drilled passage.
- **Backfilling:** Excavated material is either reused or clean fill is brought in to backfill the trench. Large stones and other debris materials are removed from the backfill to prevent pipeline damage. Subsoil and topsoil are then laid over the trench. Anything disturbed by construction (such as fences and pavement) is repaired or replaced. Vegetative cover is replaced by sodding or seeding where required.
- **Testing:** The new pipeline will be nitrogen tested or hydrostatically tested. The pipeline is sealed then pressurized with nitrogen or filled with water and tested at a pressure higher than actual operating pressures. Nitrogen and hydrostatic tests check for leaks and confirm pipeline strength. If hydrostatically tested, water for the test may be obtained from the local municipality and either disposed of at a licensed facility or discharged in accordance with local by-laws.
- **Clean-up:** The construction area is carefully cleaned up after the trench/drill hole is completed or backfilled. All construction material and equipment is removed when construction is completed. A final grading of the area is done and excess soil is also removed. Slope stability and re-establishment of vegetation is carefully monitored following construction. Enbridge Gas will complete any reclamation work necessary following pipeline construction.

Activities during operations include, but are not limited to, periodic site visits, vehicle use, remote surveillance and monitoring, and integrity digs.

Potential Project interactions with the physical, natural, and socio-economic environment are identified in **Table 3**. The setting information presented in **Section 4.0** provides the context and rationale for potential interactions, which are assessed in **Section 6.0**.

Table 3: Interaction Matrix

Component	Interaction with the Project (Y/N)	
	Construction	Operations
Physiography and Topography	N	N
Surficial Geology and Soils	Y	N
Bedrock	N	N
Groundwater	Y	N
Atmospheric Environment	Y	Y
Aquatic Environment	N	N
Wetlands	N	N
Areas of Natural and Scientific Interest and Other Environmentally Significant Areas	N	N
Terrestrial Habitat and Vegetation	Y	N
Wildlife and Wildlife Habitat	Y	N
Species at Risk	Y	N
Planning Policies	N	N
Existing and Planned Land Use	N	N
Population, Employment, and Economic Activities	N	N
Human Occupancy and Resource Use	Y	N
Infrastructure and Services	Y	N
Indigenous Community Land and Resource Use	N	N
Archaeological and Cultural Heritage Resources	N	N

2.2 Stakeholder Engagement and Indigenous Consultation

Stakeholder engagement and Indigenous consultation are requirements of the Project. Early and frequent consultation and engagement with directly and indirectly affected Indigenous communities, property owners, government agencies, and the public was an integral part of this Study. The objectives of the consultation and engagement process were to:

- Identify all potentially affected parties
- Provide information to the parties on relevant components of the Study
- Obtain input from these parties
- Mitigate and, where appropriate, accommodate for impacts on Aboriginal and Treaty Rights
- Integrate information received into the decision-making process

A number of methods were utilized to achieve these objectives, including:

- Identification of key community members and interest groups during the Project Study Area definition phase including the local conservation authority, school boards and schools, utility companies, government agencies, as well as directly and indirectly impacted landowners
- Preparation and completion of a comprehensive stakeholder engagement program
- The provision of key Project information to Indigenous communities
- Circulation of notices via Canada Post to approximately 7,300 residents and businesses in the Project Study Area
- Advertisement of the Project in a newspaper (Scarborough Mirror) for one week prior to the Virtual Information Session
- A geo-targeted Metroland Media ad campaign to users in Scarborough
- A Virtual Information Session website to present the Project and facilitate public and stakeholder participation
- Provision of Project information and updates via the Enbridge Gas website
- Receipt of and response to public input through letters, e-mails, and phone calls
- Analysis of Project comment forms from the Virtual Information Session
- Circulation of information at key points in the process to Indigenous communities and all stakeholders including government agencies, residents, and other interested parties

The stakeholder engagement and Indigenous consultation program also included early and frequent contact with regulatory agencies to provide or request information regarding the Project. Details of the stakeholder engagement and Indigenous consultation program are provided in **Section 3.0**.

3.0 Stakeholder Engagement and Indigenous Consultation Program

A comprehensive stakeholder engagement and Indigenous consultation program was undertaken for the Project. This section provides an overview of the consultation and engagement activities undertaken as part of the Study.

3.1 Objectives

The objectives of the consultation and engagement program were to:

- Inform potentially affected individuals/organizations about the Project
- Protect Aboriginal and Treaty Rights
- Seek and facilitate the involvement of potentially affected individuals/organizations
- Make all reasonable efforts to identify the interests and meet the needs of participants
- Provide participants with the information they required to participate in a meaningful way
- Consider public issues/concerns during Project design and when making Project approval decisions
- Incorporate feedback and evolve, as necessary, in response to the input and needs (access, format, etc.) of participants
- Communicate to participants how their input affected outcomes (i.e., Project design and review/approval decisions)

3.2 Consultation Activities

From the outset, and throughout the Study process, Enbridge Gas stressed the importance of consulting with Indigenous communities, area residents, community organizations, and government agencies. To meet the Study consultation requirements set by the OEB and set the stage for achieving Enbridge Gas's consultation objectives, as well as meet the legal duty to consult with Indigenous communities, the stakeholder engagement and Indigenous consultation plan called for a series of communication and consultation activities that would inform the Study.

Communication activities included letters of invitation/notification, newspaper ads, a Virtual Information Session presented via a Project website hosted by Dillon, a geo-targeted Metroland Media ad campaign, Enbridge Gas ad campaign on Facebook and Twitter, and Metrolinx Scarborough Subway Extension Twitter post. In addition, meetings by telephone and correspondence by electronic mail were also undertaken by the Project team.

3.2.1 Contact List

A list of regulatory agencies and interest groups active in the area was compiled through research and published information including government listings, previous studies completed in the area, the internet, and telephone calls. A contact list was developed that subdivided the groups into the following categories:

- Indigenous Communities
- Federal and Provincial Elected Officials
- Federal Agencies
- Provincial Agencies, including the local Conservation Authority
- Municipal Agencies and Elected Officials
- Interest Groups (e.g., Toronto District School Board, restaurants, local businesses); and,
- The OPCC

All of the stakeholder groups listed above are included in the Contact List provided in **Appendix D**.

3.2.2 Project Website and Project Email

As a component of the consultation and engagement program, Enbridge Gas created a Project-specific website in order to make information accessible to as many groups as possible. By including all information in a downloadable format, Enbridge Gas provided a simple and expeditious method of communicating with stakeholders. Dillon also hosted a separate Project website to facilitate the Virtual Information Session; further details on the Virtual Information Session and associated website are provided in **Section 3.2.5**.

Dillon created a Project-specific email (KennedyStationProject@dillon.ca) that was used to communicate directly with stakeholders. The Project-specific email will be monitored and emails will continue to be responded to throughout the OEB process and until substantial construction on the Project is complete.

All material presented at the Virtual Information Session, in Project notices, and in Project reports is posted on the Enbridge Gas Project website at <https://www.enbridgegas.com/KennedyStationProject>. The final ER will be posted on the Enbridge Gas Project website in a downloadable format once it has been submitted to the OEB for review. **Figure 4** shows a snapshot of the Enbridge Gas Project website.

Figure 4: Snapshot of Enbridge Gas Project Website

ENBRIDGE

Residential Business & Industrial Storage & Transportation Sustainability

Learn About Natural Gas Giving Back to Communities Working with Indigenous Peoples Regulatory Newsroom Projects

Home / About Enbridge Gas / Projects

Scarborough Subway Extension Kennedy Station Relocation Project

Metrolinx has requested that Enbridge Gas relocate existing natural gas pipelines and a related structure in the City of Toronto to accommodate construction of the Scarborough Subway Extension (SSE) Transit Project.

The proposed Enbridge Gas SSE Kennedy Station Relocation Project involves the decommissioning of various natural gas pipelines and an existing District Regulator Station, which are in conflict with construction required for the SSE Transit Project.

In order to replace the decommissioned pipelines and station, new pipelines and a new station will be constructed, including:

- Approximately 330 m of natural gas pipeline, up to 8 inches in diameter, relocated at Eglinton Ave. E. and Midland Ave.
- Approximately 16 m of natural gas pipeline, up to 6 inches in diameter, relocated at Eglinton Ave. E. and Midland Ave.
- Approximately 25 m of natural gas pipeline, up to 4 inches diameter, relocated at Eglinton Ave. E. and Midland Ave.
- Approximately 310 m of natural gas pipeline, up to 4 inches in diameter, relocated at Lord Roberts Dr. and Midland Ave.
- Approximately 120 m of natural gas pipeline header, up to 2 inches in diameter, relocated at 2480 Eglinton Ave. E.
- A District Regulator Station, which will be relocated onto a Metrolinx private property easement.

As the project is located in a highly developed area with limited routing options, Enbridge Gas has identified a preliminary preferred route of 800 m along Eglinton Ave. E., Midland Ave., and Lord Roberts Dr.

Regulatory approval is required to begin construction. Following the Environmental Assessment process, a Leave-to-Construct (LTC) application will be filed with the Ontario Energy Board (OEB). If approved, construction may begin in Summer 2023.

Project status/timeline

Feasibility Environmental studies Regulatory review Regulatory approval Under construction In-service

3.2.3

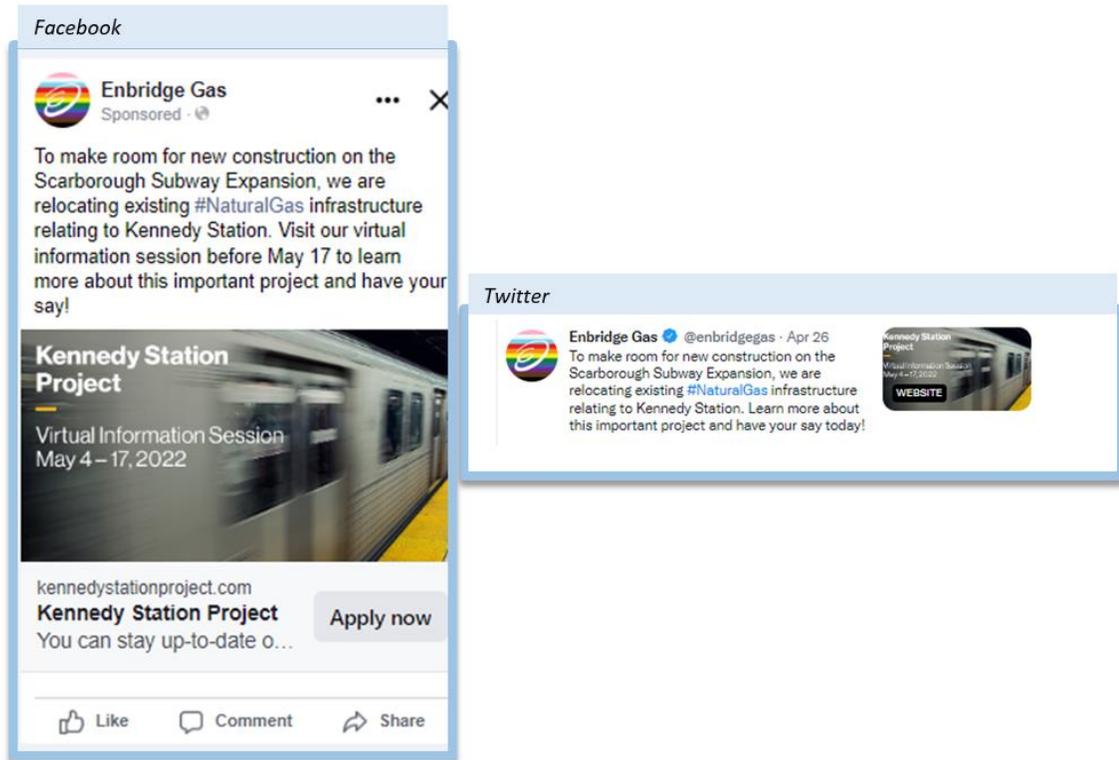
Public Notice

A Notice of Study Commencement and Virtual Information Session (Notice) was mailed to approximately 7,300 residences and businesses in the Project Study Area during the week of April 21, 2022 via Canada Post. A copy of the Notice is provided in **Appendix E**.

A Newspaper notice ran in the *Scarborough Mirror* on April 28, 2022. A geo-targeted ad campaign ran through Metroland Media from April 22 to May 17, 2022 targeting users with postal codes in the Scarborough area. Enbridge Gas ran ads on Facebook and Twitter from May 4 to 17, 2022 and coordinated with Metrolinx to create a post on Twitter providing details about the project, through their Scarborough Subway Extension (@ScarbSubwayEXT) Twitter feed on May 12, 2022. **Figure 5** shows the ads that were placed on Enbridge Gas's social media accounts.

Consultation logs for interest group and public correspondence are provided in **Appendix F**.

Figure 5: Social Media Ads



3.2.4 Contact Letters

Letters requesting environmental and socio-economic data and inviting government agencies (i.e., federal, provincial, and municipal) to the Virtual Information Session were distributed the week of April 18, 2022.

To expedite the process, agency letters were sent by electronic mail (copies of the letters sent to agencies are provided in **Appendix G**). Consultation logs for agency correspondence are provided in **Appendix F**, along with the interest group and public consultation logs.

3.2.5 Virtual Information Session

In light of the global pandemic (COVID-19) and to remain in compliance with public health advisories, a Virtual Information Session was conducted in lieu of a traditional public “drop-in” meeting to engage with the public and stakeholders and facilitate participation in the ER process. Dillon hosted the Virtual Information Session via a Project-specific website (KennedyStationProject.com) that was active for 2 weeks from Wednesday, May 4, 2022 to Tuesday, May 17, 2022.

The purpose of the Virtual Information Session was to provide an opportunity for the public and stakeholders to comment on the Study and planning process, and the Preferred Route. The Virtual Information Session was designed to achieve the following objectives:

- Introduce participants to the Project, the Study process, and consultation plans
- Seek feedback from participants on local environmental and socio-economic considerations, issues, or concerns that should be addressed as part of the Study

On the Virtual Information Session website, a video presentation was available providing an overview of the Project and environmental assessment process. The video was presented in English and the presentation slides were provided for download. A copy of the video transcript was also provided for download. The video presentation discussed the following:

- Purpose of the Information Session (Introduction to Enbridge Gas)
- Enbridge Gas Inc.'s Indigenous Peoples Policy
- Land Acknowledgment
- Project Introduction and Location
- Project Map
- Baseline Studies – Desktop and Field
- Natural Environment Summary
- Socio-Economic Environment Summary
- Archaeology and Cultural Heritage Summary
- Pipeline Design and Safety
- Pipeline Construction Sequence
- Horizontal Directional Drilling
- Mitigation and Monitoring
- Regulatory Framework (OEB)
- Environmental Assessment Process and Project Schedule
- Continuous Stakeholder Engagement
- Information on how to stay informed

Copies of the presentation, as well as the video transcript, are provided in **Appendix H**.

3.2.5.1 Results from Virtual Information Session

The Virtual Information Session website was viewed by 1,873 unique visitors. The majority of visitors to the site (>90%) were from Toronto/Scarborough and the Greater Toronto Area (e.g., Etobicoke, Markham, Brampton, Mississauga). Other visits were from various other Ontario municipalities (such as Ottawa, London, and Kitchener/Waterloo). In addition, there were visitors from across Canada including Edmonton, Moncton, Montreal, Calgary, and Winnipeg as well as seven visitors from unknown locations.

Visitors to the Virtual Information Session were encouraged to submit a comment form – either through the online comment form, or by downloading a PDF of the comment form (see **Appendix I**). No comments were submitted during the Virtual Information Session. However, four people requested to be added to the project emailing list.

While the Virtual Information Session resulted in minimal public comment, the Project Notice elicited greater stakeholder engagement, either through the Project email or by telephone, and included correspondence with federal and provincial government agencies (e.g., CIRNAC, Indigenous Services Canada, MECP, MHSTCI, TRCA), the City of Toronto, Toronto District School Board, and Infrastructure Ontario. This correspondence is provided in the Stakeholder Engagement Logs in **Appendix F**.

3.3 Indigenous Engagement

On December 20, 2021, an email was sent to the Ministry of Energy (MOE) providing notification of Enbridge Gas's intent to submit an LTC Application to the OEB for the Project and requesting the MOE's assessment of Duty-to-Consult requirements.

In a letter dated February 18, 2022, the MOE determined that the Project may have the potential to affect Aboriginal and Treaty Rights and provided a list of the following communities that should be consulted:

- Alderville First Nation (AFN)
- Beausoleil First Nation (BFN)
- Chippewa's of Georgina Island First Nation (CGIFN)
- Chippewa's of Rama First Nation (CRFN)
- Curve Lake First Nation (CLFN)
- Hiawatha First Nation (HFN)
- Huron Wendat Nation (HWN)
- Kawartha Nishnawbe (KN)
- Mississauga's of the Credit First Nation (MCFN)
- Mississauga's of Scugog Island First Nation (MSIFN)

Letters, accompanied by the Notice of Study Commencement and Virtual Information Session, were sent to the Indigenous communities on April 8 and April 21, 2022 to introduce the Project and provide an opportunity to comment. The notification letter invited the communities to provide input and comments regarding the proposed Project, specifically regarding potential impacts that the Project may have on constitutionally protected Aboriginal or Treaty Rights and any measures for mitigating those impacts. Enbridge Gas also requested the opportunity to meet with each community to discuss the Project.

The draft Stage 1 Archaeological Assessment report was provided to Indigenous communities for their review and during the completion of the ER and no concerns were raised. Consultation with Indigenous communities, to date, is summarized in **Appendix J**. An Indigenous Consultation Report will be submitted as part of the LTC Application under separate cover.

3.4 Ongoing Engagement Activities

Although the ER has been completed, Enbridge Gas is committed to ongoing communication with Indigenous communities, agencies, stakeholders, and the public.

Enbridge Gas will continue to actively engage all identified Indigenous groups in meaningful dialogue concerning the Project and endeavour to meet with each Indigenous community for the purposes of exchanging information regarding the Project, responding to inquiries, discussing issues and concerns regarding the Project; and will respond to communities in a timely manner. A full consultation record with Indigenous communities will be documented in the Indigenous Consultation Report to be submitted with the LTC Application under separate cover.

4.0 Physical, Natural, and Socio-Economic Environment Setting

This section describes the existing physical, natural, and socio-economic environment setting for lands that are located within the Project Study Area.

4.1 Physical Environment

This subsection provides baseline information on the following components:

- Physiology and Topography
- Surficial Geology, Bedrock, and Soil
- Groundwater

4.1.1 Physiology and Topography

The Project is located within the west St. Lawrence Lowlands. Topography in this area generally ranges from 200 m to 250 m above sea level (masl) which is separated by broad, shale lowland from a broader dolomite and limestone plateau west of Lake Ontario (NRCan 2019c; The Canadian Encyclopedia 2022). Glaciation has mantled the St. Lawrence Lowlands with several layers of glacial till that includes an unsorted mixture of clay and sand.

4.1.2 Surficial Geology, Bedrock, and Soil

4.1.2.1 Surficial Geology and Bedrock

The Project Study Area is located within the South Slope physiographic region, situated between Lake Ontario and the Oak Ridges Moraine, which is characterized by ground moraine with irregular knolls and hollows. Bedrock geology of the area consists of Upper Ordovician shale, limestone, dolostone and siltstone of the Georgian Bay Formation (OGS 1991; Chapman and Putnam 1984).

The varying overburden thickness ranges from 114 m to 120 m. The pipeline will be buried between 0.9 m to 1.2 m deep and will be installed mainly in previously disturbed and infilled road rights-of-way.

4.1.2.2 Soil

The Project is located in an urban setting and does not encounter agricultural land. The Project Fieldwork Study Area consists of heavily disturbed soils as a result of road and utility construction and related infilling.

A search of the Federal Contaminated Sites Inventory revealed no records of historical contamination (closed and active sites) within the Study Area (Treasury Board of Canada Secretariat 2022). A search of the MECP (2022a) Record of Site Condition database revealed no records within the Study Area.

4.1.3 Groundwater

Pursuant to the Places to Grow Act, 2005, the Growth Plan for the Greater Golden Horseshoe, 2020 (Growth Plan) was approved on June 16, 2006. The Growth Plan has been amended several times since its release in 2006; the most recent amendment came into effect in August 2020.

The Growth Plan requires the identification of water resource systems and the protection of key hydrologic features and key hydrologic areas, similar to the level of protection provided in the Greenbelt (MMAH, 2017). This provides a consistent framework for water protection across the Greater Golden Horseshoe (GGH), and builds on existing plans and policies. The Growth Plan also provides for the identification and protection of natural heritage systems in the GGH outside of the Greenbelt Area and settlement areas in order to provide consistent and long-term protection for natural heritage systems across the GGH (MMAH, 2017).

As per Schedule 4 of the Greater Golden Horseshoe Growth Plan, the Fieldwork Study Area is designated as a “Built-Up Area”. Policies regarding Built-Up Areas are listed under Section 2.2.2 of the Growth Plan. Section 1.2.3 of the Growth Plan resolves potential conflicts between the Growth Plan and other provincial plans (e.g., PPS): “The policies of this Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. Where the policies of this Plan address the same, similar, related, or overlapping matters as policies in the PPS, applying the more specific policies of this Plan satisfies the requirements of the more general policies in the PPS”.

Toronto and Region Conservation, Credit Valley Conservation (CVC) and Central Lake Ontario Conservation Authority (CLOCA) have developed the source protection plan for the Credit Valley-Toronto and Region-Central Lake Ontario (CTC) Source Protection Region comprised of three Source Protection Areas (Credit Valley, Toronto and Region and Central Lake Ontario) (Toronto and Region Source Protection Authority 2022). The Source Protection Plan for the CTC Source Protection Region came into effect on December 31, 2015. The Source Protection Plan did not identify any vulnerable areas within the Project Study Area which includes Highly Vulnerable Aquifers (HVA), Intake Protection Zones (IPZs), and Well Head Protection Areas (WHPAs) (MECP 2022b; MECP 2020).

4.2 Natural Environment

This subsection provides baseline information on the following components:

- Atmospheric Environment
- Aquatic Environment
- Wetlands

- Areas of Natural and Scientific Interest
- Terrestrial Habitat and Vegetation
- Wildlife and Wildlife Habitat
- Species at Risk

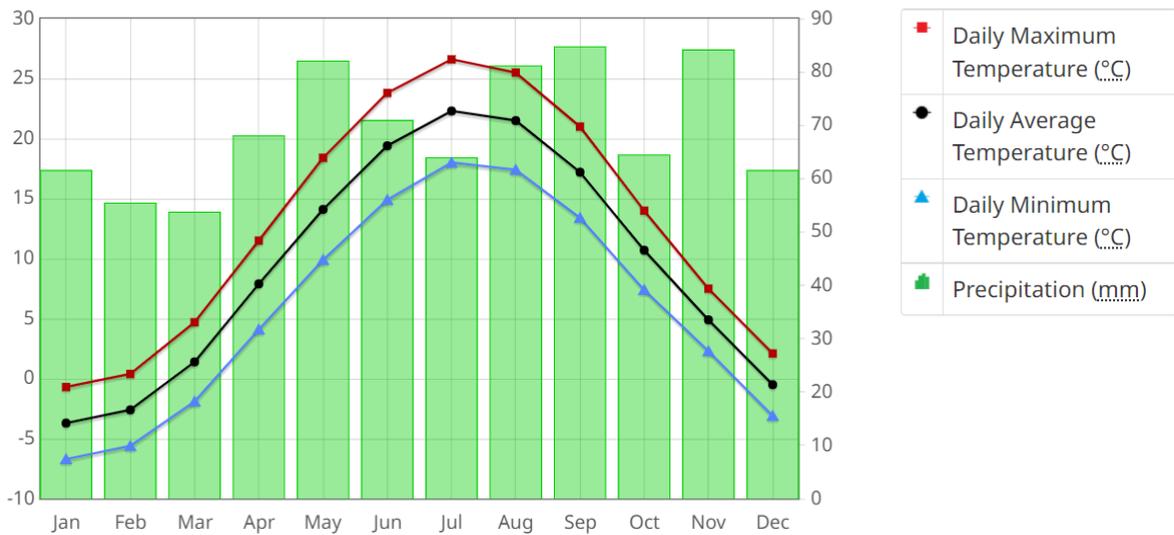
4.2.1 Atmospheric Environment

4.2.1.1 Climate

Climate averages are commonly used to describe the climatic conditions of a particular location in Canada. At the end of each decade, Environment and Climate Change Canada (ECCC) updates its climate averages for several locations across Canada and for as many climatic characteristics as possible. The climate averages and extremes are obtained from Canadian climate stations with at least 15 years of data between 1981 and 2010 (ECCC 2022).

Figure 6 shows temperature and precipitation data averaged over the period from 1981 to 2010 (29 years), taken at the School of Continuing Studies in Toronto, approximately 16 km southwest of the Project Study Area.

Figure 6: Temperature and Precipitation Graph for 1981 to 2010 - School of Continuing Studies, Toronto



Source: ECC 2022

4.2.1.2 Air Quality

According to the MECP, overall air quality in Ontario has improved significantly over the past decade due to a substantial decrease in harmful pollutants such as nitrogen dioxide, sulphur dioxide and carbon monoxide that are emitted by vehicles and industry. There has also been a significant decrease in fine particulate matter which is emitted directly into the atmosphere as a by-product of fuel combustion or formed indirectly in the atmosphere through chemical reactions. Fine particulate matter, including smoke, fumes and dust can have various negative health effects, especially on the respiratory system (Ministry of the Environment and Climate Change 2015).

4.2.2 Aquatic Environment

The Project Study Area falls within the Highland Creek watershed within the jurisdiction of the TRCA. Highland Creek watershed is 102 km², and is the most urbanized watershed in the TRCA region (TRCA 2022b). The overall health of the watershed is poor due to the lack of remaining natural cover (TRCA 2018).

No surface water features were identified within the Project Study Area based on desktop review of available agency resources and a site assessment completed on April 7, 2022 (**Figure 7**). The Project Study Area is located within Scarborough, and is surrounded by a highly developed (urbanized) environment.

4.2.3 Wetlands

No wetlands were identified within the Project Study Area.

4.2.4 Areas of Natural and Scientific Interest (ANSI)

No Areas of Natural and Scientific Interest were identified within the Project Study Area.

4.2.5 Terrestrial Habitat and Vegetation

An Ecological Land Classification (ELC) survey was conducted using the ELC System for Southern Ontario, second approximation classifications (Lee et al. 1998, Lee 2008), to classify and map ecological communities within the Project Study Area. The ecological community polygon boundaries were determined through a review of aerial photography and further refined during the preliminary field investigations conducted in April 2022.

Lands within the Project Study Area were predominantly classified as ‘constructed’ communities, including high-density residential (CVR_2), low density residential (CVR_1), business (CVC_1), and transportation (CVI_1). One area of greenspace was identified and was classified as parkland (CGL_2), which consisted of a manicured lawn and had a sign that indicated the intention to rezone the land for

development. No natural ELC habitats were identified within the Project Study Area. A list of ELC community types and descriptions of the Project Study Area are provided in **Table 4**.

Table 4: Ecological Land Classification

Ecological Land Classification	Location in Project Study Area
CVI_1 Transportation	Eglinton Ave, Midland Ave, Lord Roberts Dr, parking lots (currently under construction).
CVR_1 Low Density Residential	Houses in the northeast portion of the Project Study Area along Lord Roberts Dr, Maretta Ave, Khartoum Ave, and Midland Ave, as well as houses in the southeast portion of the Project Study Area along Commonwealth Ave and southwest of Eglinton Ave.
CVR_2 High Density Residential	Apartment complexes on the east side of Midland Ave and northwest side of Eglinton Ave.
CGL_2 Parkland	Small open area of manicured grass and mature trees south of the Midland Ave apartments and north of the district regulator station. This area has been zoned for apartment development.
CVC_1 Business Sector	Strip malls and large box stores on either side of Eglinton Ave.
ML Manicured Lawn	Four areas of grass located on the east side of the Project Study Area in new low density residential and high density residential areas.

4.2.6 Wildlife and Wildlife Habitat

4.2.6.1 Incidental Wildlife Observations

Incidental wildlife observations recorded during the site assessment completed in April, 2022 included live wildlife observations and indirect wildlife evidence (i.e., sounds, scat, tracks, feeding sites, road kill).

In total, nine bird species (Northern Cardinal [*Cardinalis cardinalis*], American Goldfinch [*Carduelis tristis*], Rock Pigeon [*Columba livia*], American Crow [*Corvus brachyrhynchos*], Ring-billed Gull [*Larus delawarensis*], Song Sparrow [*Melospiza melodia*], House Sparrow [*Passer domesticus*], European Starling [*Sturnus vulgaris*], American Robin [*Turdus migratorius*], and one rodent (Eastern Gray Squirrel [*Sciurus carolinensis*]) were observed during the field investigation (**Table 5**). All of these species are considered common in Ontario.

Table 5: Incidental Species Observed in the Fieldwork Study Area

Scientific Name	Common Name	SARA ¹	ESA ²	SRank ³
<i>Cardinalis cardinalis</i>	Northern Cardinal	---	---	S5
<i>Carduelis tristis</i>	American Goldfinch	---	---	S5B
<i>Columba livia</i>	Rock Pigeon	---	---	SNA
<i>Corvus brachyrhynchos</i>	American Crow	---	---	S5B
<i>Larus delawarensis</i>	Ring-billed Gull	---	---	S5B, S4N
<i>Melospiza melodia</i>	Song Sparrow	---	---	S5B
<i>Passer domesticus</i>	House Sparrow	---	---	SNA
<i>Sciurus carolinensis</i>	Eastern Gray Squirrel	---	---	S5
<i>Sturnus vulgaris</i>	European Starling	---	---	SNA
<i>Turdus migratorius</i>	American Robin	---	---	S5B

4.2.6.2 Wildlife Habitat

The Project Study Area occurs within Scarborough, in the City of Toronto, which is highly developed and disturbed. Natural features were not present in the Project Study Area and the determination for potential wildlife habitat was assessed using ELC mapping and observations during the field study. Due to the highly urbanized nature of the Study Area, suitable wildlife habitat is minimal. General nesting habitat for breeding birds is present within street trees, shrub habitat, and backyard vegetation. Trees within the Project Study Area were sparse and no species at risk (SAR) trees were identified. Large chimneys observed within the Fieldwork Study Area were capped, reducing the potential for Chimney Swift and SAR bat habitat. House Sparrows (*Passer domesticus*) were observed carrying nest material into the spaces above storefront signs; no nesting behaviour was observed in other species observations. Suitable nesting structures for Peregrine Falcons (i.e., tall apartments) are present in the Project Study Area.

The Significant Wildlife Habitat Technical Guide (MNDMNR 2000) defines Species of Conservation Concern (SCC) as species listed as Threatened or Endangered under the federal Species at Risk Act, 2002 (SARA); species that are provincially rare/tracked (i.e., have a Sub-national (provincial) Rank of S1 – Critically Imperilled, S2 – Imperilled or S3 – Vulnerable) and/or listed as Special Concern under the ESA.

A search of the NHIC database and other available wildlife atlases was conducted to identify possible occurrences of SCC within or adjacent to the Project Study Area. **Table 6** identifies the SCC with the potential to occur within the Project Study Area.

Table 6: Species of Conservation Concern with potential to occur within the Project Study Area

Scientific Name	Common Name	SARA	ESA	SRank	Source
Birds					
<i>Chordeiles minor</i>	Common Nighthawk	THR	SC	S4B	OBBA
<i>Contopus virens</i>	Eastern Wood-pewee	SC	SC	S4B	OBBA
<i>Falco peregrinus</i>	Peregrine Falcon	SC	SC	S3B	OBBA
<i>Hylocichla mustelina</i>	Wood Thrush	THR	SC	S4B	OBBA
Lepidoptera					
<i>Danaus plexippus</i>	Monarch	SC	SC	S2N, S4B	OBA
Herptiles					
<i>Sternotherus odoratus</i>	Eastern Musk Turtle	SC	SC	S3	OHA
<i>Graptemys geographica</i>	Northern Map Turtle	SC	SC	S3	OHA
<i>Chelydra serpentina</i>	Snapping Turtle	SC	SC	S3	OHA

¹Federal Species at Risk Act; ²Ontario Endangered Species Act, 2007; ³S-Rank is an indicator of commonness in the province of Ontario. A scale between 1 and 5, with 5 being very common and 1 being the least common. ⁴Information sources include: CBC = Christmas Bird Count; MNDMNRF = Ministry of Natural Resources and Forestry; NHIC = Natural Heritage Information Centre; OBBA = Ontario Breeding Bird Atlas; OBA = Ontario Butterfly Atlas; OHA = Ontario Herpetofaunal Atlas; ON = Ontario Nature: Ontario Reptile and Amphibian Atlas; SARA = Species at Risk Act; THR = Threatened, SC= Special Concern; “---”denotes no information or not applicable.

A review of MNDMNRF background data and available habitat within the Project Study Area suggests that SWH types, as defined in the Ecoregion 7E Criteria Schedules (MNDMNRF, 2015) may be present within and adjacent to the Property. These SWHs include the Species outlined in **Table 6**.

Suitable habitat for these species was assessed during the site visit in April 2022.

4.2.7 Species at Risk

4.2.7.1 Regulatory Context

The provincial *Endangered Species Act, 2007* applies to species listed as Extirpated, Endangered, or Threatened under *Ontario Regulation 230/08* on private lands and public lands under provincial jurisdiction, and provides both species protection (Section 9) and habitat protection (Section 10). Under the Act, habitat is defined as either General Habitat or Regulated Habitat. General Habitat is defined as the area a species currently depends on, either directly or indirectly, to carry out its life processes (under clause 2(1)(b) of the Act), including: dens, nests, hibernacula, or other residences. General Habitat does not include areas where a species once lived and/or where it may be re-introduced.

General Habitat protection is in place until a regulation is made prescribing an area as Regulated Habitat. Regulated Habitat is the area prescribed for a species in a habitat regulation (under clause 2(1)(a) of the Act), and may include: specific features/boundaries and areas where the species lives, used to live, or is believed to be capable of living.

4.2.7.2 Potential for Species at Risk in the Project Study Area

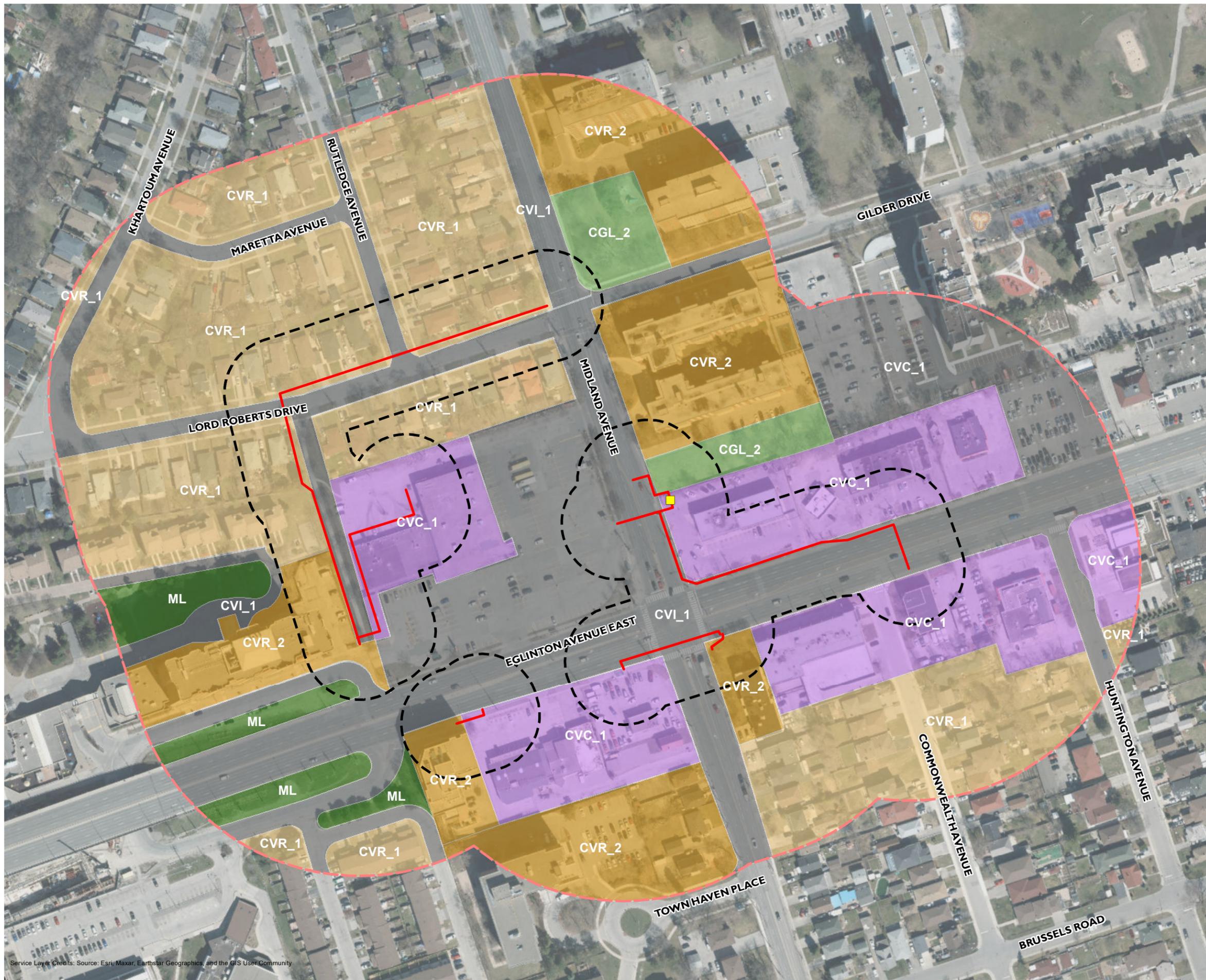
A search of the NHIC database and other available wildlife atlases was conducted to identify possible occurrences of Endangered or Threatened species protected under the ESA (**Table 7**). The review of applicable background information suggests that the following SAR have the potential to occur within the vicinity of the Project Study Area. However, as the Project Study Area is highly developed and disturbed, SAR have a low likelihood of occurrence in comparison to other common urban wildlife species. No SAR or SAR habitat were observed during the April 2022 site visit. Potential indirect impacts to SAR are discussed in **Section 6.0**.

Table 7: Species at Risk with potential to occur within the Project Study Area.

Scientific Name	Common Name	SARA	ESA	SRank	Source
Birds					
<i>Chaetura pelagica</i>	Chimney Swift	THR	THR	S4B, S4N	OBBA
<i>Dolichonyx oryzivorus</i>	Bobolink	THR	THR	S4B	OBBA
<i>Hirundo rustica</i>	Barn Swallow	THR	THR	S4B	OBBA
<i>Riparia riparia</i>	Bank Swallow	THR	THR	S4B	OBBA
<i>Sturnella magna</i>	Eastern Meadowlark	THR	THR	S4B	OBBA
Herptiles					
<i>Ambystoma jeffersonianum</i>	Jefferson Salamander	END	END	S2	OHA
<i>Emydoidea blandingii</i>	Blanding's Turtle	THR	THR	S3	OHA, NHIC
<i>Pseudacris triseriata pop. 1</i>	Western Chorus Frog (Great Lakes / St. Lawrence - Canadian Shield Population)	THR	---	S3	OHA
<i>Regina septemvittata</i>	Queensnake	END	END	S2	OHA, NHIC
Mammals					
<i>Pipistrellus subflavus</i>	Tri-colored Bat	END	END	S3?	MWH
<i>Myotis leibii</i>	Eastern Small-footed Myotis	---	END	S2S3	MWH
<i>Myotis lucifugus</i>	Little Brown Myotis	END	END	S4	MWH

Scientific Name	Common Name	SARA	ESA	SRank	Source
<i>Myotis septentrionalis</i>	Northern Myotis	END	END	S3	MWH
<i>Urocyon cinereoargenteus</i>	Gray Fox	THR	THR	S1	MWH

¹Federal Species at Risk Act; ²Ontario Endangered Species Act, 2007; ³S-Rank is an indicator of commonness in the province of Ontario. A scale between 1 and 5, with 5 being very common and 1 being the least common. ⁴Information sources include: CBC = Christmas Bird Count; MNDMNR = Ministry of Natural Resources and Forestry; NHIC = Natural Heritage Information Centre; OBBA = Ontario Breeding Bird Atlas; OBA = Ontario Butterfly Atlas; OHA = Ontario Herpetofaunal Atlas; ON = Ontario Nature: Ontario Reptile and Amphibian Atlas; SARA = Species at Risk Act; THR = Threatened, SC= Special Concern; “---”denotes no information or not applicable.



ENBRIDGE GAS INC.

Scarborough Subway Extension -
Kennedy Station Relocation Project

**ECOLOGICAL LAND CLASSIFICATION
FIGURE 7**

- District Regulator Station
- Preferred Route (Approx.)
- Fieldwork Study Area (30 m)
- Project Study Area (125 m)
- +— Rail

Ecological Land Classification

- CGL_2: Parkland
- CVC_1: Business Sector
- CVI_1: Transportation
- CVR_1: Low Density Residential
- CVR_2: High Density Residential
- ML: Manicured Lawn



MAP DRAWING INFORMATION:
DATA PROVIDED BY MNR, ENBRIDGE, ESRI IMAGERY

MAP CREATED BY: DDR
MAP CHECKED BY: AL
MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N



PROJECT: 223650
STATUS: FINAL
DATE: 2022-06-10

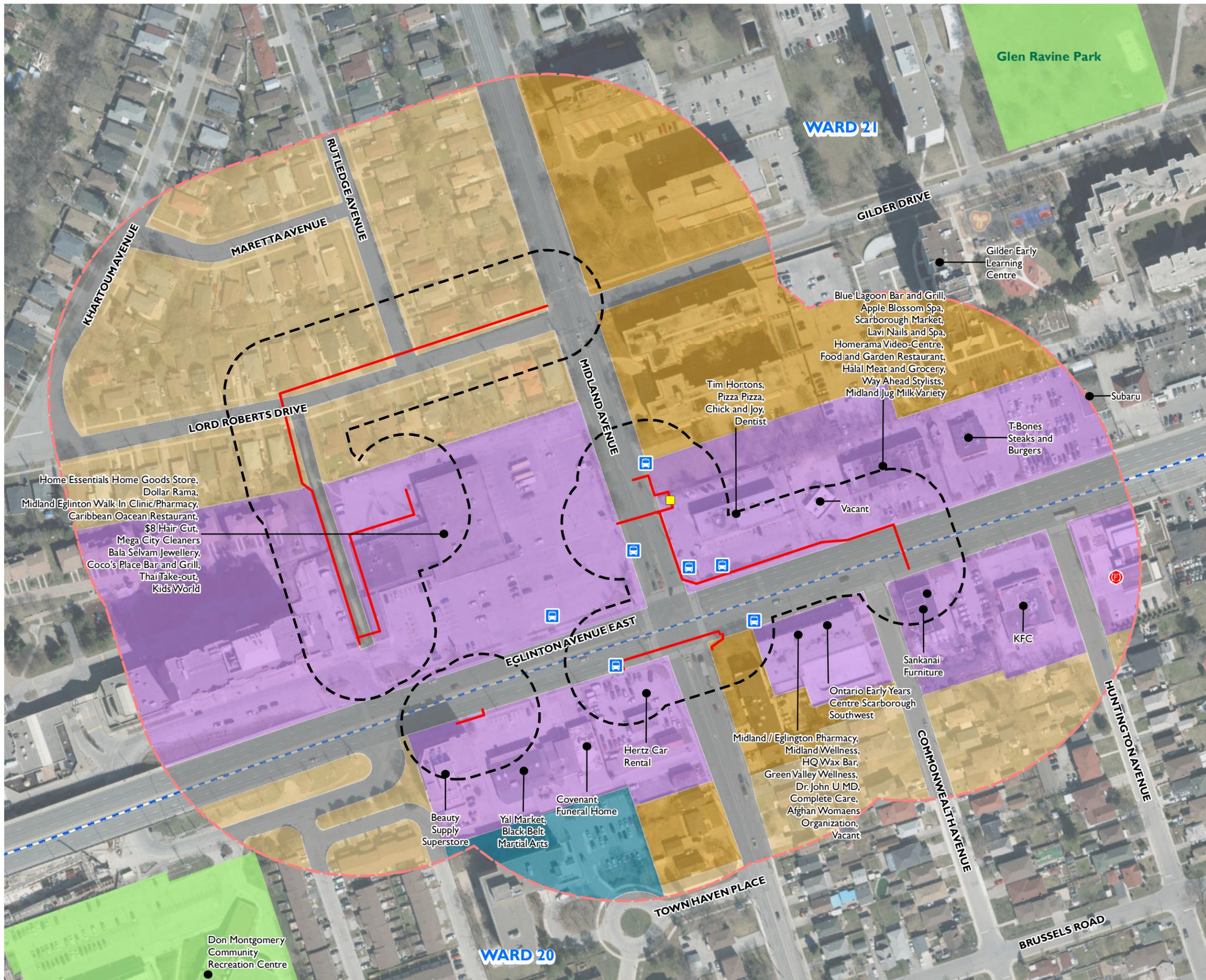
Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

4.3 Socio-Economic Environment

This subsection provides an overview of the desktop review of the socio-economic environment setting for the following components:

- Planning Policies
- Existing and Planned Land Use
- Population, Employment, and Economic Activities
- Human Occupancy and Resource Use
- Infrastructure and Services
- Indigenous Community Land and Resource Use
- Archaeological and Cultural Heritage Resources.

Socio-economic features are shown on **Figure 8**.

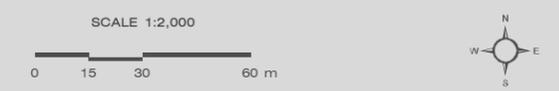


ENBRIDGE GAS INC.

Scarborough Subway Extension-
Kennedy Station Relocation Project

SOCIO-ECONOMICS FEATURES
FIGURE 8

- District Regulator Station
 - Business
 - Fire Station
 - Bus Stop
 - Preferred Route (Approx.)
 - Fieldwork Study Area (30 m)
 - Project Study Area (125 m)
 - Rail
 - City Park or Greenspace
 - Ward Boundary
- Zoning (City of Toronto)**
- Institutional (0.39 ha)
 - Business Sector (6.97 ha)
 - Transportation (3.75 ha)
 - Low Density Residential (5.09 ha)
 - High Density Residential (2.96 ha)



MAP DRAWING INFORMATION:
DATA PROVIDED BY MNR, CITY OF TORONTO, ENBRIDGE, ESRI IMAGERY

MAP CREATED BY: DDR
MAP CHECKED BY: AL
MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N



PROJECT: 223650
STATUS: FINAL
DATE: 2022-06-10

4.3.1 Planning Policies

Municipalities are the primary decision-makers for their communities and are required to implement provincial policies through municipal official plans and planning-related decisions.

Plans and policies reviewed as part of the Project Study include:

- Provincial Policy Statement, 2020 (MMAH 2020); and,
- City of Toronto Official Plan (City of Toronto 2021a).

4.3.1.1 Provincial Policy Statement

The Provincial Policy Statement, 2020 is issued under Section 3 of the *Planning Act* (RSO 1990, c. P.13) and came into effect on May 1, 2020. As with the previous Provincial Policy Statement, 2014, the new policy provides direction on matters of provincial interest related to land use planning and development. According to MMAH (2020), the goals of the proposed changes to the policy were to:

- Encourage an increase in the mix and supply of housing
- Protect the environment and public safety
- Reduce barriers and costs for development and provide greater certainty
- Support rural, northern and Indigenous communities
- Support the economy and job creation

Natural gas pipelines are defined as “infrastructure” under the Provincial Policy Statement, 2020. Given that the Project will be replacing an important gas pipeline supplying existing customers, the Project is in line with the policy’s direction, which states that “healthy, liveable and safe communities are sustained by...ensuring that necessary *infrastructure* and public service facilities are or will be available to meet current and projected needs” (MMAH 2020).

4.3.1.2 City of Toronto Official Plan

The City of Toronto Official Plan (2021a) highlights the improvements to connectivity and the growth strategy for the city. This includes the consolidation of transit, land use development, and the environment. The Official Plan is broken down into Chapters to highlight City-wide policy, land use designations, Secondary Plans, site and area specific policy and Official Plan Maps. Scarborough is located in the east end of Toronto and is covered under this Official Plan.

4.3.2 Existing and Planned Land Use

The City of Toronto Official Plan (2021a) outlines the land use designations that are implemented and described through the City’s Zoning By-law (No. 1774-2019). The Project falls under Official Plan H and Map 20 of the Official Plan, and the Project Study Area is designated as ‘Mixed Use Residential’, ‘Apartment Neighborhoods’ and ‘Neighborhoods’ land use. The Project, as a natural gas pipeline, is

considered a 'utility' within the context of the Official Plan and is generally permitted in these land use designations (City of Toronto 2021b).

For context, Chapter 4 of the Official Plan describes 'Apartment Neighborhoods' as current apartment and townhouse areas of the City where significant growth is not anticipated, 'Neighbourhoods' as containing residential, parks, schools and local services that meet the needs of area residents, and 'Mixed Use Residential' as a broad range of commercial, residential, institutional and open space uses.

The land north of the District Regulator Station (CGL_2: Parkland) was identified as parkland in during the ecological land classification (**Figure 7**). As shown on Google Maps street view (dated May 2021), the lot adjacent to 915 Midland Ave has a sign indicating an application is pending to amend the zoning by-law to permit the development of 12 townhouses; however, upon review of Toronto's Development Applications there are no active applications in the Project Study Area.

4.3.3 Population, Employment, and Economic Activities

4.3.3.1 Population and Demographics

Toronto is Ontario's Capital city and the largest Municipality in Canada, by population (Toronto 2022). According to the 2021 Census, Toronto experienced a 4.6% increase in population between 2016 (5,928,040 people) and 2021 (6,202,225 people) (Statistics Canada 2022c). In 2021, Toronto had an average population density of approximately 5,902 per square kilometer and the average age of the population was 39 years (Statistics Canada 2022c). Scarborough is a district of the Municipality of Toronto and according to the 2021 Census, the electoral district of Scarborough Centre experienced a 0.4% increase in population between 2016 (112,603 people) and 2021 (113,104 people) (Statistics Canada 2022b). Comparatively, the Province of Ontario experienced a population increase of approximately 5.8% over the same period (Statistics Canada 2022a). In 2021, the electoral district of Scarborough Centre had an average population density of approximately 4,021 per square kilometer and the average age of the population was 40 years (Statistics Canada 2022b).

4.3.3.2 Employment and Economy

According to the 2016 Census, the electoral district of Scarborough Centre had a labour participation rate of 60.2% and an unemployment rate of 9.4% (Statistics Canada 2016b). Similarly the Province of Ontario had a labour participation rate of 64.7% and an unemployment rate of 7.4% (Statistics Canada 2016a). The pandemic has had a negative impact on Toronto employment: over 5,000 establishments reported a significant change of least 20% as a direct result of the pandemic (Toronto City Planning 2022). Employment categories that experienced a decrease in growth rate included Manufacturing (-1.2%), Retail (-1.6%), Service (-4.5%), and Community and Entertainment (-18.8%) from 2011 to 2021, while Office (+19.1%) and Intuitional (+15.1%) employment categories experienced an increase in growth rate for the same time period (Toronto City Planning 2022).

Three major sectors make up Toronto's economy; Service Based Industries (78.9%), Government and Institutional Industries (12.8%), and Good's and Producing Industries (8.3%) (Toronto Planning 2022). In 2021, Service Based employment grew by 0.8% which is consistent with the pre-pandemic trend in 2019, while Goods Producing industries saw the greatest decline in employment by 2.6%, continuing the five year trend of decreasing employment, followed by Government and Institutional which lost 2.5% (Toronto City Planning 2022).

In 2015, the electoral district of Scarborough Centre, had a median total income among recipients of \$25,285 (Statistics Canada 2016b) and the City of Toronto had a median total income among recipients of \$30,089 (Statistics Canada 2016c). Similarly, the Province of Ontario had a median total income in 2015 among recipients of \$33,539 (Statistics Canada 2016a).

At the time of this report, 2021 Statistic Canada Census data for Employment and Economy was not available.

4.3.4 Human Occupancy and Resource Use

4.3.4.1 Culture, Tourism, and Recreation

The City of Toronto is a leading tourism destination in Canada. Toronto offers a wide range of tourism options including music, sports, cultural amenities, airports, entertainment, performing arts, festivals, international cuisine, parks and recreation, and shopping. In 2018, Toronto had 27.5 million visitors and \$6.5 billion dollars in visitor spending (Tourism Toronto 2019; City of Toronto 2022).

Scarborough is located in the east end of Toronto and is known for its outdoor tourist attractions. These include the Toronto Zoo, Scarborough Bluffs, and Rouge National Urban Park. Scarborough offers public transit through GO transit and the Line 3 Scarborough Subway (Tourism Toronto 2022).

Tourism and recreation in the Project Study Area include local restaurants and commercial retail facilities.

4.3.4.2 Neighbourhoods and Residences

The Project Study Area is an urbanised area of Scarborough that includes a mix of private residential dwellings, high density residential, and commercial businesses. This area is reliant on various modes of transportation including personal vehicles, public transit, and bicycles.

4.3.5 Infrastructure and Services

4.3.5.1 Existing Linear Infrastructure

The Project Study Area includes various existing linear infrastructure including transportation infrastructure (i.e., City streets, pedestrian corridors, bike lanes), telecommunication utilities (e.g., cables), and municipal water and wastewater infrastructure (i.e., sewer and water lines, natural gas infrastructure).

Toronto Road Classification System (2018) classifies the roads that are City-owned as expressway, major arterial, minor arterial or collector. Local streets, streets owned privately or by other levels of government, expressways and road ramps, public and private laneways and roads pending classification are not included. The Project Study Area includes Major Arterial Roads (Midland Ave and Eglinton Ave E).

Within the Project Study Area there are 7 Toronto Transit Commission (TTC) bus stops (TTC 2022):

- Midland Ave at Gilder Drive (Stop ID 5704)
- Midland Ave at Lord Roberts Drive South Side (Stop ID 5718)
- Midland Ave at Eglinton Ave E North Side (Stop ID 5696)
- Midland Ave at Eglinton Ave E (Stop ID 5697)
- Eglinton Ave at Midland Ave (Stop ID 1037)
- Eglinton Ave E at Midland Ave East Side (Stop ID 15896)
- Eglinton Ave E at Midland Ave West Side (Stop ID 1036)

4.3.5.2 Community Services and Institutions

The City of Toronto is responsible for providing municipal services such as social housing, emergency and protective services, waste management, roads, sewers, water, parks and recreation, libraries and archives, museums, transit, long-term care homes, and child care and children's services.

There are few community services located directly within the Project Study Area, these include grocery stores, automotive services, restaurants, and personal care (**Figure 8**).

The nearest hospital with emergency services is Scarborough Health Network - General Hospital, located well outside the Project Study Area on Lawrence Ave E.

Outside of the Project Study Area there are community services that may rely on the major arterial roads of Eglinton Ave E and Midland Ave. These include the Kennedy GO Station (2467 Eglinton Ave E), where commuters can board buses and trains, St. Joan of Arc Catholic Academy (959 Midland Ave), Glen Ravine Jr Public School (11 Gadsby Dr), and Glen Ravine Park.

4.3.6 Indigenous Community Land and Resource Use

A review of applicable mapping and correspondence with the MOE indicated that the Project may have the potential to affect Indigenous communities who hold or claim Aboriginal or Treaty Rights protected under Section 35 of Canada's *Constitution Act, 1982*. These communities include:

- Alderville First Nation (AFN)
- Beausoleil First Nation (BFN)
- Chippewas of Georgina Island First Nation (CGIFN)
- Chippewas of Rama First Nation (CRFN)
- Curve Lake First Nation (CLFN)
- Hiawatha First Nation (HFN)
- Huron Wendat Nation (HWN)
- Kawartha Nishnawbe (KN)
- Mississaugas of the Credit First Nation (MCFN)
- Mississaugas of Scugog Island First Nation (MSIFN)

To date, consultation with Indigenous communities has not resulted in the identification of potential impacts of the Project on Aboriginal or Treaty Rights or on Indigenous use of land and resources in the Project Study Area. Additional information pertaining to consultation with Indigenous communities is provided in **Section 3.3**.

4.3.7 Archaeological and Cultural Heritage Resources

A Stage 1 Archaeological Assessment was undertaken by Timmins Martelle Heritage Consultants Inc. (TMHC) in accordance with Section 4.3.4 Cultural Heritage Resources in the *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario* (OEB 2016) and the 2020 PPS. The Stage 1 Archaeological Assessment consisted of a review of current land use, historic and modern maps, registered archaeological sites and previous archaeological studies, past settlement history for the area and a consideration of topographic and physiographic features, soils, and drainage. A copy of the Stage 1 Archaeological Assessment report prepared for the Project is provided in **Appendix A**. The report has been circulated to Indigenous communities for comment and is anticipated to be submitted to the MHSTCI in summer 2022. Construction cannot start without confirmation that the report has been entered into the Ontario Public Register of Archaeological Reports (OPRAR).

The Stage 1 Archaeological Assessment determined that the majority of the Project Study Area (0.39 ha) have been extensively disturbed by previous stripping in the 1950s to 1980s and the extensive installation of below ground utilities. Areas within the Project Fieldwork Study Area that retain archaeological potential (0.59 ha) have been previously assessed (AECOM 2021; AECOM 2018; ASI 2009) and do not require further assessment.

The Project Study Area falls within the City of Toronto's Archaeological Management Plan (ASI et al. 2016), which identifies the Project Study Area as being in proximity to 19th century travel routes and 19th century structures. The City of Toronto's archeological potential map illustrates that a small area adjacent to the Project has archaeological potential (ASI et al. 2016).

A Cultural Heritage Screening was completed by TMHC in May, 2022 which determined that of the 70 properties in the Project Study Area, 58 met one or more of the screening criteria. As a result, a Cultural Heritage Assessment Report (CHAR) was completed by TMHC in June, 2022. The report outlines that there are no federally designated heritage properties within the Project Study Area, nor are there any properties designated or listed on the online City of Toronto Heritage Register. Of the 58 properties identified during the screening as having heritage potential, TMHC determined that none were found to have potential or confirmed cultural heritage value or interest (CHVI) based on the application of OHA O. Reg. 9/06 criteria. A copy of this report is provided in **Appendix B**. As such, there are no anticipated direct or indirect impacts to potential cultural heritage features within the Project Study Area.

5.0 Route Selection

As described in **Section 2.1.2**, Enbridge Gas identified the Preferred Route. The Preferred Route considered in this ER is described in the following subsections.

5.1 Preferred Route

The Preferred Route involves the relocation of approximately 800 m of natural gas pipeline in the vicinity of Eglinton Ave E, Midland Ave, and Lord Roberts Dr, and a District Regulator Station relocated onto Metrolinx property easement, to accommodate the Metrolinx Scarborough Subway Extension while maintaining existing services to Enbridge Gas customers.

5.2 Temporary Workspace and Laydown Areas

Temporary facilities for the purpose of the Project may include equipment staging areas and soil stockpile areas. Temporary facilities will be required prior to and during the construction period. The location of the temporary facilities will be determined by Enbridge Gas and their contractor during construction planning.

Fieldwork completed for the Project included lands located approximately 30 m on each side of the road right-of-way (i.e., Project Fieldwork Study Area) and can be used to site temporary facilities. When siting temporary facilities, the following criteria should be used to minimize adverse environmental and socio-economic effects:

- Identify locations within previously disturbed areas
- Select locations close to the area of construction to minimize ground disturbance
- Avoid areas with native vegetation and other natural features such as woodlands
- Avoid, where possible, known locations of SAR
- Avoid sloped and poorly drained areas
- Avoid areas with known cultural heritage/archaeological resources

Mitigation measures provided in **Section 6.0** of this ER should be considered when siting temporary facilities. Applicable agency approvals will be required.

6.0

Effects Assessment and Proposed Mitigation

This section provides the assessment of the potential effects associated with the Preferred Route on the physical, natural, and socio-economic environment (**Table 8**). Recommended mitigation measures are also described in this section and select mitigation measures are shown on **Figure 9**.

The majority of potential Project-related effects can be avoided by locating the pipeline within existing, previously disturbed municipal road rights-of-way.

Table 8: Potential Effects, Mitigation Measures, and Potential Residual Effects of Project Construction and Operations

Component	Context/Interaction	Potential Effect(s)	Mitigation Measures	Potential Residual Effect(s)
PHYSICAL ENVIRONMENT				
Physiography and Topography	<ul style="list-style-type: none"> The pipeline will mainly be installed within, or immediately adjacent to, existing road rights-of-way. The topography in these areas is generally level or gradually inclined and is heavily influenced by grading conducted for past utility and road works. Roads, sidewalks, and adjacent vegetated areas will be returned to their pre-construction grade following construction. 	<ul style="list-style-type: none"> No effects to physiography and topography are expected to occur as a result of Project activities. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A
Surficial Geology and Soils	<ul style="list-style-type: none"> The pipeline will be installed within, or immediately adjacent to, municipal road rights-of-way. The soils and subsoils in the Project Fieldwork Study Area have been heavily disturbed by past utility and road works and related infilling. The potential for leaks or spills from Project activities to affect soils is considered in Accidents and Malfunctions (Section 8.0). 	<ul style="list-style-type: none"> Discovery of historical contamination during construction. 	<ul style="list-style-type: none"> The contractor should proceed with construction cautiously and be aware of the potential for contaminated soils. If contaminated soils are suspected, Section 8.13: Suspect Soil Excavation and Disposal Requirements of Enbridge Gas's Construction and Maintenance Manual 2020 should be followed as suspect soils must be safely handled and disposed of in a manner consistent with regulatory requirements. Excess soil materials will be managed in accordance with O.Reg. 406/19. Additional subsurface investigations (confirmatory and waste classification samples) should take place in areas suspected of having soil contamination. Enbridge Gas's Suspect Soil Procedure provides direction for managing contaminated sites that are encountered during construction. Should suspect soils be encountered, third party consultants are on-call 24/7 to provide support. Suspect soils are typically identified based on the following: <ul style="list-style-type: none"> An odour emanating from the excavation; A significant change in colour, oil sheen, texture or stunted vegetation condition; The presence of coloured, odorous or non-water like liquid seeping into the excavation; and, The presence of solid wastes including drums, containers or tanks. If suspect soils are identified, implement the Suspect Soils Procedure (see Section 8.13 of Enbridge Gas's Construction and Maintenance Manual 2020 for further details). 	<ul style="list-style-type: none"> No residual effect is anticipated following implementation of the recommended mitigation measures.
Groundwater	<ul style="list-style-type: none"> The pipeline will be installed at a typical depth (top of pipe) of approximately 1.2 m and may be installed using a combination of open-cut trenching and trenchless techniques. Should sections of the pipeline trench encounter the groundwater table, groundwater may exfiltrate into the trench and may require dewatering to facilitate construction. Similarly, groundwater may be encountered at trench depth where integrity digs are conducted during operations. There is the potential to encounter contaminated groundwater in conjunction with the discovery of historically contaminated soils. 	<ul style="list-style-type: none"> Reduction in groundwater quality. 	<p>General</p> <ul style="list-style-type: none"> Review and adhere to Section 4.1 (Hazardous Waste Management and Disposal) of Enbridge Gas's Construction and Maintenance Manual 2020 to avoid contaminant introduction during construction. Maintain equipment in good working condition such that equipment and vehicles are free of leaks. Store all fuels, chemicals, and other lubricants away from drainage features and on relatively flat areas in contained storage areas. Re-fuelling activities should be undertaken a minimum of 30 m away from drainage features and other sensitive environmental features. Should a spill occur, the MECP Spills 	<ul style="list-style-type: none"> Following the implementation of mitigation measures, the residual effect is anticipated to be low magnitude, short to medium-term in duration, and not significant.

Component	Context/Interaction	Potential Effect(s)	Mitigation Measures	Potential Residual Effect(s)
	<ul style="list-style-type: none"> Bentonite slurry will be generated during construction if trenchless construction methods are used. There is potential for bentonite slurry to seep into porous subsurface formations, reduce groundwater quality, and leave the tunnel along a preferential flow pathway and inadvertently seep into a nearby watercourse, or interfere with nearby structures (i.e., roadways). Bentonite slurry, when not managed appropriately, is considered an industrial waste and so requires specific handling. The potential for leaks or spills from Project activities to affect groundwater is considered in Accidents and Malfunctions (Section 8.0). Potable water is supplied by the municipal water supply system and therefore groundwater is not used as a potable water source in this area. 		<p>Action Centre (1-800-268-6060) should be contacted immediately and containment should occur as soon as practical; Enbridge Gas's Environment Department should also be notified (1-855-336-2056).</p> <p>Dewatering</p> <ul style="list-style-type: none"> Register under the EASR where dewatering in excess of 50,000 L/day and up to 400,000 L/day is required. Excess water should be directed away from sensitive natural features. Obtain a PTTW from the MECP where dewatering in excess of 400,000 L/day is required. Excess water should be directed away from sensitive natural features. Develop a Groundwater Management Plan prior to construction. Potentially contaminated groundwater should be managed and disposed of in accordance with applicable regulatory requirements. Additional measures are provided in Section 32.10: Spills Response and Reporting and Section 8.6.3.1: Dewatering of Enbridge Gas's Construction and Maintenance Manual 2020. <p>Bentonite Slurry</p> <ul style="list-style-type: none"> Bentonite slurry generation can be reduced by using a centrifuge to screen out solids and fines, allowing the bentonite to be reused on-site to a certain extent. Prior to disposal, bentonite slurry can be treated by solidification methods and removed from the site under the appropriate waste classification. The composition of the bentonite slurry should be determined based on the geotechnical conditions of the site. The application of bentonite slurry should be monitored frequently by the Contractor. Extra caution should be exercised near drainage features, natural features, and nearby structures that could be impacted. Additional measures are provided in Section 12: Trenchless Installations of Enbridge Gas's Construction and Maintenance Manual 2020. 	
Bedrock	<ul style="list-style-type: none"> The majority of the pipeline will likely be buried between 0.9 m to 1.2 m deep; however, the pipeline will be installed mainly in previously disturbed and infilled road rights-of-way, and it is unlikely that intact bedrock will be encountered during pipeline construction. 	<ul style="list-style-type: none"> No effects to bedrock are expected to occur as a result of Project activities. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A
NATURAL ENVIRONMENT				
Atmospheric Environment	<ul style="list-style-type: none"> Air emissions (including greenhouse gases) from vehicle and equipment use (i.e., exhaust and dust) will occur during construction and site-specific maintenance activities (e.g., integrity digs) during operations. Air contaminants from vehicle and equipment use include sulphur dioxide, nitrogen oxide, volatile organic compounds, carbon monoxide, and particulate 	<ul style="list-style-type: none"> Temporary and localized increase in air emissions during construction and operations (where 	<ul style="list-style-type: none"> Limit the area of open trenches (where possible) to reduce dust. Implement dust control measures during dry and windy conditions. Dust control measures should be monitored regularly to increase efficiency. 	<ul style="list-style-type: none"> Following the implementation of mitigation measures, the residual effect is anticipated to be low

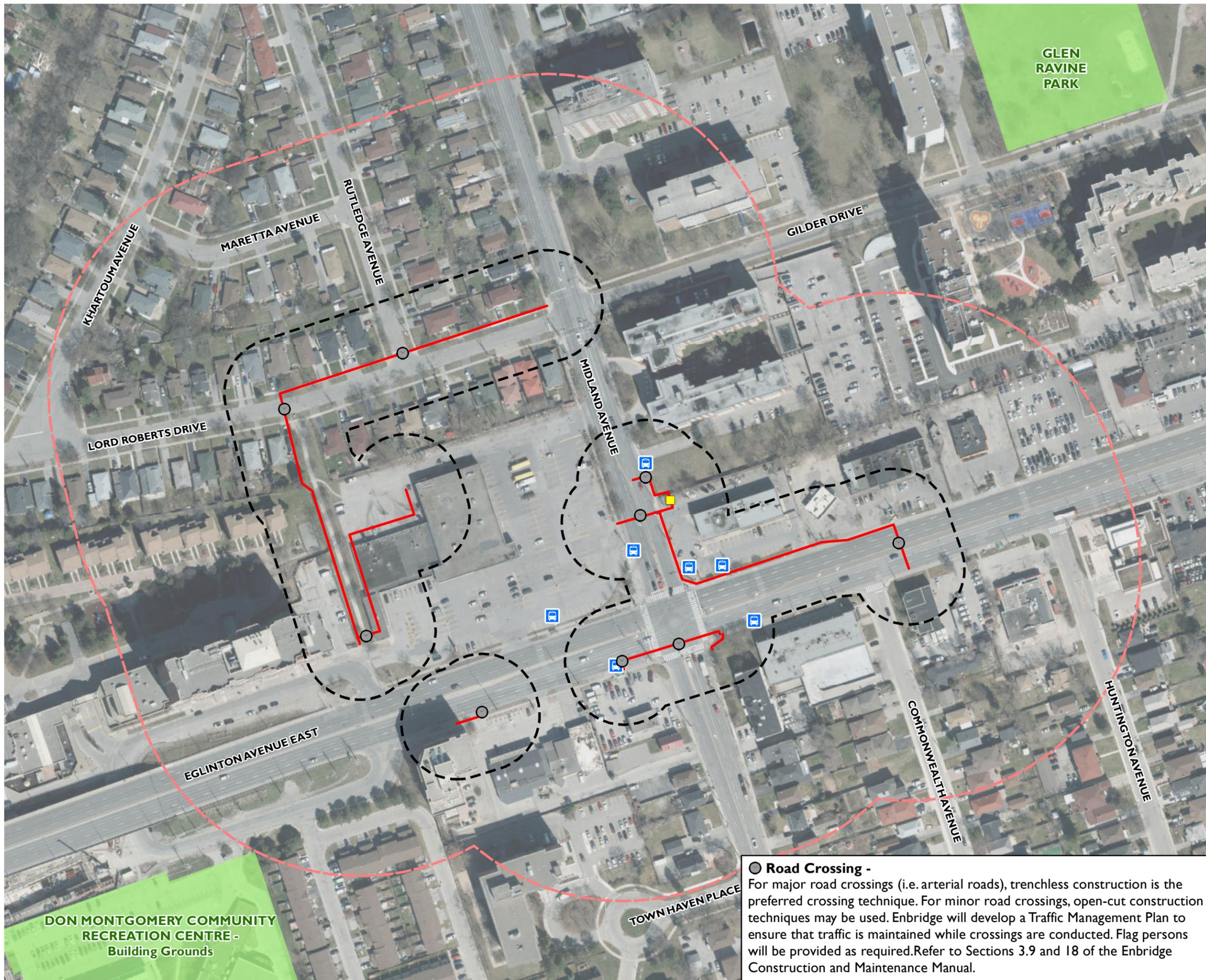
Component	Context/Interaction	Potential Effect(s)	Mitigation Measures	Potential Residual Effect(s)
	<p>matter. In addition, carbon dioxide, a greenhouse gas, is emitted from internal combustion engines.</p> <ul style="list-style-type: none"> Emissions produced through welding cannot be mitigated; however, these emissions will be short-term and localized. It is not anticipated that this will be a significant contributor to air and greenhouse gas emissions. 	preventative maintenance is performed).	<ul style="list-style-type: none"> Equip vehicles with emission controls, as applicable, and operate within regulatory requirements. Limit long-term idling, where possible. Limit construction activities during high wind events. 	magnitude, short-term in duration, and not significant.
Aquatic Environment	<ul style="list-style-type: none"> No surface water features or fish habitat occur within the Project Study Area. 	<ul style="list-style-type: none"> No effects to the aquatic environment are expected to occur as a result of Project activities. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A
Wetlands	<ul style="list-style-type: none"> No wetlands occur within the Project Study Area. 	<ul style="list-style-type: none"> No effects to wetlands are expected to occur as a result of Project activities. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A
Terrestrial Habitat and Vegetation	<ul style="list-style-type: none"> The majority of the Project Study Area is classified as mixed use residential, neighborhoods and apartment neighborhoods under the Official Plan. Natural vegetation communities were not identified in the Project Study Area. Greenspace communities are associated with manicured urban parks and open spaces in the Project Study Area. The Project will be installed within, or immediately adjacent to, existing road rights-of-way. Vegetation encountered will likely consist of manicured tree streetscapes, manicured lawns, garden planters, and manicured parkland. Construction activities could result in the introduction or spread of invasive species and/or weeds. The potential for leaks or spills from Project activities to affect vegetation is considered in Accidents and Malfunctions (Section 8.0). 	<ul style="list-style-type: none"> Temporary loss or alteration of vegetation during construction. Loss of habitat for migratory birds. 	<ul style="list-style-type: none"> Minimize the width of the construction area to reduce the amount of vegetation affected. Limits of the workspace should be clearly marked to avoid encroachment into adjacent vegetated areas and to avoid unnecessary tree removals. Where feasible, construction traffic should be limited to the existing road allowance to avoid potential compression of tree root zones. Protect vegetation adjacent to the working area from construction traffic and/or materials storage. If required, obtain permits for tree removal. Depending on the location of potential tree removal(s), consult with applicable federal, provincial, and municipal agencies (i.e., City of Toronto) to ascertain appropriate measures for tree removals or injuries that should be undertaken and any requirements for compensation. An Arborist Assessment should be conducted to ascertain potential tree removal in the temporary working space and permanent easement and used to support permitting. Implement tree protection zones once vegetation removal is complete. The tree drip line plus an additional 1 m demarcated by fencing should be established around remaining edge vegetation to avoid soil compaction. Upon completion of construction, all vegetation removed or damaged should be replaced with appropriate native species. Ontario native seed mixes should be appropriate for the habitat type and existing land use. Undertake construction in a manner consistent with Section 8.2: Clearing of Enbridge Gas's Construction and Maintenance Manual 2020. 	<ul style="list-style-type: none"> Following the implementation of mitigation measures, the residual effect is anticipated to be low magnitude, short to medium-term in duration, and not significant.
		<ul style="list-style-type: none"> Introduction or spread of invasive species and/or weeds during construction. 	<ul style="list-style-type: none"> All equipment shall arrive to the site clean and free of soil and/or vegetation to prevent the introduction and spread of invasive species and weeds. Ontario native seed mixes that are free of weed species should be used for revegetation. 	<ul style="list-style-type: none"> No residual effect is anticipated following implementation of the

Component	Context/Interaction	Potential Effect(s)	Mitigation Measures	Potential Residual Effect(s)
Wildlife and Wildlife Habitat	<ul style="list-style-type: none"> Minimal wildlife habitat is present within the Project Study Area due to the Project being located in the highly developed and disturbed urban area of Scarborough. The pipeline will mainly be installed within existing road rights-of-way in heavily developed areas and interaction with SWH/WH is not anticipated. Natural vegetation communities were not identified in the Project Study Area. The removal of vegetation (specifically trees in the Project Study Area) can impact migratory nesting birds if conducted during known breeding bird timing windows (generally between April 15 and August 31). Removal of individual large/mature trees can impact bats that may be roosting if conducted during the known active bat window (May 1 – August 31). Noise from construction activities can cause some temporary disturbance to local wildlife, including potential disturbance to SCC (e.g., Peregrine Falcon, Common Nighthawk) if present on buildings in the Project Study Area. Trenching activities have the potential to cause physical harm to wildlife that may fall in any open trenches, particularly if the trenches are left exposed overnight. The potential for leaks or spills from Project activities to affect wildlife and wildlife habitat is considered in Accidents and Malfunctions (Section 8.0). 	<ul style="list-style-type: none"> Temporary alteration of wildlife habitat, disruption of wildlife movement, and/or increase in wildlife mortality during construction. 	<p>General Measures</p> <ul style="list-style-type: none"> Flag or fence off environmentally sensitive areas prior to construction. Undertake environmental awareness training for all workers onsite to highlight issues specific to the Project. Training should focus on protocols for injured wildlife and the identification of SAR that may be encountered. All wildlife encountered should be handled by a qualified professional using approved MNDMNRF/MECP handling protocols and relocated away from the construction area to prevent incidental harm. Nuisance and large wildlife encounters or incidents involving wildlife should be reported to the MNDMNRF/MECP. Food waste and debris should be removed from the site daily and disposed of at an approved waste facility. Conduct pre-construction planning that includes a review of the areas of potential habitat. Minimize the width of the construction area to reduce the amount of vegetation affected. Suspend construction if active habitat is discovered and an adequate setback distance cannot be maintained. Maintain habitat connections, where possible, during construction. Implement measures to restore lost habitat/habitat connections. <p>Birds</p> <ul style="list-style-type: none"> Abide by regulatory timing windows (generally April 15 to August 31 [ECCC 2018, MNR 2000]) and setback distances when vegetation removal (including individual trees) is required or when working in or directly adjacent to natural features. Conduct pre-construction nest sweeps if construction will occur in the migratory bird restricted activity period (April 15 to August 31). Nest sweeps are valid for 7 days. Protect active nests by flagging or fencing off an appropriate setback distance as determined by a qualified professional. If a nest is found during construction activities, stop work and notify the Environmental Inspector or Enbridge Gas designate. 	<p>recommended mitigation measures.</p> <ul style="list-style-type: none"> Following the implementation of mitigation measures, the residual effect is anticipated to be low magnitude, short-term in duration, and not significant.
Wildlife and Wildlife Habitat (cont'd)	<ul style="list-style-type: none"> See above 	<ul style="list-style-type: none"> See above 	<p>Bats</p> <ul style="list-style-type: none"> Narrow construction footprint, where possible, to limit tree removals. Complete assessments prior to clearing to determine if candidate maternity trees (those with loose bark, crevices, hollows or cavities) are present. Surveys 	<ul style="list-style-type: none"> See above

Component	Context/Interaction	Potential Effect(s)	Mitigation Measures	Potential Residual Effect(s)
			<p>to identify maternity trees must be completed during the 'leaf-off' period (generally from October/November to April).</p> <ul style="list-style-type: none"> Clearing of potential bat roosting trees is to be avoided between April 1 and September 30. If potential bat roosting trees require removal during this window, additional surveys may be required. Contact a qualified individual prior to clearing. 	
Species at Risk	<ul style="list-style-type: none"> The potential for SAR to occur in the Project Study Area is very low given the highly developed and disturbed characteristics of the area. No SAR or SCC were identified during the site assessment in April 2022. It is unlikely that the Fieldwork Study Area provides suitable habitat for any other of the SCC or SAR identified during background review. 	<ul style="list-style-type: none"> Potential temporary disturbance of SAR during construction, if present in trees or on buildings in proximity to the Project Fieldwork Study Area. 	<ul style="list-style-type: none"> Follow the general measures listed above, as well as the specific measures for birds and bats. Provide SAR identification sheets to workers that outline habitat, identifying characteristics and mitigation measures. Document SAR encounters and notify appropriate regulatory authorities. 	<ul style="list-style-type: none"> Following the implementation of mitigation measures, the residual effect is anticipated to be low magnitude, short-term in duration, and not significant.
SOCIO-ECONOMIC ENVIRONMENT				
Planning Policies	<ul style="list-style-type: none"> The Project is required to replace an important natural gas pipeline supplying customers in Scarborough. Under the relevant plans and policies reviewed for this report, the Project would generally be defined as necessary infrastructure and is, therefore, in line with the policy directions for maintaining safe, livable, and economically diverse and prosperous communities. 	<ul style="list-style-type: none"> No effects to planning policies are expected to occur as a result of Project activities. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A
Existing and Planned Land Use	<ul style="list-style-type: none"> It is not anticipated that Project activities will have any impact on existing or planned land use as the proposed pipeline will be installed within, or immediately adjacent to, existing, previously disturbed road rights-of-way. The Project does not require re-zoning of lands and will not restrict future development within existing linear infrastructure corridors (beyond their currently existing and planned allowable uses). The Project is a permissible use of the existing road rights-of-way and Enbridge Gas will obtain all required permits and approvals prior to construction and operations. 	<ul style="list-style-type: none"> No effects to existing and planned land use are expected to occur as a result of Project activities. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A
Population, Employment, and Economic Activities	<ul style="list-style-type: none"> The Project is located in an urban area where there are numerous commercial businesses. Construction activities may affect traffic and/or access to businesses for a short period of time. The Project is not anticipated to have a noticeable impact on business levels due to the short-term duration of construction activities and the implementation of appropriate traffic control and access measures. The Project will employ a small workforce for a short period of time and no permanent jobs will be created or lost as a result of the Project. 	<ul style="list-style-type: none"> No effects to population, employment, and economic activities are expected to occur as a result of Project activities. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A

Component	Context/Interaction	Potential Effect(s)	Mitigation Measures	Potential Residual Effect(s)
Human Occupancy and Resource Use	<ul style="list-style-type: none"> The Project is located in an urban area adjacent to residential neighbourhoods and construction activities will temporarily cause nuisance noise for local residents and businesses. Visual effects of construction cannot be mitigated; however, they will be short-term and localized. The presence of construction equipment and vehicles is not uncommon or unexpected in an urban environment. During operations, visual effects will be limited to the presence of above-ground safety signage. 	<ul style="list-style-type: none"> Temporary increase in nuisance noise during construction. 	<ul style="list-style-type: none"> Construction activities will be carried out in compliance with municipal noise by-laws with respect to noise and construction equipment usage. Applicable noise by-law exemptions will be sought if construction activities cannot be avoided on Statutory Holidays, Sundays or at night. General noise control measures will be implemented during construction (i.e., proper maintenance of equipment, muffling systems, minimum idling of equipment and vehicles). 	<ul style="list-style-type: none"> Following the implementation of mitigation measures, the residual effect is anticipated to be low magnitude, short-term in duration, and not significant.
Infrastructure and Services	<ul style="list-style-type: none"> The Project is located in an urban area where traffic levels can be high, especially at peak commuting times. Construction may cause traffic disruptions (e.g., lane closures or detours) impacting traffic flow, on-street parking, bus routes, cycling tracks, and access to driveways or side streets. The Project Fieldwork Study Area overlaps with major arterial roads (Eglinton Ave E and, Midland Ave.). The Project will result in the creation of hazardous wastes (e.g., pneumatic oils from hydraulic systems, gasoline, and other lubricants and oils) and non-hazardous wastes (e.g., packaging, spent lubricating cartridges, coffee cups) requiring proper storage and disposal. 	<ul style="list-style-type: none"> Temporary traffic disruptions during construction. 	<ul style="list-style-type: none"> Traffic access will be maintained, where possible, during construction. However, lane closures and traffic detours may be required to allow construction equipment and materials passage, or where open-cut construction is planned. Good management and best practices will be implemented during construction to minimize traffic disruption. If required, temporary detour routes will be provided to reduce potential impacts to commuters. Appropriate signage and flag personnel will be used should detours be necessary. Enbridge Gas is encouraged to consult with municipal staff to develop an appropriate traffic management plan to assist with maintaining traffic flow. Consultation with local transit providers and Emergency Medical Services may also be required if temporary detours and/or bus stop relocations are deemed necessary. A common parking area should be established for construction crews to reduce traffic and better manage parking congestion. The Contractor should be encouraged to transport construction staff to the site from a central collection point via bus or other method to reduce the potential for parking issues and traffic congestion. Enbridge Gas will respond to any construction complaints promptly. Vehicle traffic will be managed in accordance with Section 3.9: Traffic Control and Protection Plan, Section 18: Road and Railway Crossings, Section 31.4: Pipeline Depth of Cover Survey, Section 8.5: Trenching/Excavating, Section 8.6: Trenching, and Section 8.7: Paving Excavation and Repairs of Enbridge Gas's Construction and Maintenance Manual 2020. An appropriate Traffic Control Plan will be developed and implemented in accordance with Ontario Traffic Manual (OTM) Book 7 – Temporary Conditions. 	<ul style="list-style-type: none"> Following the implementation of mitigation measures, the residual effect is anticipated to be low magnitude, short-term in duration, and not significant.
		<ul style="list-style-type: none"> Temporary increase in wastes during construction. 	<ul style="list-style-type: none"> Solid waste will be collected and disposed of appropriately in accordance with applicable regulations at a licensed waste facility. Hazardous wastes will be transported by MECP licensed waste haulers to a MECP registered disposal site. 	<ul style="list-style-type: none"> No residual effect is anticipated following implementation of the

Component	Context/Interaction	Potential Effect(s)	Mitigation Measures	Potential Residual Effect(s)
			<ul style="list-style-type: none"> Temporary storage of wastes onsite will include the use of secured containers in designated sites away from sensitive areas. All construction waste will be disposed of in accordance with Section 4.1: Hazardous Waste Management and Disposal of Enbridge Gas's Construction and Maintenance Manual 2020. 	recommended mitigation measures.
Indigenous Community Land and Resource Use	<ul style="list-style-type: none"> To date, Indigenous communities consulted on the Project have not identified any specific issues or concerns regarding the impact of the Project on Aboriginal or Treaty Rights or on their use of land and resources in the Project Study Area. Enbridge Gas will continue to engage with Indigenous communities throughout the Project and will work with Indigenous communities to address issues or concerns, should they arise. 	<ul style="list-style-type: none"> No effects to Aboriginal or Treaty rights or Indigenous communities' use of land and resources are expected to occur as a result of Project activities. 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A
Archaeological and Cultural Heritage Resources	<ul style="list-style-type: none"> The results of the Stage 1 Archaeological Assessment for the Project indicate that the Project Study Area retains no archaeological potential. The City of Toronto's archeological potential map (ASI et al. 2016) illustrates that a small area adjacent to the Project Study Area has archaeological potential, however this area is not expected to be impacted by the Project. A CHAR was completed in June 2022 and determined that no impacts to cultural heritage features are expected to occur. 	<ul style="list-style-type: none"> Disturbance of previously undiscovered archaeological resources during construction. 	<ul style="list-style-type: none"> Should previously undocumented (i.e., unknown or deeply buried) archaeological resources be discovered, the person discovering the archaeological resources will notify the Environmental Inspector and Enbridge Gas Environmental Advisor. A stop-work procedure will be implemented to immediately cease alteration of the site and a licensed consultant archaeologist will be engaged to carry out archaeological fieldwork in compliance with Section 48(1) of the <i>Ontario Heritage Act</i>. Work undertaken in and around areas with known archaeological potential will be completed in accordance with Section 8.15: Archaeological Areas of Enbridge Gas's Construction and Maintenance Manual 2020. Follow recommendations from the Stage 1 archaeological assessments. If human remains are discovered during construction, a stop work procedure will be implemented and the appropriate agencies (e.g., police, coroner) will be contacted as well as Indigenous communities, if applicable. 	<ul style="list-style-type: none"> No residual effect is anticipated following implementation of the recommended mitigation measures.



ENBRIDGE GAS INC.
 SCARBOROUGH SUBWAY EXTENSION

MITIGATION MAP
 FIGURE 9

- Fieldwork Study Area (30 m)
- Project Study Area (125 m)
- District Regulator Station
- Preferred Route (Approx.)
- Rail
- Bus Stop
- City Park or Greenspace



MAP DRAWING INFORMATION:
 DATA PROVIDED BY MNR, CITY OF TORONTO, ENBRIDGE, ESRI IMAGERY

MAP CREATED BY: DDR
 MAP CHECKED BY: AL
 MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N



PROJECT: 223650
 STATUS: DRAFT
 DATE: 2022-06-10

○ Road Crossing -
 For major road crossings (i.e. arterial roads), trenchless construction is the preferred crossing technique. For minor road crossings, open-cut construction techniques may be used. Enbridge will develop a Traffic Management Plan to ensure that traffic is maintained while crossings are conducted. Flag persons will be provided as required. Refer to Sections 3.9 and 18 of the Enbridge Construction and Maintenance Manual.

7.0 Cumulative Effects Assessment

The cumulative effects assessment evaluates the significance of residual effects of the Project (i.e., effects remaining after the application of mitigation) in combination with the effects of other existing or proposed projects or developments. The cumulative effects assessment recognizes that while individual actions may not have a significant effect on the physical, natural, or socio-economic environment, multiple actions of a similar nature that occur over an extended period of time may have a significant effect.

7.1 Methods

The cumulative effects assessment was conducted in accordance with the OEB Guidelines and included developing a cumulative effects Project Study Area with appropriate boundaries.

For the purposes of this assessment, cumulative effects are defined as follows:

- The combination and interaction of effects of the same project
- The combination and interaction of the effects of the proposed Project with other projects
- The combined effects over time in the same space

7.1.1.1 Spatial and Temporal Boundaries

Based on Dillon’s professional experience, it was determined that the spatial boundaries for the cumulative effects assessment be established as a 1 km radius from the Preferred Route (i.e., 500 m buffer on each side of the route).

Temporal boundaries identified for the assessment include recently constructed projects, projects currently under review, under construction, or planned within three years before or three years following Project construction (i.e., reasonably foreseeable).

7.1.1.2 Criteria for Significance

The same criteria that were used to assess the significance of residual effects were used for the cumulative effects assessment. For the purposes of this assessment, a “significant cumulative effect” is defined as a permanent or long-term cumulative effect of high magnitude that has a high probability of occurrence and cannot be technically or economically mitigated.

7.1.1.3 Identified Projects

A desktop review of various sources was conducted to identify projects within the spatial and temporal boundaries of the cumulative effects assessment. Sources reviewed included the Canadian Impact Assessment Registry (Impact Assessment Agency of Canada [IAAC] 2022), Major Projects Management

Office Project Inventory (Government of Canada 2020b), Investing in Canada Plan Project Map (Infrastructure Canada 2020), Infrastructure Ontario Projects Map (Infrastructure Ontario 2022), Environmental Registry of Ontario (Government of Ontario 2022), City of Toronto (2020d and 2020e), and Hydro One Major Projects (2022) Planned Work and Projects.

Specific projects identified within the spatial and temporal boundaries for the cumulative effects assessment are summarized in **Table 9**; however, the list is not exhaustive. It is anticipated that future and ongoing consultation with the City and other key stakeholders may result in the identification of other planned development activities in the cumulative effects assessment boundaries. Enbridge Gas will work to identify efficiencies in regard to timing and coordination of Project construction with other planned developments, where feasible, in order to reduce the cumulative impact.

Table 9: Projects Identified for the Cumulative Effects Assessment

Source	Project Name	Description
Canadian Impact Assessment Registry (Impact Assessment Agency of Canada 2022)	N/A	No projects identified within the spatial and temporal boundaries.
Natural Resources Canada Major Projects Inventory (Government of Canada 2022)	N/A	No projects identified within the spatial and temporal boundaries.
Environmental Registry of Ontario (Government of Ontario 2022)	N/A	No projects identified within the spatial and temporal boundaries.
Hydro One Major Projects (Hydro One Networks Inc. 2022)	N/A	No projects identified within the spatial and temporal boundaries.
Infrastructure Ontario (2022) Metrolinx (2022)	Scarborough Subway Extension	<ul style="list-style-type: none"> Project Status: Ongoing (2021-2030) Project Scope: Metrolinx and Infrastructure Ontario are working together to deliver a 7.8 km subway extension, from Kennedy Station to Sheppard Ave to improve subway service in Scarborough Centre.
Senior Engineer, Capital Planning Unit, Toronto Water, Water Infrastructure Management, City of Toronto	Sewer Rehabilitation	<ul style="list-style-type: none"> Project Status: Planned (2026) Project Scope: The City is negotiating with Metrolinx regarding sewer rehabilitation on Eglinton Ave E from 2563 to 2565 Eglinton Ave E, to be delivered by Metrolinx.

Source	Project Name	Description
Senior Engineer, Capital Planning Unit, Toronto Water, Water Infrastructure Management, City of Toronto	Water main cathodic protection	<ul style="list-style-type: none"> Project Status: Planned (2025) Project Scope: Toronto Water is coordinating with Metrolinx for water main cathodic protection on Lord Roberts Dr.

7.2 Analysis of Cumulative Effects

The residual effects identified for the physical and natural environment components are all anticipated to be low magnitude and short-term in duration, with the exception of residual effects on groundwater and vegetation, where the effects may be medium-term in duration. Based on the planned and existing developments identified, there may be cumulative effects related to:

- Reduction in groundwater quality (associated with potential multiple linear construction projects occurring simultaneously in the same right-of-way)
- Temporary and localized increase in air emissions during construction and operations (where preventative maintenance is performed)
- Temporary loss or alteration of vegetation during construction
- Temporary alteration of wildlife habitat, disruption of wildlife movement, and increase in wildlife mortality.

Through proper coordination with other developers, and the implementation of appropriate mitigation measures and industry best practices, the cumulative effects are anticipated to be low in magnitude, short to medium-term in duration, reversible, and not significant.

Based on the planned and existing developments, there is a possibility of socio-economic cumulative effects related to temporary traffic disruptions and noise. The use of appropriate mitigation techniques, coordination with the City, Metrolinx, and other developers, and the segmented approach to Project construction (i.e., construction of sections no more than 500 m in length at any given time) over a short construction timeframe will reduce the magnitude of the cumulative effect. Construction activities and traffic disruptions are to be expected in a city the size of Toronto and, while these types of activities pose a nuisance, they can be appropriately managed. Therefore, it is anticipated that the cumulative effects of temporary traffic disruptions and noise will be low to moderate in magnitude, short-term in duration, reversible, and not significant.

8.0 Accidents and Malfunctions

This section provides an overview of potential adverse effects that may result from accidents and malfunctions associated with the Project.

8.1 Accidents and Malfunctions Considered

Accidents and malfunctions are unplanned events that have the potential to result in adverse effects on the environment, should they occur. While the rigorous standards and practices that are in place make accidents or malfunctions unlikely for the Project, the potential consequences are evaluated so that emergency response and contingency planning can be identified to reduce the risk and the severity of the consequences.

Accidents and malfunctions have the potential to occur during all phases of the Project and may include the following:

- Equipment or machinery leaks or other spills
- Pipeline failure during operations resulting in the release of natural gas

Accidents and malfunctions can result from various unplanned events including equipment failure, human error, natural perils, third-party damage, or vandalism. The assessment of accidents and malfunctions takes into account the type, scale, and location of the Project, the characteristics of the product to be transported, sensitivities in the Project Study Area, and Enbridge Gas's internal preventative protocols for reducing the likelihood of such events.

Enbridge Gas implements several strategies aimed at preventing potential accidents and malfunctions including:

- Maintaining the pipeline with special pipeline coatings and cathodic protection
- Patrolling the right-of-way regularly using aircraft, vehicles, and foot patrols
- Monitoring the pipeline remotely and through in-line inspections, integrity digs, and leak surveys

8.1.1 Equipment or Machinery Leaks or Other Spills

Hazardous materials are a component of vehicles, machinery, and construction equipment and some hazardous materials will be stored onsite during the construction period. Potential contaminants associated with the Project may include gasoline, diesel fuel, lubricants, and hydraulic fuels. If equipment is not properly maintained or if hazardous materials are not stored or handled properly, spills may occur.

8.1.2 Pipeline Failure during Operations

Natural gas is lighter (less dense) than air, is non-toxic, and has low solubility in water. Consequently, natural gas escaping from a minor leak would volatilize to the atmosphere with little potential to adversely affect the surrounding environment.

Pipelines can be damaged by natural events or vandalism, however, more often they are damaged by regular work activities conducted by third parties (e.g., road or utility work). It is a requirement that contractors obtain utility locates prior to any ground disturbance by contacting Ontario One-Call in order to decrease the possibility of accidentally damaging adjacent infrastructure.

Enbridge Gas takes steps to ensure the safe and reliable operation of their natural gas pipelines, including continuously monitoring the entire network and performing regular field surveys to detect leaks and confirm corrosion prevention methods are working as intended. If a natural gas release is detected or reported, Enbridge Gas promptly responds by dispatching a trained response team and isolates and repairs the leak or damage. Vandalism to the Project and response measures are considered in Enbridge Gas's internal protocols.

8.2 Effects Assessment and Significance

The assessment of potential effects and identification of key mitigation measures for accidents and malfunctions is provided in **Table 10**. Additional mitigation measures can be found in Enbridge Gas's Construction and Maintenance Manual.

Table 10: Potential Effects, Mitigation Measures, and Potential Residual Effects of Accidents and Malfunctions

Potential Effect(s)	Project Activity	Spatial Boundary	Mitigation Measures	Potential Residual Effect(s)
Equipment or machinery leaks or other spills resulting in contamination of the surrounding environment	Construction or site-specific maintenance during operations (e.g., integrity digs)	Fieldwork Study Area (i.e., 30 m on either side of the right-of-way)	<ul style="list-style-type: none"> • Equipment and machinery should be kept in good working order and maintained on a regular basis. • Follow safe work procedures when working with, or storing, chemicals. Crews should be properly trained in the handling of wastes. • Immediately contain and clean up spills in accordance with regulatory requirements and Enbridge Gas procedures. • Contractor(s) and construction crews should have appropriate spill containment and hazardous material and response training. • Implement applicable sections of Enbridge Gas’s internal protocols for safety, pre-emergency preparedness, and emergency response actions. • Depending on the type/extent and or nature of spill, the following should be contacted: <ul style="list-style-type: none"> ○ MECP Spills Action Centre at 1-800-268-6060 (out of Province 1-416-325-3000) ○ MECP Pollution 24-hour public hotline at: 1-866-MOE-TIPS (1-866-663-8477) ○ Report emergencies by calling 911 (Emergency Services) 	A release of hazardous materials would be immediately contained and recovered. A release of this nature is expected to be avoided, or effectively mitigated, therefore, no residual effects are predicted.
Pipeline failure resulting in a release of natural gas	Operations	Project Study Area (i.e., 125 m on either side of the right-of-way)	<ul style="list-style-type: none"> • Implement applicable sections of Enbridge Gas’s internal protocols for safety, pre-emergency preparedness and emergency response. 	Depending on the size of the leak and the environmental and socio-economic components that are impacted, the duration of the residual effect may be immediate

Potential Effect(s)	Project Activity	Spatial Boundary	Mitigation Measures	Potential Residual Effect(s)
				to long-term and the magnitude may be low to high. The potential residual effects of a leak are reversible with the implementation of remedial measures and residual effects are not likely to be significant.

8.3 Summary of Residual Effects

The likelihood of a significant residual effect is considered low with the implementation of appropriate preventative and mitigation measures. No significant residual effects from accidents and malfunctions are predicted for the Project.

9.0 Effects of the Environment on the Project

This section identifies the potential effects of the environment on the Project.

Potential effects of the environment on the Project are considered unlikely. Enbridge Gas is aware of the range of environmental conditions that may affect the Project and this knowledge has been incorporated into Project planning, design, and proposed mitigation measures to avoid such effects as best as possible. The pipeline will be constructed and operated in accordance with applicable industry standards (e.g., Canadian Standards Association Standard Z662) and regulatory requirements.

9.1 Environmental Conditions Considered

The following environmental conditions were identified as potentially affecting the Project in the Project Study Area:

- Severe weather events (i.e., heavy or persistent precipitation, extreme temperatures, high winds, or frequent/intense storms [lightning, ice])
- Natural hazards (i.e., seismic activity, flooding)

9.1.1 Severe Weather Events

Severe weather events are increasingly more common as a result of global climate change. Severe weather events may include heavy or persistent precipitation, extreme temperatures, high winds, or frequent/intense storms. These events may, in turn, lead to natural hazards such as flooding or mass wasting events, depending on the location and circumstances.

9.1.2 Natural Hazards

9.1.2.1 Seismic Activity

Shifting of large sections of the earth's crust (tectonic plates) has the ability to cause severe earthquakes and accounts for over 97% of earthquakes worldwide (Natural Resources Canada [NRCAN] 2022a). Central and Eastern Canada have a relatively low rate of earthquake activity due to their location in a stable continental region within the North American Plate. Rather than being caused by the shifting of earth's tectonic plates, seismic activity in this zone appears to be related to regional stress fields with earthquake activity concentrated in areas of crustal weakness (NRCAN 2022a).

The Project is located within the Southern Great Lakes Seismic Zone (NRCAN 2022a) and is in an area with a low to moderate seismic hazard rating. No significant earthquakes have been recorded in the Project Study Area over the past 30 years (NRCAN 2022b).

9.1.2.2

Flooding

The effects of climate change and severe weather (e.g., heavy or persistent precipitation) can lead to flood events. The Project is in an urban environment, dominated by hardened surfaces, where storm water is largely managed by the City's sewer system rather than by ground infiltration, which occurs in more naturalized areas (i.e., areas dominated by vegetation and natural soils). Urban flooding can occur where the sewer system is overwhelmed by inputs either from extreme precipitation, overland flooding from nearby watercourses, or some combination thereof, including factors such as snow/ice melt and frozen or saturated ground conditions.

The Fieldwork Study Area is not located within any TRCA regulatory floodplain areas (TRCA 2022a).

9.2

Effects Assessment and Significance

The assessment of effects of the environment on the Project is provided in **Table 11**.

Table 11: Potential Effects, Mitigation Measures, and Potential Residual Effects of Effects of the Environment on the Project

Potential Effect(s)	Project Activity	Spatial Boundary	Mitigation Measures	Potential Residual Effect(s)
<p>Severe weather events (i.e., heavy or persistent precipitation, extreme temperatures, high winds, or frequent/intense storms [lightning, ice]) and natural hazards (i.e., seismic activity, flooding) may affect the Project in the following ways:</p> <ul style="list-style-type: none"> • Delay the Project schedule; • Damage construction equipment; • Increase safety concerns for workers during construction; and • Damage the operating pipeline. 	Construction and Operations	Fieldwork Study Area and Project Study Area	<ul style="list-style-type: none"> • Notify the Environmental Inspector in the event mitigation measures identified in the Project-specific Environmental Protection Plan (EPP) are ineffective at avoiding or reducing environmental effects or if alternative measures to address environmental issues are warranted due to site or weather conditions. • Postpone work during severe weather events that may pose a hazard to safety and/or result in damage to Project infrastructure and equipment. • Design and construct the pipeline in accordance with all applicable industry standards (e.g., Canadian Standards Association Standard Z662). • Conduct regular monitoring during O&M in accordance with regulatory requirements. 	With the implementation of mitigation measures, no residual effects are predicted for potential effects of the environment on the Project.

9.3 Summary of Residual Effects

The likelihood of a significant residual effect on the Project is considered low with the implementation of appropriate preventative and mitigation measures. No significant residual effects due to severe weather events or natural hazards are predicted for the Project.

10.0

Inspection and Monitoring Recommendations

It is Dillon's recommendation that Enbridge Gas employ the services of an Environmental Inspector to be present as needed during the construction of the pipeline. The Environmental Inspector will provide inspection of Contractor environmental mitigation measures and respond to other environmental issues that may develop during pipeline construction. The Environmental Inspector should be familiar with pipeline construction techniques, the OEB Guidelines, and the implementation of the mitigation recommendations in this ER.

The primary objective of environmental inspection is to determine the effectiveness of mitigation measures (and modify as needed), inspect the construction site and determine compliance with applicable environmental legislation, regulations, industry standards, and project permit conditions, including any notification requirements or conditions set by the OEB. Standard conditions of approval set by the OEB for Enbridge Gas may include:

- Requirements to notify the OEB of any material changes in construction or restoration procedures
- Notifying the OEB of the expected in-service date, actual in-service date, and completion of construction
- Filing post-construction interim and final monitoring reports
- Applying a landowner complaint tracking system

The primary objective of environmental monitoring during construction is to monitor the physical, natural, and socio-economic environment to determine any adverse effects and to verify that the construction site is returned to pre-construction conditions as soon as possible. The purpose of post-construction monitoring is to ascertain the success of the restoration effort and mitigation measures. The knowledge gained from inspection and monitoring can be used in future projects to avoid or minimize similar problems that may arise. Monitoring reports also allow for the collection of quantitative data for the assessment of effects, and to recommend mitigation measures for future projects.

10.1

Pre-Construction

A number of activities should be undertaken prior to construction including:

- Acquisition of all necessary permits and approvals
- The development of a Project-specific Environmental Protection Plan (EPP), including appropriate management and contingency plans (e.g., Waste Management, Traffic Management, Spill Contingency) and Environmental Alignment Sheets with detailed mitigation measures
- Environmental training for the Contractor. This usually occurs with the Construction Manager and Project Supervisor. The purpose of the training is to educate the construction crew on the key components of the EPP, including the location of sensitive environmental features and associated

mitigation measures including SAR, wetlands, watercourses, and working within residential areas. Other areas of concern along the rights-of-way are also reviewed in the field at this time

- A pictorial record of conditions is compiled to compare restoration efforts with pre-construction conditions

10.2 Construction

10.2.1 Environmental Inspectors and Monitors

The Environmental Inspector's responsibilities will be to monitor construction with respect to the mitigation and monitoring recommendations outlined in this report, and that construction activities are carried out in compliance with permit conditions.

Environmental Monitors (typically Qualified Professionals) should be used as-needed during construction (e.g., handling wildlife).

A licensed archaeologist will not be required to monitor work as the Project Study Area has been previously assessed and does not require further assessment.

10.2.2 Spill Contingency Plan

A contingency plan for accidental spills should be developed. At a minimum, there should be spill kits on site and a telephone number posted for the MECP Spills Action Centre (1-800-268-6060), which will be reported by Enbridge Gas Environment in the event of a spill. The Environmental Inspector will be trained in Enbridge Gas's spill response protocols and should impart this training at the pre-construction meeting.

10.3 Post-Construction

10.3.1 Monitoring Reports

In order to assess the effectiveness of restoration programs within the rights-of-way used for pipeline construction and, in keeping with the intent of the OEB Guidelines, environmental monitoring reports will be prepared including an Interim Monitoring Report and a Final Monitoring Report. As per OEB Guidelines, the Interim Monitoring Report is required within 3 months after final tie-ins, while the Final Monitoring Report is to be prepared no later than 15 months after the in-service date, or, where the deadline falls between December 1 and May 31, the following June 1.

10.3.1.1 Interim Monitoring Report

The following provides an outline of an Interim Monitoring Report based on the OEB Guidelines.

- Describe the predicted effects (including cumulative effects) and mitigation measures

- Compare predicted effects with those that actually occurred, explaining the reasons for any deviations
- Outline any changes in the proposed construction, monitoring, or restoration procedures that took place during the Project, and the reason for the changes
- Discuss the effectiveness of the measures applied and indicate opportunities for improvement in future pipeline projects
- Provide a log of complaints during construction and the actions taken in response
- Detail any instances where provisions of a local by-law have not been complied with and the reasons for such non-compliance

10.3.1.2 Final Monitoring Report

The following provides an outline of a Final Monitoring Report based on the OEB Guidelines.

- Describe the condition of the rehabilitated right-of-way and actions taken subsequent to the submission of the Interim Monitoring Report
- Compare predicted and actual effects (including cumulative effects, mitigation measures, and explain any deviations which may have occurred)
- Report the results of any monitoring programs and analyses such as soil and water sampling, and make recommendations as appropriate
- Discuss the effectiveness of the mitigation measures as well as the monitoring programs and indicate opportunities for improvement in future pipeline projects
- Provide a breakdown of environmental costs incurred for the Project. In particular, items of cost associated with specific measures related to pre-construction, construction, or restoration should be described
- Provide a log of complaints received during construction and the actions taken in response
- Include instances where the provision of any local by-law has not been complied with and the reasons for such non-compliance.

The Final Monitoring Report should also address any potential cumulative effects which may arise for pipelines such as reduced soil productivity, land use restrictions due to increased easement widths, or additional above ground facilities and/or repeated construction through sensitive areas.

Summary and Conclusions

The Study involved undertaking an inventory of physical, natural, and socio-economic features within a defined Project Study Area. This information was used to produce maps identifying features that could be impacted by pipeline construction and operation. Enbridge Gas selected the Preferred Route for the Study based on discussions with Metrolinx, environmental and socio-economic concerns, as well as technical and economic feasibility requirements. The Preferred Route is sited in existing, previously disturbed road rights-of-way, which greatly reduces potential adverse effects to the surrounding environment.

Mitigation measures were recommended to reduce potential negative effects to the environment. These recommendations, in combination with Enbridge Gas's Construction and Maintenance Manual, are anticipated to effectively protect the physical, natural, and socio-economic features along the pipeline routes. The mitigation recommendations contained in this report, along with Enbridge Gas's construction policies, should be included in contract specifications. Use of a qualified Environmental Inspector and Environmental Monitors will help reduce disturbance to the environment during pipeline construction activities.

Lastly, preparation of Interim and Final Post-Construction Monitoring Reports and implementation of an Environmental Inspection Program will assist with monitoring the area to determine any changes to the environment from pre-construction conditions following the construction period.

Dillon does not anticipate any significant adverse effects from the construction and operation of the Project with the implementation of the mitigation measures recommended in this report.

12.0

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Appendix A

Stage 1 Archaeological Assessment Report

**Stage I Archaeological Assessment
Environmental Assessment
Scarborough Subway Extension – Kennedy Station Relocation Project
Lots 26 and 27, Concession D
Former Geographic Township of Scarborough
County of York
Now the City of Toronto, Ontario**

Original Report

Submitted to:
Ministry of Heritage, Sport, Tourism and Culture Industries

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PIF No: P324-0714-2022
Project No: 2022-054
Dated: April 14, 2022



EXECUTIVE SUMMARY

In the winter of 2022, TMHC Inc. (TMHC) was contracted to carry out a Stage I archaeological assessment for the Scarborough Subway Extension – Kennedy Station Relocation Project (the Project) in the City of Toronto, Ontario by Dillon Consulting Limited (Dillon) who are coordinating the environmental assessment on behalf of Enbridge Gas Inc. (Enbridge). The Project is required in order to reconfigure the natural gas supply in the surrounding area to accommodate construction of the Metrolinx Scarborough Subway Extension Transit Project while maintaining the existing service to Enbridge customers in the City of Toronto. The Project has three infrastructure components requiring relocation which comprise the Preliminary Preferred Route and these are:

- approximately 330 m of up to Nominal Pipe Size (“NPS”) 8-inch diameter natural gas pipeline relocation at Eglinton Ave. E & Midland Ave;
- approximately 16 m of up to NPS 6-inch diameter natural gas pipeline relocation at Eglinton Ave. E & Midland Ave.
- approximately 25 m of up to NPS 4-inch diameter natural gas pipeline relocation at Eglinton Ave. E & Midland Ave;
- District Regulator Station to be relocated onto Metrolinx private property easement;
- approximately 310 m of NPS 4-inch diameter natural gas pipeline relocation at Lord Roberts Dr. & Midland Ave; and,
- approximately 120 m of up to NPS 2-inch diameter natural gas pipeline header relocation at 2480 Eglinton Ave. E.

The Project area consists of the municipal right-of-way (ROW) of Eglinton Avenue, Midland Avenue, Lord Roberts Drive, a municipal footpath and a small piece of Metrolinx private property east of Midland Avenue. It lies within part of Lots 26 and 27, Concession D in the former Geographic Township of Scarborough, York County, now City of Toronto, Ontario. The work was undertaken in accordance with the provisions of the *Environmental Assessment Act* and the *Provincial Policy Statement (PPS)*. The purpose of the assessment was to determine whether there was potential for the discovery of archaeological resources within the Project area.

The Stage I background study included a review of current land use, historic and modern maps, registered archaeological sites and previous archaeological studies, past settlement history for the area and a consideration of topographic and physiographic features, soils and drainage. According to the map-based review and background research, potential for the discovery of archaeological sites is indicated by the presence of or proximity (within 300 m) to:

- 19th century travel routes (Eglinton Avenue East and Midland Avenue); and,
- mapped 19th century structures.

As the Project area contained several features signaling archaeological potential, a Stage I property inspection was conducted to evaluate the current conditions of the Project area and determine if any areas of archaeological potential remained intact within the Project area. Based on this investigation the following recommendations are made:

- Areas of Previous Assessment:
 - All previously assessed portions of the Project area where no further assessment was recommended do not require further assessment (0.59 ha; 60.2%).



- Areas of Low Archaeological Potential:
 - All portions of the Project area identified as extensively disturbed do not retain archaeological potential and do not require further assessment (0.39 ha; 39.8%).
- Changes to Extent of Project Area:
 - If the extent of the Project Area or route alternatives change to incorporate lands not addressed in this study, further assessment will be required.

Our recommendations are subject to the conditions laid out in Section 7.0 of this report and to the MHSTCI's review and acceptance of this report into the provincial registry.



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ACKNOWLEDGEMENTS

Adele Mochrie	Dillon Consulting Limited
Anieca Lloyd	Dillon Consulting Limited



TERRITORIAL ACKNOWLEDGEMENT

The activity area is located on the traditional lands of the Michi Saagiig Anishinaabe (conventionally referred to as the Williams Treaties First Nations communities), the Haudenosaunee (Ho-den-no-show-nee), and the Huron-Wendat Nation, on lands connected with the Williams Treaties of 1923 and the Dish with One Spoon Covenant Wampum. This land continues to be home to diverse Indigenous peoples (e.g., First Nations, Métis and Inuit) whom we recognize as contemporary stewards of the land and vital contributors of our society.



ABOUT TMHC

Established in 2003, with a head office in London, Ontario, TMHC Inc. (TMHC) provides a broad range of archaeological assessment, heritage planning, and consultation services throughout the Province of Ontario. We provide consulting services for Indigenous communities, municipal heritage planning and training, public outreach and educational programs, and have established specialties in community engagement, cemetery investigations, faunal analysis, and large and sensitive projects. Since TMHC's inception, we have evolved with the needs of our clients, the demands of the regulatory environment, and the growth in the industry.

Since 2004, TMHC has held retainers with Infrastructure Ontario (formerly the Ontario Realty Corporation), Hydro One, the Ministry of Transportation and the City of Hamilton. Presently, TMHC was successfully added to the Infrastructure Ontario, Ministry of Transportation, Hydro One, Metrolinx, and Niagara Parks retainers. In addition, TMHC has successfully managed a wider variety of highly sensitive, large, and complicated projects and have a proven track record in successfully managing and navigating them to completion. In 2013, TMHC earned the Ontario Archaeological Society's award for Excellence in Cultural Resource Management.

KEY STAFF BIOS

Matthew Beaudoin, PhD, Principal/Manager – Archaeological Assessments

Matthew Beaudoin received a PhD in Anthropology from Western University in 2013 and became a Principal at TMHC in 2019. During his archaeological career, Matthew has conducted extensive field research and artifact analysis on Indigenous and Settler sites from Labrador and Ontario. In addition, Matthew has also conducted ethnographic projects in Labrador. Since joining TMHC in 2008, Matthew has been involved with several notable projects, such as the Imperial Oil's Waterdown to Finch Project, the Camp Ipperwash Project, and the Scugog Island Natural Gas Pipeline Project.

Matthew is an active member of the Canadian Archaeological Association, the Ontario Archaeological Association, the Ontario Historical Society, the World Archaeology Congress, the Council for Northeastern Historical Archaeology, the Society for American Archaeology, and the Society for Historical Archaeology.



STATEMENT OF QUALIFICATIONS AND LIMITATIONS

The attached Report (the “Report”) has been prepared by TMHC Inc. (TMHC) for the benefit of the Client (the “Client”) in accordance with the agreement between TMHC and the Client, including the scope of work detailed therein (the “Agreement”).

The information, data, recommendations and conclusions contained in the Report (collectively, the “Information”):

- is subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Report (the “Limitations”);
- represents TMHC’s professional judgment in light of the Limitation and industry standards for the preparation of similar reports;
- may be based on information provided to TMHC which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
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This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.



QUALITY INFORMATION

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I PROJECT CONTEXT

I.1 Development Context

I.1.1 Introduction

In the winter of 2022, TMHC Inc. (TMHC) was contracted to carry out a Stage I archaeological assessment for the Scarborough Subway Extension – Kennedy Station Relocation Project (the Project) in the City of Toronto, Ontario by Dillon Consulting Limited (Dillon) who are coordinating the environmental assessment on behalf of Enbridge Gas Inc. (Enbridge). The Project is required in order to reconfigure the natural gas supply in the surrounding area to accommodate construction of the Metrolinx Scarborough Subway Extension Transit Project while maintaining the existing service to Enbridge customers in the City of Toronto. The Project has three infrastructure components requiring relocation which comprise the Preliminary Preferred Route and these are:

- approximately 330 m of up to Nominal Pipe Size (“NPS”) 8-inch diameter natural gas pipeline relocation at Eglinton Ave. E & Midland Ave;
- approximately 16 m of up to NPS 6-inch diameter natural gas pipeline relocation at Eglinton Ave. E & Midland Ave.
- approximately 25 m of up to NPS 4-inch diameter natural gas pipeline relocation at Eglinton Ave. E & Midland Ave;
- District Regulator Station to be relocated onto Metrolinx private property easement;
- approximately 310 m of NPS 4-inch diameter natural gas pipeline relocation at Lord Roberts Dr. & Midland Ave; and,
- approximately 120 m of up to NPS 2-inch diameter natural gas pipeline header relocation at 2480 Eglinton Ave. E.

The Project area consists of the municipal right-of-way (ROW) of Eglinton Avenue, Midland Avenue, Lord Roberts Drive, a municipal footpath and a small piece of Metrolinx private property east of Midland Avenue. It lies within part of Lots 26 and 27, Concession D in the former Geographic Township of Scarborough, York County, now City of Toronto, Ontario. The work was undertaken in accordance with the provisions of the *Environmental Assessment Act* and the *Provincial Policy Statement (PPS)*. The purpose of the assessment was to determine whether there was potential for the discovery of archaeological resources within the Project area.

All archaeological assessment activities were performed under the professional archaeological license of Matthew Beaudoin, Ph.D. (P324) and in accordance with the 2011 *Standards and Guidelines for Consultant Archaeologists* (MTC 2011). Permission to commence the study was given by Adele Mochrie of Dillon.



1.1.2 Purpose and Legislative Context

The *Ontario Heritage Act* (R.S.O. 1990) makes provisions for the protection and conservation of heritage resources in the Province of Ontario. Heritage concerns are recognized as a matter of provincial interest in Section 2.6.2 of the *Provincial Policy Statement* (PPS 2020) which states:

development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.

In the PPS, the term conserved means:

the identification, protection, management and use of *built heritage resources, cultural heritage landscapes and archaeological resources* in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

The *Environmental Assessment Act* provides for the protection and conservation of the environment. In this case, the environment is widely defined to cover “cultural heritage” resources. Section 5(3)(c) of the Act stipulates that heritage resources to be affected by a proposed undertaking be identified during the environmental screening process. Within the EA process, the purpose of a Stage I background study is to determine if there are known cultural resources within the proposed Project area, or potential for such resources to exist. Subsequently, it can act as a planning tool by identifying areas of concern that, where possible, could be avoided to minimize environmental impact. It is also used to determine the need for a Stage 2 field assessment involving the search for archaeological sites.

The Stage I archaeological assessment work was conducted in accordance with Section 4.3.4 Cultural Heritage Resources in the *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario* (OEB 2016) and the 2020 PPS. The purpose of a Stage I background study is to determine if there are known cultural resources within the proposed areas of impact or potential for such resources to exist. Subsequently, it can act as a planning tool by identifying areas of concern that, where possible, could be avoided to minimize environmental impact. It is also used to determine the need for a Stage 2 field assessment involving the search for archaeological sites. If significant sites are found, a strategy (usually avoidance, preservation, or excavation) must be put forth for their mitigation.



2 STAGE I BACKGROUND REVIEW

2.1 Research Methods and Sources

A Stage I overview and background study was conducted to gather information about known and potential cultural heritage resources within the Project area. According to the *Standards and Guidelines*, a Stage I background study must include a review of:

- an up-to-date listing of sites from the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) PastPortal for 1 km around the property;
- reports of previous archaeological fieldwork within a radius of 50 m around the property;
- topographic maps at 1:10,000 (recent and historical) or the most detailed scale available;
- historical settlement maps (e.g., historical atlas, survey);
- archaeological management plans or other archaeological potential mapping when available; and,
- commemorative plaques or monuments on or near the property.

For this Project, the following activities were carried out to satisfy or exceed the above requirements:

- a database search was completed through MHSTCI's PastPortal system that compiled a list of registered archaeological sites within 1 km of the Project area (completed March 11, 2022);
- a review of known prior archaeological reports for the property and adjacent lands;
- Ontario Base Mapping (1:10,000) was reviewed through ArcGIS and mapping layers provided by geographynetwork.ca;
- detailed mapping provided by the client was also reviewed;
- a series of historic maps and photographs was reviewed related to the post-1800 land settlement; and,
- The City of Toronto's *Archaeological Management Plan* (ASI et al. 2016)

Additional sources of information were also consulted, including modern aerial photographs, local history accounts, soils and physiographic data provided by the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA), and both 1:50,000 (Natural Resources Canada) and finer scale topographic mapping.

When compiled, background information was used to create a summary of the characteristics of the Project area, in an effort to evaluate its archaeological potential. The Province of Ontario (MTC 2011; Section 1.3.1) has defined the criteria that identify archaeological potential as:

- previously identified archaeological sites;
- water sources;
 - primary water sources (e.g., lakes, rivers, streams, creeks);
 - secondary water sources (e.g., intermittent streams and creeks, springs, marshes, swamps);
 - features indicating past water sources (e.g., glacial lake shorelines, relic river or stream channels, shorelines of drained lakes or marshes, cobble beaches);
 - accessible or inaccessible shorelines (e.g., high bluffs, sandbars stretching into a marsh);
- elevated topography (e.g., eskers, drumlins, large knolls, plateau);
- pockets of well-drained sandy soils;



- distinctive land formations that might have been special or spiritual places (e.g., waterfalls, rock outcrops, caverns, mounds, promontories and their bases);
- resource areas, including:
 - food or medicinal plants (e.g., migratory routes, spawning areas, prairies);
 - scarce raw materials (e.g., quartz, copper, ochre, or chert outcrops);
 - early Settler industry (e.g., fur trade, logging, prospecting, mining);
- areas of early 19th-century settlement, including:
 - early military locations;
 - pioneer settlement (e.g., homesteads, isolated cabins, farmstead complexes);
 - wharf or dock complexes;
 - pioneer churches;
 - early cemeteries;
- early transportation routes (e.g., trails, passes, roads, railways, portage routes);
- a property listed on a municipal register, designated under the *Ontario Heritage Act*, or that is a federal, provincial, or municipal historic landmark or site; and,
- a property that local histories or informants have identified with possible archaeological sites, historical event, activities, or occupations.

In Southern Ontario (south of the Canadian Shield), any lands within 300 m of any of the features listed above are considered to have potential for the discovery of archaeological resources.

Typically, a Stage I assessment will determine potential for Indigenous and 19th-century period sites independently. This is due to the fact that lifeways varied considerably during these eras, so the criteria used to evaluate potential for each type of site also varies.

It should be noted that some factors can also negate the potential for discovery of intact archaeological deposits. The *Standards and Guidelines* (MTC 2011; Section 1.3.2) indicates that archaeological potential can be removed in instances where land has been subject to extensive and deep land alterations that have severely damaged the integrity of any archaeological resources. Major disturbances indicating removal of archaeological potential include, but are not limited to:

- quarrying;
- major landscaping involving grading below topsoil;
- building footprints; and,
- sewage and infrastructure development.

Some activities (agricultural cultivation, surface landscaping, installation of gravel trails, etc.) may result in minor alterations to the surface topsoil but do not necessarily affect or remove archaeological potential. It is not uncommon for archaeological sites, including structural foundations, subsurface features and burials, to be found intact beneath major surface features like roadways and parking lots. Archaeological potential is, therefore, not removed in cases where there is a chance of deeply buried deposits, as in a developed or urban context or floodplain where modern features or alluvial soils can effectively cap and preserve archaeological resources.



2.2 Project Context: Archaeological Context

2.2.1 Project Area: Overview and Physical Setting

The Project area includes portions of Eglinton Avenue East and its ROW, Midland Avenue and part of the ROW, Lord Roberts Drive and its ROW and a north-south municipal footpath and associated grassed areas (Maps 1 and 2). The Project area is roughly 0.88 ha (2.17 ac) in size located in Scarborough, Ontario. The Project area is urban in nature and contains paved roadways, paved parking lots, sidewalks and grassed areas.

The Project area falls within the South Slope physiographic region, as defined by Chapman and Putnam (1984:172-174; Map 3). The South Slope is the southern slope of the Oak Ridges Moraine and extends from the Niagara Escarpment in the west to the Trent River in the east. The South Slope meets the Moraine at heights of approximately 300 m above sea level and descends southward towards Lake Ontario. The South Slope predominantly consists of shallow shale and till plains. No soil map is present for the City of Toronto. The Project area is located between two creeks; Southwest Highland Creek lies approximately 825 m to the northeast and Taylor Creek is approximately 1 km to the southwest (Map 1).

2.2.2 Summary of Registered or Known Archaeological Sites

According to PastPortal (accessed March 11, 2022) there is one registered archaeological sites within 1 km of the Project area. AkGt-15 is roughly 990 m to the southeast and was first reported by David Boyle in 1896 and was further documented by Victor Konrad in 1973. The site was described as an approximate 1 to 3 acre campsite of undetermined cultural affiliation and period (THA 2020).

2.2.3 Summary of Past Archaeological Investigations within 50 m

During the course of this study, it was established that three previous archaeological assessments have occurred within 50 m of the Project area (Maps 4 to 6). However, it should be noted that the MHSTCI currently does not provide an inventory of archaeological assessments to assist in this determination.

2.2.3.1 City of Toronto Archaeological Management Plan

While the Project area itself is not depicted as retaining archaeological potential, the City of Toronto's archaeological potential map (ASI et al. 2016) illustrates that a small area adjacent to the Project area has archaeological potential.

2.2.3.2 Stage I Archaeological Assessment – Scarborough-Malvern Transit Corridor (ASI 2009) (Map 4)

In 2008 ASI conducted a Stage I archaeological assessment for a transit project for the Scarborough-Malvern Corridor in the City of Toronto. A 13 km long corridor runs from just west of Kennedy Road along Eglinton Avenue to Sheppard Avenue. This study area overlaps the current Project area along Eglinton Avenue. The Stage I assessment determined that the majority of the study area had been previously disturbed but several small areas outside the ROW were undisturbed and retained archaeological potential. The results of this work are presented in a report entitled *Stage I Archaeological Assessment, Transit Project Assessment Study, Scarborough-Malvern Corridor, City of Toronto, Ontario* (ASI 2009; Licensee Robert Pihl P057-507-2008).



2.2.3.3 Stage I Archaeological Assessment – Scarborough Subway Extension (AECOM 2017) (Map 5)

In 2017, AECOM conducted a Stage I archaeological assessment for the proposed Scarborough Subway Extension, between Eglinton Avenue to the south, Markham Road to the east, Sheppard Avenue East to the north and Kennedy Road to the west. The Stage I assessment indicated that the majority of the study area had been previously disturbed and does not retain archaeological potential and some areas retain archaeological potential. The results of this work are presented in a report entitled *Stage I Archaeological Assessment, Scarborough Subway Extension, City of Toronto/Toronto Transit Commission, Various Lots and Concessions, Geographic Township of Scarboro (now Scarborough), County of York (Now the City of Toronto), Ontario, Transit Project Assessment Process* (AECOM 2017; Licensee Glenn Kearsley; PIF# P123-0274-2015).

2.2.3.4 Stage 2 Archaeological Assessment – Scarborough Subway Extension (AECOM 2018) (Map 6)

AECOM conducted a Stage 2 assessment for the proposed Scarborough Subway Extension. The extension will be 6.2 km long from the existing Bloor-Danforth Subway from Kennedy Station to Scarborough Centre via Eglinton Avenue, Danforth Road and McCowan Road. This study area overlaps the current Project area long Eglinton Avenue and on a property at the corner of Midland Ave and Eglinton Avenue. The Stage 2 determined that the majority of the study area has been previously disturbed and does not retain archaeological potential and only a small section requires Stage 2 assessment; however, this area is outside of the current Project area. The results of this work are presented in a report entitled *Stage 2 Archaeological Assessment Report, Multiple Lots and Concessions, Geographic Township of Scarboro, County of York, Now the City of Toronto, Ontario, Scarborough Subway Extension Environmental Project Report – 2020 Addendum* (AECOM 2021; Licensee Adria Grant; PIF# P131-0121-2019).

2.2.4 Dates of Archaeological Fieldwork

The Stage I site inspection was conducted on April 5, 2022 in sunny and warm weather conditions. The field inspection was conducted by Liam Browne (PI048).



2.3 Project Context: Historical Context

2.3.1 Indigenous Settlement in City of Toronto

There is archaeological evidence of Indigenous settlement in Toronto and vicinity since the time of glacial retreat some 12,000 years ago through to the modern era. Our knowledge of past Indigenous land use in the area is incomplete due primarily to a lack of archeological investigation of many areas prior to urban development. Nonetheless, using province-wide and region-specific data, a general model of Indigenous settlement in the area can be proposed. The following paragraphs provide a basic textual summary of the known general cultural trends and archaeological periods and a tabular summary appears in Table 1.

Table 1: Chronology of Indigenous Settlement in the Toronto Area

Period	Time Range	Diagnostic Features	Archaeological Complexes
Early Paleo	9000-8400 BCE	fluted projectile points	Gainey, Barnes, Crowfield
Late Paleo	8400-8000 BCE	non-fluted and lanceolate points	Holcombe, Hi-Lo, Lanceolate
Early Archaic	8000-6000 BCE	serrated, notched, bifurcate base points	Nettling, Bifurcate Base Horizon
Middle Archaic	6000-2500 BCE	stemmed, side & corner notched points	Brewerton, Otter Creek, Stanly/Neville
Late Archaic	2000-1800 BCE	narrow points	Lamoka
Late Archaic	1800-1500 BCE	broad points	Genesee, Adder Orchard, Perkiomen
Late Archaic	1500-1100 BCE	small points	Crawford Knoll
Terminal Archaic	1100-950 BCE	first true cemeteries	Hind
Early Woodland	950-400 BCE	expanding stemmed points, Vinette pottery	Meadowood
Middle Woodland	400 BCE-500 CE	dentate, pseudo-scallop pottery	Saugeen
Transitional Woodland	500-900 CE	first corn, cord-wrapped stick pottery	Princess Point
Late Woodland	900-1300 CE	first villages, corn horticulture, longhouses	Glen Meyer
Late Woodland	1300-1400 CE	large villages and houses	Uren, Middleport
Late Woodland	1400-1650 CE	tribal emergence, territoriality	Attawandaron, Wendat
Contact Period - Indigenous	1700 CE-present	treaties, mixture of Indigenous & European items	Six Nations, Mississaugas, Seneca
Contact Period - Settler	1796 CE-present	industrial goods, homesteads	pioneer life, municipal settlement



2.3.1.1 Paleo Period

The first human populations to inhabit the Toronto region arrived between 12,000 and 10,000 years ago, coincident with the end of the last period of glaciation. Climate and environmental conditions were significantly different than they are today; local environs would not have been welcoming to anything but short-term settlement. Termed Paleoindians by archaeologists, Indigenous peoples would have crossed the landscape in small groups (i.e., bands or family units) searching for food, particularly migratory game species. In this area, caribou may have provided the staple of the Paleo period diet, supplemented by wild plants, small game, birds and fish.

Given the low density of populations on the landscape at this time and their mobile nature, Paleo period sites are small and ephemeral. They are sometimes identified by the presence of fluted projectile points manufactured on a highly distinctive whitish-grey chert named "Fossil Hill" (after the formation) or "Collingwood." This material was acquired from sources near the edge of the escarpment on Blue Mountain.

2.3.1.2 Archaic Period

Settlement and subsistence patterns changed significantly during the Archaic period as both the landscape and ecosystem adjusted to the retreat of the glaciers. Building on earlier patterns, early Archaic period populations continued the mobile lifestyle of their predecessors. Through time and with the development of more resource rich local environments, these groups gradually reduced the size of the territories they exploited on a regular basis. A seasonal pattern of warm season riverine or lakeshore settlements and interior cold weather occupations has been documented in the archaeological record.

Since the large cold weather mammal species that formed the basis of the Paleo period subsistence pattern became extinct or moved northward with the onset of warmer climate conditions, Archaic period populations had a more varied diet, exploiting a range of plant, bird, mammal and fish species. Reliance on specific food resources like fish, deer and nuts becomes more pronounced through time and the presence of more hospitable environments and resource abundance led to the expansion of band and family sizes. In the archaeological record, this is evident in the presence of larger sites and aggregation camps, where several families or bands would come together in times of plenty. The change to more preferable environmental circumstances led to a rise in population density. As a result, Archaic sites are more plentiful than those from the earlier period. Artifacts typical of these occupations include a variety of stemmed and notched projectile points, chipped stone scrapers, ground stone tools (e.g., celts, adzes) and ornaments (e.g., bannerstones, gorgets), bifaces or tool blanks, animal bone (where and when preserved) and waste flakes, a by-product of the tool making process.

2.3.1.3 Early, Middle and Transitional Woodland Periods

Significant changes in cultural and environmental patterns are witnessed in the Woodland period (c. 950 BCE-1700 CE). By this time, the coniferous forests of earlier times were replaced by stands of mixed and deciduous species. Occupations became increasingly more substantial in this period, culminating in major semi-permanent villages by 1,000 years ago. Archaeologically, the most significant changes by Woodland times are the appearance of artifacts manufactured from modeled clay and the construction of house structures. The Woodland period is often defined by the occurrence of pottery, storage facilities and residential areas similar to those that define the incipient agricultural or Neolithic period in Europe.

Early and Middle Woodland period peoples are also known for a well-developed burial complex and ground stone tool industry. Unique Early Woodland period ground stone items include pop-eyed birdstones and



gorgets. In addition, there is evidence of the development of widespread trading with groups throughout the northeast. The recovery of marine shells from the Lake Superior area indicates that exchanges of exotic materials and finished items from distant places were commonplace.

2.3.1.4 Late Woodland Period

Beginning circa 1000 CE the archaeological record documents the emergence of more substantial, semi-permanent settlements and the adoption of corn horticulture. These developments are most often associated with Iroquoian-speaking populations, the ancestors of the Wendat (Huron), Tionontati (Petun) and Attawandaron (Neutral) nations who were known to have resided in the province at the time of the arrival of the first European explorers and missionaries. Iroquoian villages incorporated a number of longhouses, multi-family dwellings that contained several families related through the female line. Precontact Iroquoian sites may be identified by a predominance of well-made pottery decorated with various simple and geometric motifs, triangular projectile points, clay pipes and ground stone artifacts. Sites post-dating European contact are recognized through the appearance of various items of European manufacture. The latter include materials acquired by trade (e.g., glass beads, copper/brass kettles, iron axes, knives and other metal implements) in addition to the personal items of European visitors and Jesuit missionaries (e.g., finger rings, stoneware, rosaries, and glassware).

Large Iroquoian village sites, many presumably Huron-Wendat, are known along the upper and middle areas of the Humber and Don rivers, which clearly demonstrates the Iroquoian use of the central waterfront area of Toronto prior to European contact. When European explorers and missionaries arrived in Ontario in the 17th century, the Huron-Wendat no longer inhabited the lakeshore and instead occupied a vast area between Lake Simcoe and Georgian Bay. By 1650, many Wendat had fled their 17th century homeland due to the onset of epidemic disease and increasing raids by Five Nations Iroquois groups who had established an increasing presence along Lake Ontario. At least two major Seneca villages were established on the Rouge River later that century. At the same time, Algonquian-speaking populations were utilizing the watershed for hunting and trapping.

By the 17th century, the Seneca no longer inhabited the Lake Ontario shores and the Algonquin-speaking Mississaugas began moving southward into the area. It was the Mississaugas who had settled the area by the time the British arrived in the late 18th century and from whom the Crown secured land for settlement.



2.3.2 Treaty History

The former Scarborough Township encompassing the Project area lies at the intersection of a complex history of treaties. The earliest includes the area as part of the far-reaching Five Nations' Beaver Hunting Grounds of the 1701 Fort Albany/Nanfan Treaty between the Haudenosaunee Confederacy and the British Crown (Six Nations of the Grand River n.d.). In 1787-88, the Johnson-Butler Purchases sought to acquire the territory now occupied by the Mississauga nations along the north shore of Lake Ontario and further inland. Also known as the Gunshot Treaty, these purchases proved difficult to uphold due to unclear records and poorly defined boundaries (Surtees 1984). It was not until the Williams Treaties of 1923 that the majority of the outstanding claims were settled with the Anishinaabe nations now affiliated with that treaty, the Williams Treaties Nations of Mississaugas of Alderville First Nation, Curve Lake First Nation, Hiawatha First Nation, Scugog Island First Nation and the Chippewas of Beausoleil First Nation, Georgina Island First Nation and the Rama First Nation (Surtees 1986).

One Mississauga nation which did not participate in the Williams Treaties negotiations, particularly as it related to the former Gunshot Treaty lands was the Mississaugas of the Credit First Nation (MCFN) of the neighbouring Toronto Purchase (1805). In 2015, MCFN filed the Rouge River Valley Tract Claim asserting unextinguished title over the areas around Markham and Scarborough (Mississaugas of the New Credit First Nation 2015).

In 2018, Canada, Ontario, and the Williams Treaties First Nations ratified the Williams Treaties First Nations Settlement Agreement, which confirms that the Crown did not act honourably when making and implementing the Williams Treaties (Canada 2018). Specifically, the Crown never provided proper compensation or additional lands as promised, and that First Nations' harvesting rights had been unjustly denied. The negotiated settlement agreement recognizes pre-existing treaty harvesting rights for First Nations members in certain treaty areas, provides for the acquisition of additional reserve lands, includes financial compensation, and resulted in both federal and provincial apologies for the negative impacts of the Williams Treaties on First Nations.



2.3.3 Nineteenth-Century and Municipal Settlement

The Project area falls within parts of Lots 26 and 27, Concession D, County of York. Though the area has now been incorporated as the City of Toronto, it was originally part of the Geographic Township of Scarborough. A brief discussion of early historic and municipal settlement is provided below, as a means of providing general context for understanding former land use.

As noted above, prior to the beginning of full-scale European settlement in what is now the City of Toronto, the area was inhabited primarily by the Senecas and Mississaugas, although Etienne Brulé and a party of Huron-Wendat may have visited the area at least a century earlier, in 1615 CE. The Seneca village of Ganatsekwyagon was documented between 1669-71 by Sulpician priests, Father d'Urfé and the Abbé Fenelon. The major waterways, including the Humber and the Rouge Rivers, provided passageways from and to the Lake through the interior. Many of the major roadways in the city were constructed on old native trails that acted as some of the area's first thoroughfares. By the mid-18th century the French had established trading operations on the Humber at Magasin Royal and Fort Toronto. The Fort was abandoned after 1759 (Arthur 1964:6-7).

York County was created in 1792, as part of the Home District of Upper Canada. It was created to provide a territorial unit for the militia and as an electoral division. The county was originally divided up by John Graves Simcoe. It included frontage on Lake Ontario from the mouth of the Etobicoke River on the west to that of the Rouge on the east and extended as far north as Lake Simcoe (Mitchell 1950:1).

When originally surveyed by Augustus Jones in 1793, the Townships of Pickering, Scarborough and York were respectively named Edinburgh, Glasgow and Dublin (Boyle 1896:26). The Township of Scarborough's concessions were laid out east to west, rather than the more frequently encountered north to south. Some of the early European settlers included United Empire Loyalists. The Canada Company purchased several hundred acres, the Legislature was granted 384 acres, and King's College purchased approximately 2000 acres. In the early 1800's the Township consisted mostly of scattered villages. The Township of Scarborough was declared a borough when it joined the Municipality of Metropolitan Toronto (now the City of Toronto) in 1954. It was declared a city in 1983, due to its rapid growth and large population size.

Several historic roads are found within Scarborough, and include Danforth and Kingston Roads. These early transportation routes followed early Indigenous trails. The Danforth was completed in this part of the province in 1799, originally contracted to Mr. Danforth from York to the Bay of Quinte (Boyle 1896:112). Kingston Road, initially Kingston Street, was first made in 1800, connecting Kingston and York. With the clearing of land for farming and the vast variety and quantity of lumber materials, the lumber industry thrived in this area. As a result, saw mills began to emerge as early as 1804 and eventually dozens could be found along the Highland Creek and the Rouge River. This continued until the depletion of the forests in the area. Grist and Flour-mills were also found along the watercourses, but a flood in 1850 carried away the last of the old dams (Boyle 1896:131). Other common trades found in the township included blacksmiths, wagon makers, shoemakers, and ship builders.



2.3.4 Nineteenth Century Land Use History and Map Review

The Project area falls within parts of Lots 26 and 27, Concession D, County of York. Though the area has now been incorporated as the City of Toronto, it was originally part of the Geographic Township of Scarborough.

Tremaine's 1860 *Tremaine's Map of the County of York, Canada West* indicates that at this time Lot 26, Concession D is owned by James McLaren and Lot 27 is occupied by J. Fitzgibbon and A. Walton. No structures are depicted on or within 300 m of the Project area. Midland Avenue and Eglinton Avenue East are both depicted as open at this time.

The 1878 Belden and Co. *Illustrated Historical Atlas of the County of York, Ont.* shows that Lot 26, Concession D is owned by James McLaren and Lot 27 is owned by Jno Fitzgibbon. A house and orchard are depicted on both lots, with the house on Lot 27 located within the Project area. A north-south running railway line is now present running through the western portion of Lot 27.

2.3.5 Twentieth Century Land Use History and Map Review

A review of 20th-century aerial images and maps was also completed as part of this Stage I assessment, aimed at identifying more recent changes within the Project area. While fire insurance plans were reviewed, none extended into the Project area.

Aerial imagery from 1950 (Map 9) depicts the western portion of the Project area is agricultural in nature with a house and barn complex located adjacent to Midland Avenue in the same location as the 1878 historic map. Eglinton Avenue East is present at this time and is a two lane roadway and the ROW on either side of the road has been stripped. Midland Avenue is also shown as two-laned at this time.

By 1956 (Map 10) the house from the 1878 historic map has been demolished and houses are being built adjacent to the Project area.

In 1960 (Map 11) the area has been further developed with houses present along Lord Robert Avenue. Eglinton Avenue has been expanded to four lanes and development is present on the south side of the road. Stripping had occurred along the sidewalk and Midland Avenue is now four laned to Lord Robert Avenue.

By 1970 (Map 12) the Project area and surrounding area has been totally developed and both Eglinton Avenue and Midland Avenue are four lanes with sidewalks present on both sides. Paved parking lots are present within the Project area along Eglinton and Midland Avenues. The western portion of the Project area appears to be paved and the north side of Lord Roberts Avenue contains a wide grassy ROW. Gilder Drive is also present by this time.

By 1983 few changes have occurred within the Project area, with the exception of a new larger building on the northeast corner of Eglinton Avenue and Midland Avenue (Map 13).

2.3.6 Built Heritage Environment

There are no designated heritage properties or plaques within 50 m of the Project area.



3 STAGE I PROPERTY INSPECTION

As the Project area was in proximity to several features signaling archaeological potential, a Stage I property inspection was conducted to evaluate the current conditions of the Project area and its integrity.

The property inspection was conducted on April 5, 2022 in sunny and warm weather. The weather conditions allowed for good visibility for the inspection of the surface features.

The Project area includes portions of Eglinton Avenue East and the ROW, Midland Avenue and the ROW, Lord Roberts Drive and its ROW and a north-south municipal footpath and associated grassed areas.

Midland Road is a wide, two landed roadway with concrete sidewalks and above and below ground utilities in the ROW (Images 1 to 3). Hydro poles are present on both sides of the road, as well as below ground gas and water lines.

Lord Roberts Drive is a two landed roadway with residential properties present on the north and south side of the road. Above and below ground utilities are present within the ROW, as well as concrete sidewalks. Sewer, water mains and fire hydrants are present on the north side of Lord Roberts Drive within the ROW (Images 4 to 6).

A municipal footpath runs north-south along the western most portion of the Project area. The footpath is paved, with multiple below ground utilities. Telecommunication lines and sewer lines are present at the north end of the footpath (Image 7). Buried sewer, gas and hydro lines run the entire length of the footpath (Images 8 to 10).

All files are currently being stored at the TMHC corporate office located at 1108 Dundas Street East, London, ON, N5W 3A7 (Table 2).

Table 2: Documentary Records

Date	Field Notes	Field Maps	Digital Images
April 5, 2022	Digital and hard copies	Digital and hard copies	17 Images



4 ANALYSIS AND CONCLUSIONS

As noted in Section 2.1, the Province of Ontario has identified numerous factors that signal the potential of a property to contain archaeological resources. The Stage I background study included a review of current land use, historic and modern maps, registered archaeological sites and previous archaeological studies, past settlement history for the area and a consideration of topographic and physiographic features, soils and drainage. According to the map-based review and background research, potential for the discovery of archaeological sites is indicated by the presence of or proximity (within 300 m) to:

- 19th century travel routes (Eglinton Avenue East and Midland Avenue); and,
- mapped 19th century structures.

As the Project area contained several features signaling archaeological potential, a Stage I property inspection was conducted to evaluate the current conditions of the Project area and determine if any areas of archaeological potential remained intact within the Project area. The Stage I property inspection has visually confirmed that the majority of the Project area is considered extensively disturbed (0.39 ha) by previous stripping in the 1950s to 1980s and the extensive installation of below ground utilities. As such, these areas no longer retain archaeological potential and have been photo-documented. A large portion of the Project area has been previously assessed (0.59 ha) and does not require further assessment.

The results of our Stage I archaeological assessment, as well as the location and orientation of report photographs, are presented on Map 14. Map 15 presents the Stage I results on the proponent mapping. An unaltered proponent map is presented as Map 16.



5 RECOMMENDATIONS

A Stage I archaeological assessment was conducted for the Scarborough Subway Extension – Kennedy Station Relocation Project in the City of Toronto, Ontario. Approximately 800 m of new natural gas pipeline and a new district regulator station on Metrolinx private property will be installed

Based on the Stage I background research and property inspection, the following recommendations apply:

- Areas of Previous Assessment:
 - All previously assessed portions of the Project area where no further assessment was recommended do not require further assessment (0.59 ha; 60.2%).
- Areas of Low Archaeological Potential:
 - All portions of the Project area identified as extensively disturbed do not retain archaeological potential and do not require further assessment (0.39 ha; 39.8%).
- Changes to Extent of Project Area:
 - If the extent of the Project Area or route alternatives change to incorporate lands not addressed in this study, further assessment will be required.

Our recommendations are subject to the conditions laid out in Section 7.0 of this report and to the MHSTCI's review and acceptance of this report into the provincial registry.



6 SUMMARY

A Stage I archaeological assessment was conducted for the Scarborough Subway Extension – Kennedy Station Relocation Project in the City of Toronto, Ontario. Approximately 800 m of new natural gas pipeline and a new district regulator station on Metrolinx private property. The background research indicated that the Project area was in proximity to features signaling archaeological potential and a Stage I field inspection was undertaken. The Stage I property inspection has visually confirmed that the majority of the Project area is considered extensively disturbed (0.40 ha) by previous stripping in the 1950s to 1980s and the extensive installation of below ground utilities. As such, there areas no longer retain archaeological potential and have been photo-documented. A large portion of the Project area has been previously assessed (0.48 ha) and does not require further assessment.



7 ADVICE ON COMPLIANCE WITH LEGISLATION

This report is submitted to the MHSTCI as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O 1990, c 0.18. 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 MHSTCI, 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* 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 archaeological 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 Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.

Should previously undocumented (i.e., unknown or deeply buried) archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the *Ontario Heritage Act*.

The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 requires that any person discovering human remains must notify the police or coroner and Crystal Forrest, A/Registrar of Burial Sites, Ontario Ministry of Government and Consumer Services. Her telephone number is 416-212-7499 and e-mail address is Crystal.Forrest@ontario.ca.



8 BIBLIOGRAPHY

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9 IMAGES

Image 1: Midland Avenue ROW - Disturbed

Looking Northwest



Image 2: Midland Avenue ROW – Disturbed, Below Ground Utilities

Looking Southeast



Image 3: Midland Avenue ROW – Disturbed, Below Ground Utilities

Looking Southeast

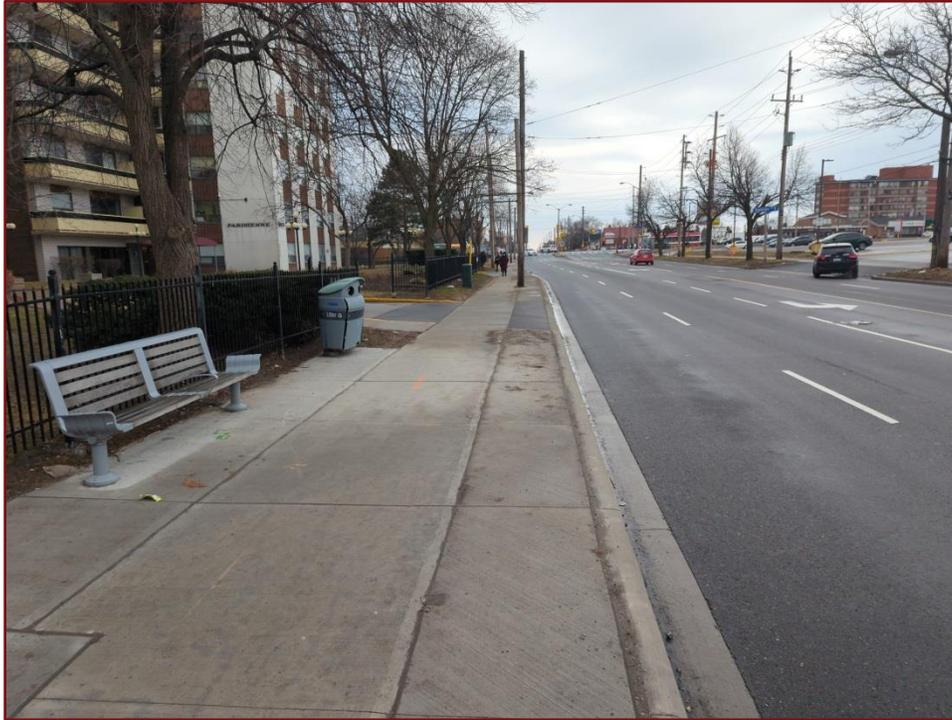


Image 4: Lord Roberts Drive – Disturbed, Below Ground Utilities

Looking Southwest



Image 5: Lord Roberts Drive – Disturbed, Below Ground Utilities

Looking Southwest



Image 6: Lord Roberts Drive – Disturbed, Below Ground Utilities

Looking Northeast



Image 7: Municipal Footpath – Disturbed, Below Ground Utilities

Looking Southeast



Image 8: Municipal Footpath – Disturbed, Below Ground Utilities

Looking Southeast



Image 9: Municipal Footpath – Disturbed, Below Ground Utilities

Looking Southwest



Image 10: Municipal Footpath – Disturbed, Below Ground Utilities

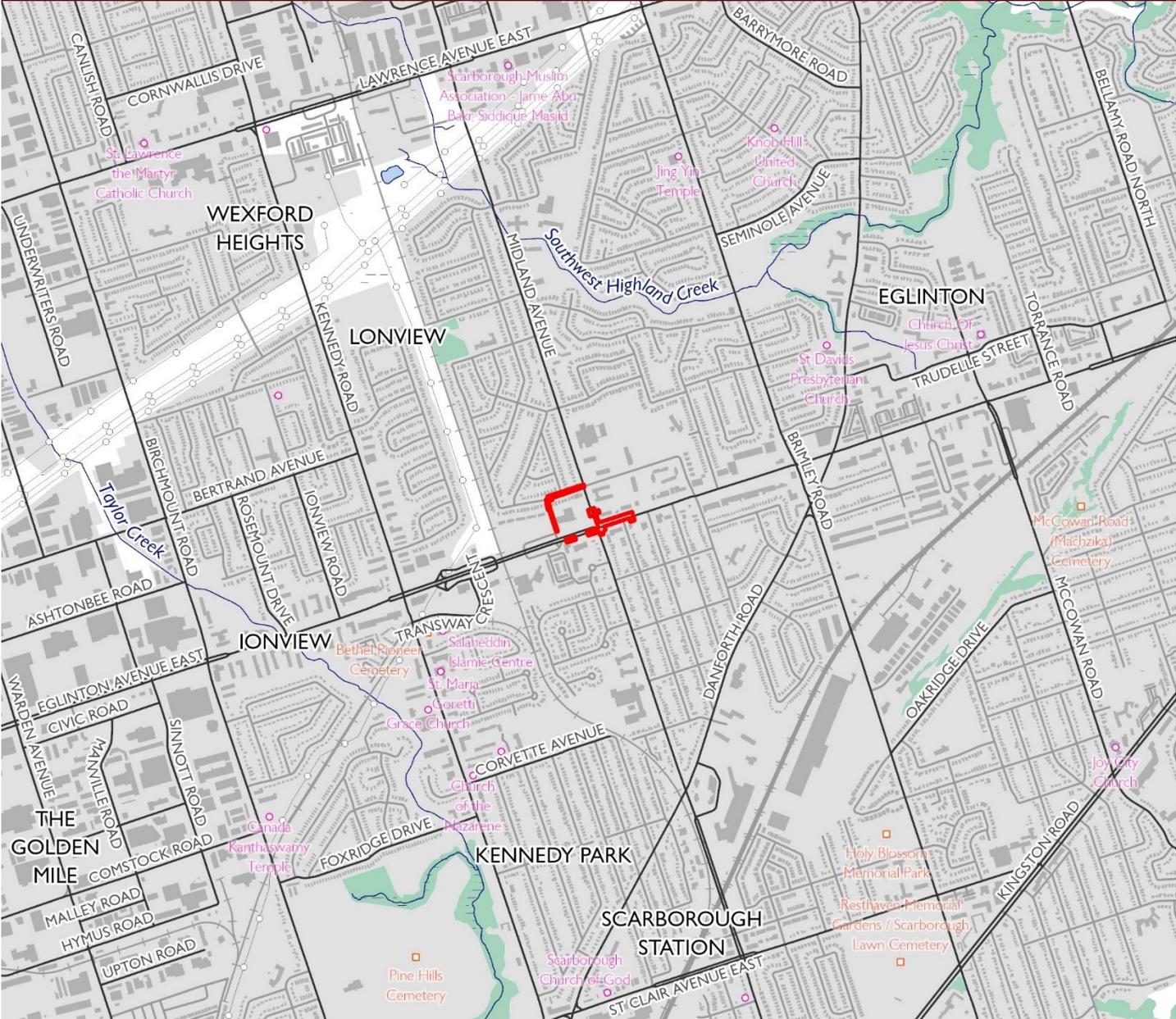
Looking Northwest





10 MAPS

PROJECT LOCATION



1,000 m

Prepared by DG 2022-04-13

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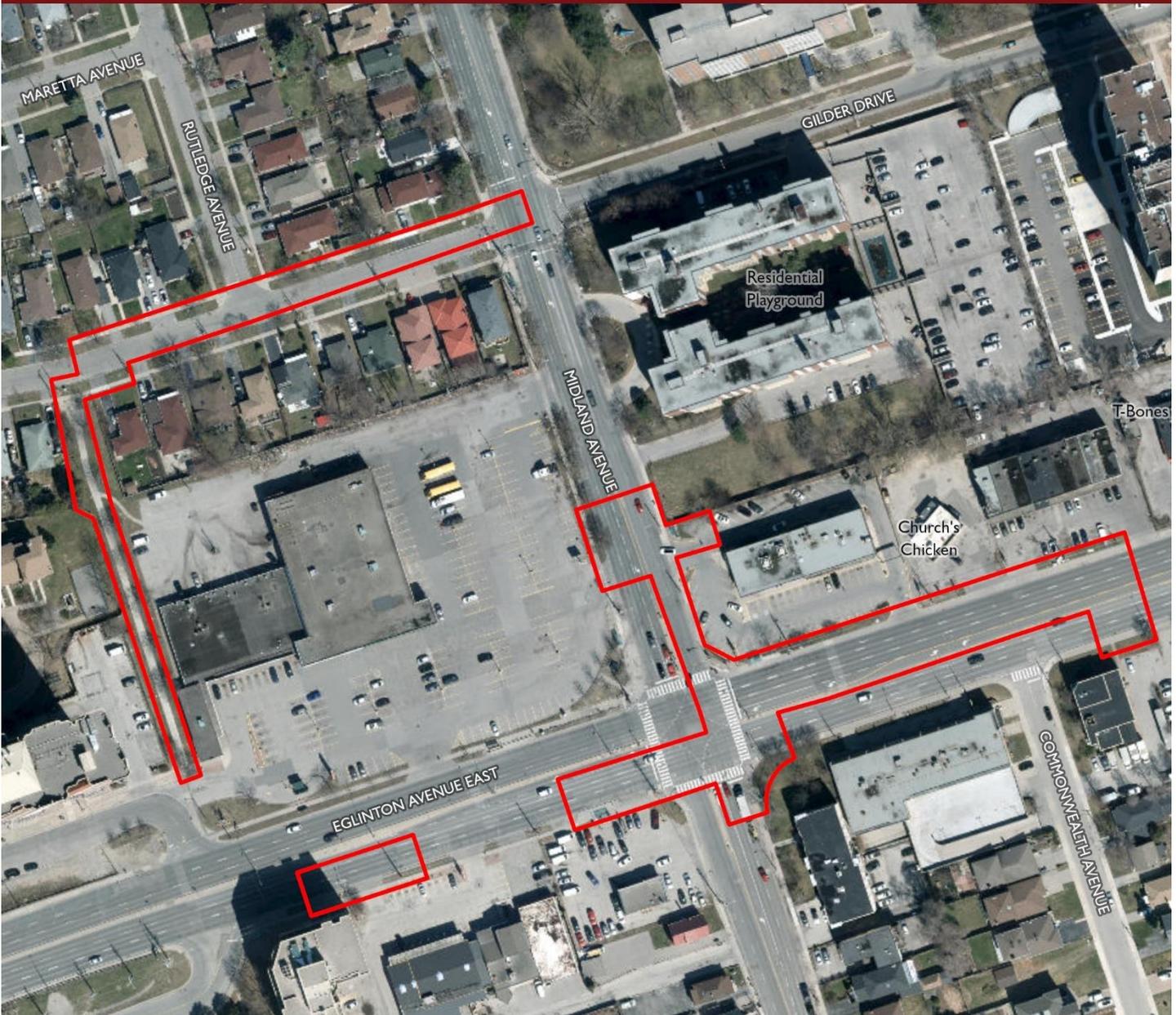
- Project Area
- Place of Worship
- Cemetery
- Major Road
- Minor Road
- Railway
- Utility Line
- Contour (5m)
- Watercourse
- Building
- Wetland
- Waterbody
- Wooded Area
- Built Up Area

Map I: Location of the Project Area in the City of Scarborough, ON



AERIAL PHOTOGRAPHY

ESRI Basemap (2018)



75 m

Prepared by DG 2022-04-13

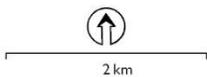
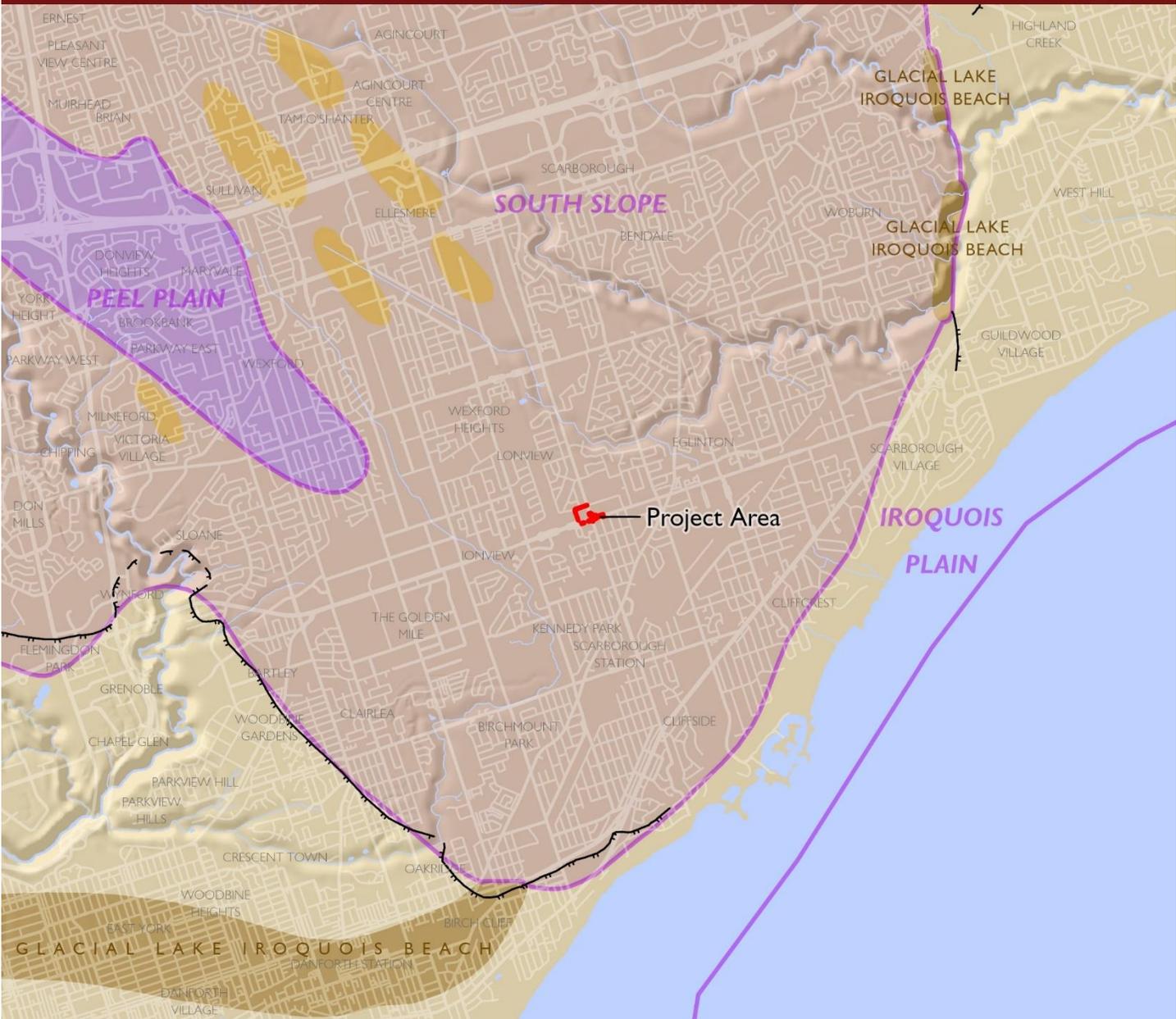
Contains information licenced under the Open
Government Licence - Canada and the Open Government
Licence - Ontario

 Project Area

Map 2: Aerial Photograph Showing the Location of the Project Area



PHYSIOGRAPHY
 SURFICIAL GEOLOGY OF ONTARIO (2003), PHYSIOGRAPHY OF SOUTHERN ONTARIO (2007)



Prepared by DG 2022-04-13
 Contains information licenced under the Open Government Licence - Canada and the Open Government Licence - Ontario

- Project Area
- Physiographic Region
- Shore Bluff or Scarp
- Drumlin
- Glacial Beach
- Sand Plain
- Till Plain (Drumlinized)
- Bevelled Till Plain

Map 3: Physiography Within the Vicinity of the Project Area

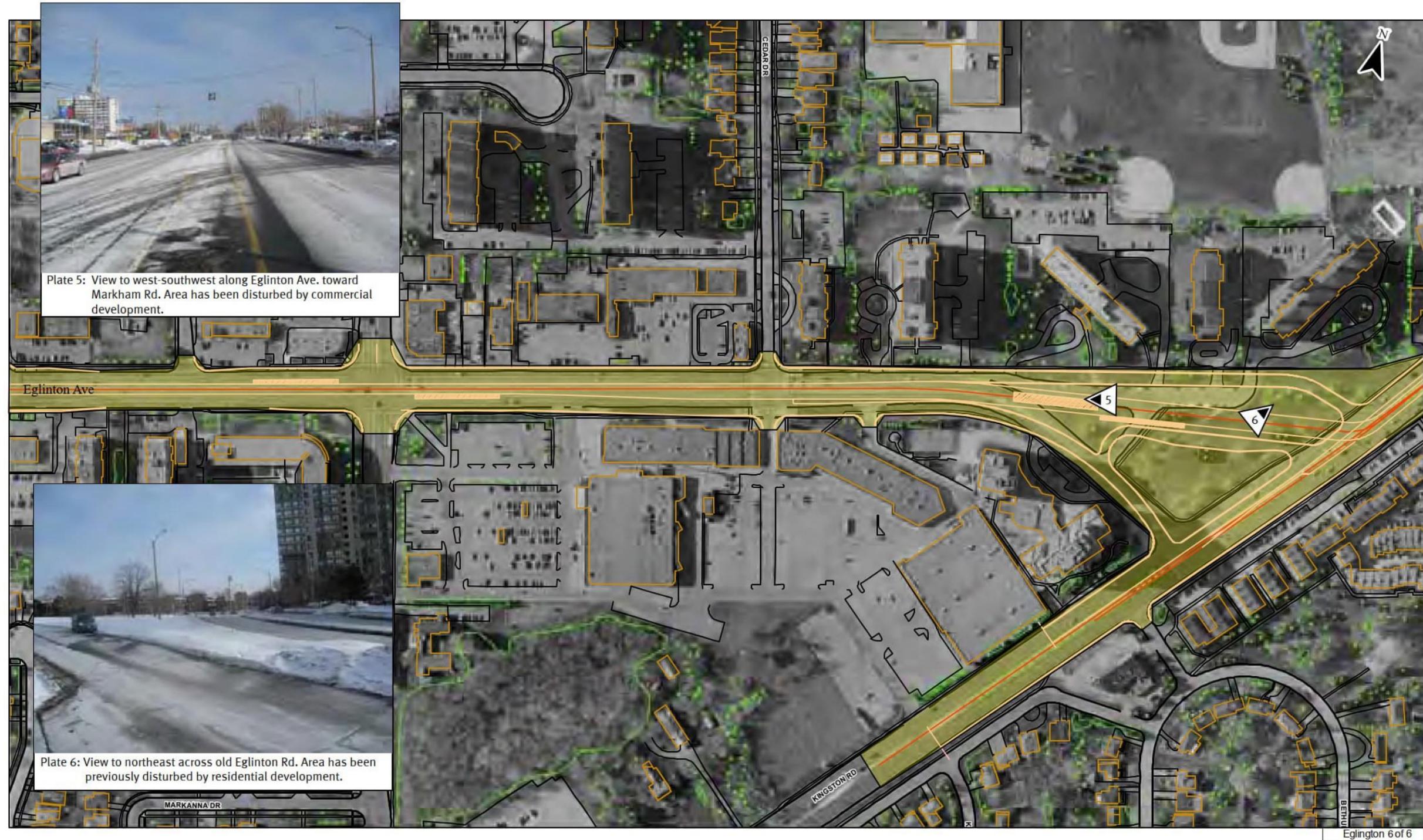


Plate 5: View to west-southwest along Eglinton Ave. toward Markham Rd. Area has been disturbed by commercial development.

Plate 6: View to northeast across old Eglinton Rd. Area has been previously disturbed by residential development.

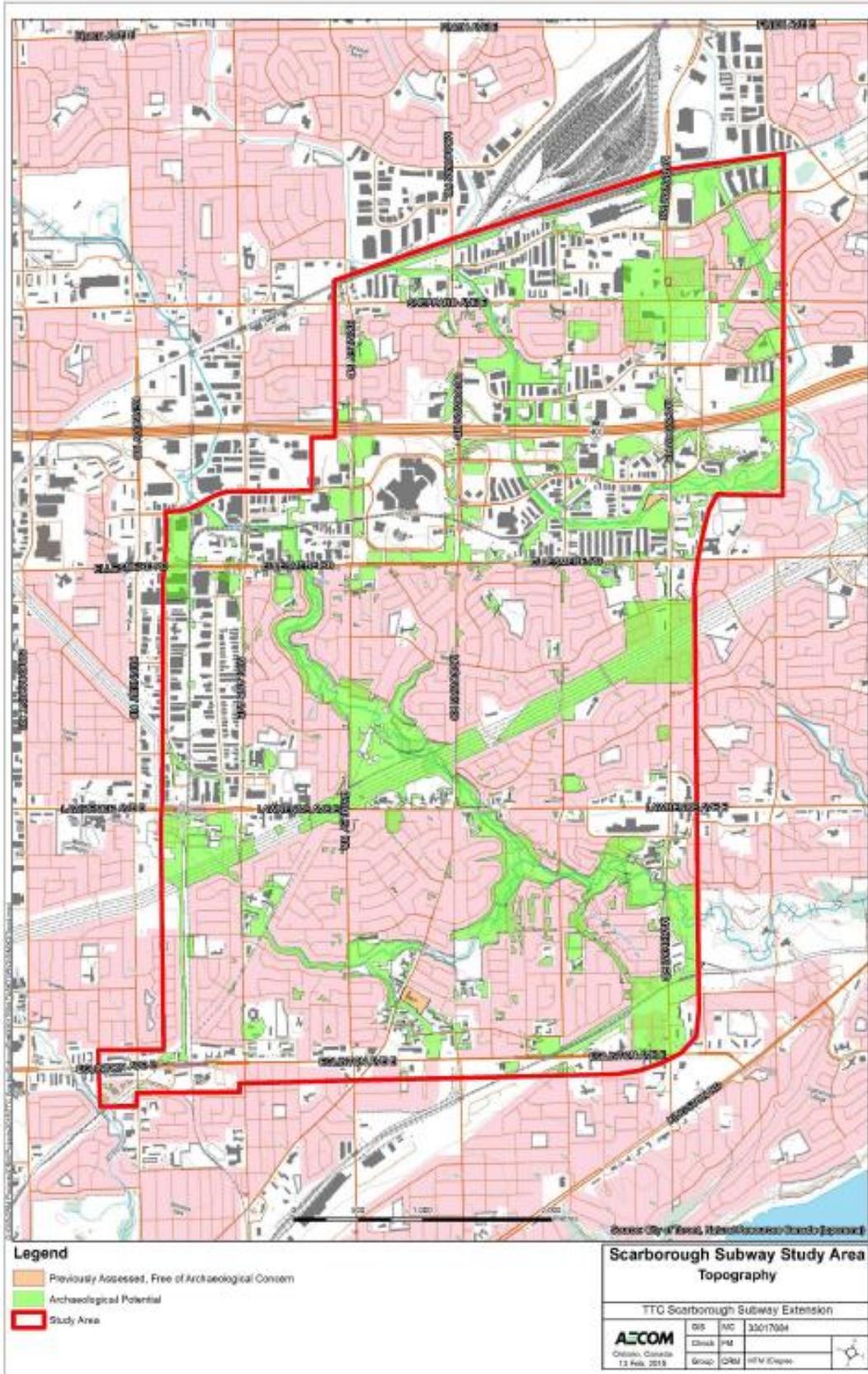
Eglinton 6 of 6



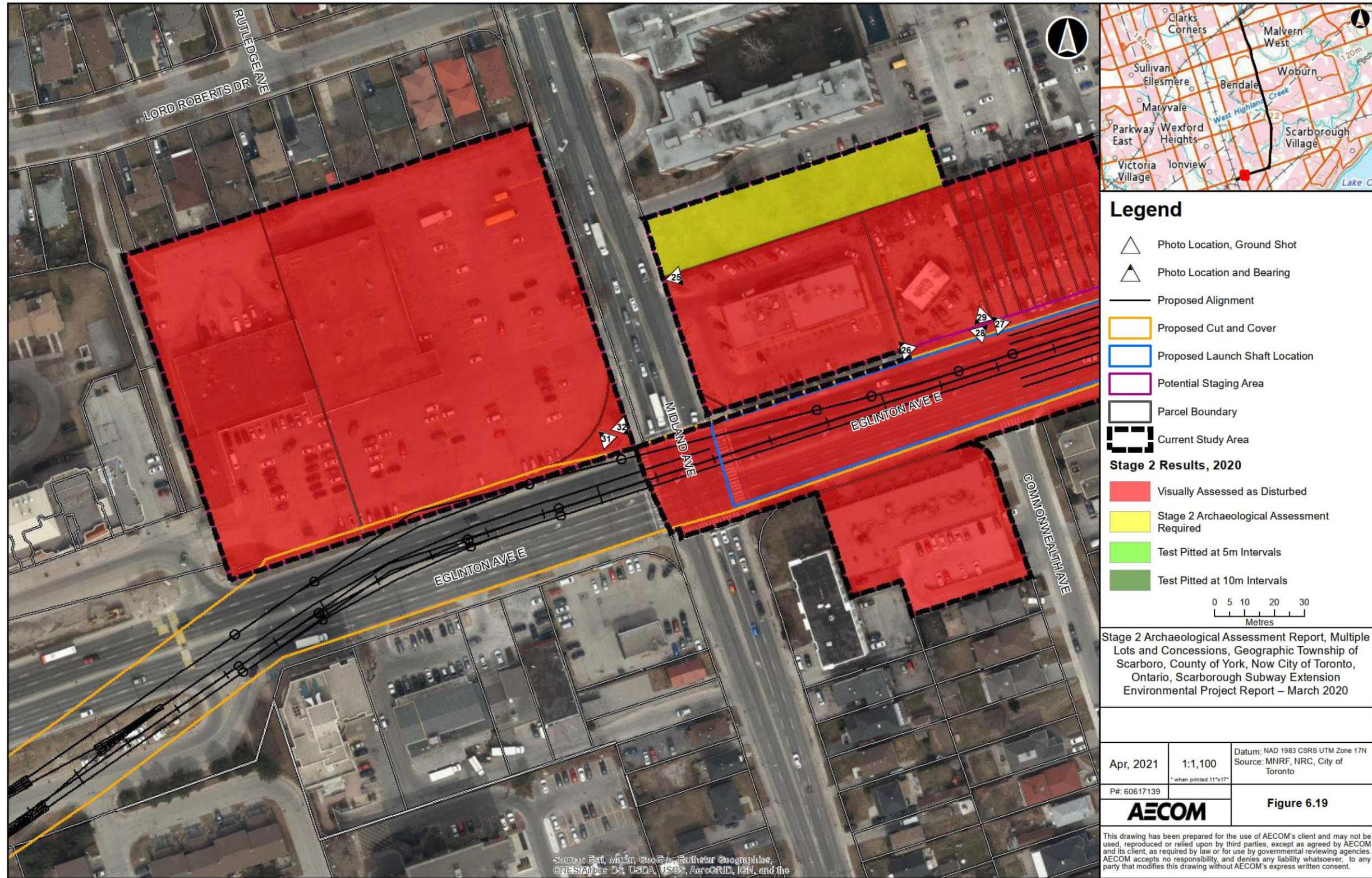
- Existing Roads and Sidewalks
- Existing Buildings
- Proposed Roads, Rails, and Platforms
- LRT Alignment
- Water
- Vegetation
- Archaeological Potential
- No Potential: disturbed
- ▲ Photo location & direction

0 50 100 150	
Metres	
DATE: Dec 3rd 2008	FILE: AREA 103 104 ScarMalv Eglinton

Map 4: ASI (2009) Stage I Archaeological Assessment – Scarborough-Malvern Transit Corridor

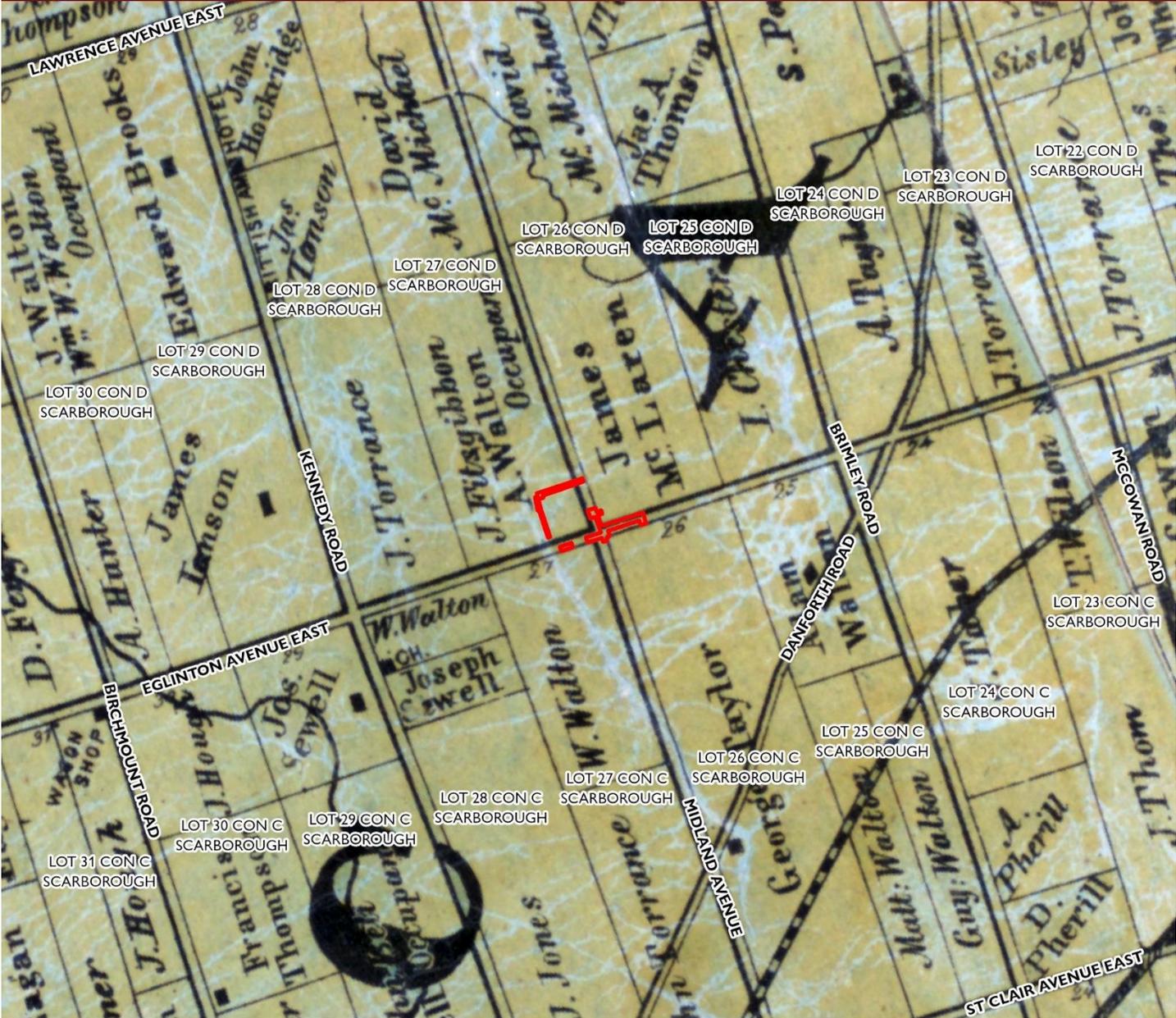


Map 5: AECOM (2017) Stage I Archaeological Assessment – Scarborough Subway Extension



Map 6: AECOM (2018) Stage 2 Archaeological Assessment – Scarborough Subway Extension

1860 HISTORIC MAP
 TREMAINE'S MAP OF YORK COUNTY, CANADA WEST



1,000 m

Prepared by DG 2022-04-13

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Project Area

Map 7: Location of the Project Area Shown on the 1860 Tremaine Map



1878 HISTORIC MAP

ILLUSTRATED HISTORICAL ATLAS OF THE COUNTY OF YORK



1,000 m

Prepared by DG 2022-04-13

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 Project Area

Map 8: Location of the Project Area Shown on the 1878 Historic Atlas Map



75 m

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 Project Area

Map 9: Location of the Project Area Shown on 1950 Historic Aerial



75 m

Prepared by DG 2022-04-13

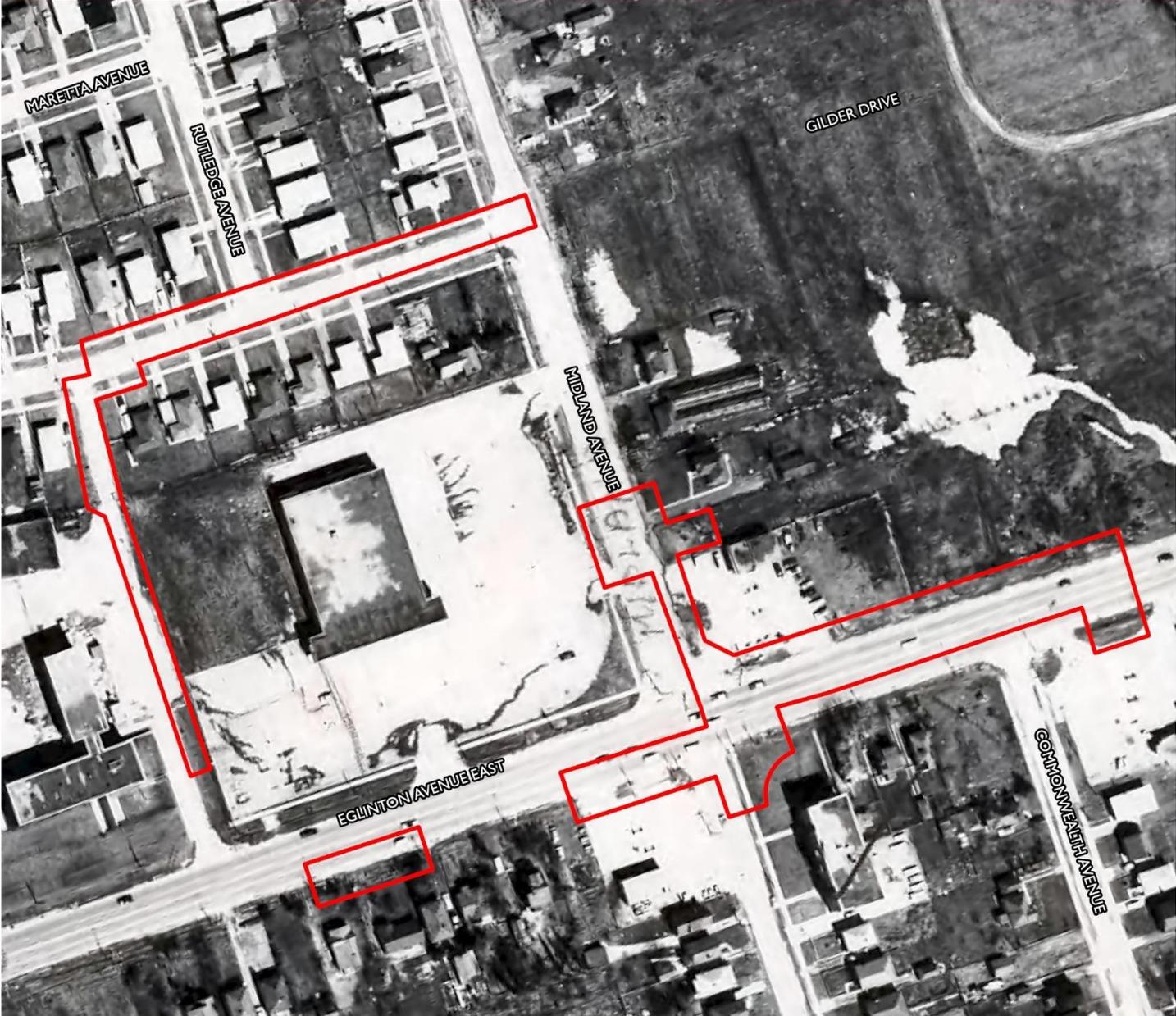
Contains information licenced under the Open
Government Licence - Canada and the Open Government
Licence - Ontario

Project Area

Map 10: Location of the Project Area Shown on 1956 Historic Aerial



AERIAL PHOTOGRAPHY
City of Toronto Orthophotography (1970)



75 m

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Licence - Ontario

 Project Area

Map 11: Location of the Project Area Shown on 1960 Historic Aerial



75 m

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Licence - Ontario

 Project Area

Map 12: Location of the Project Area Shown on 1970 Historic Aerial



75 m

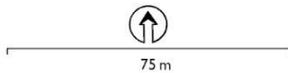
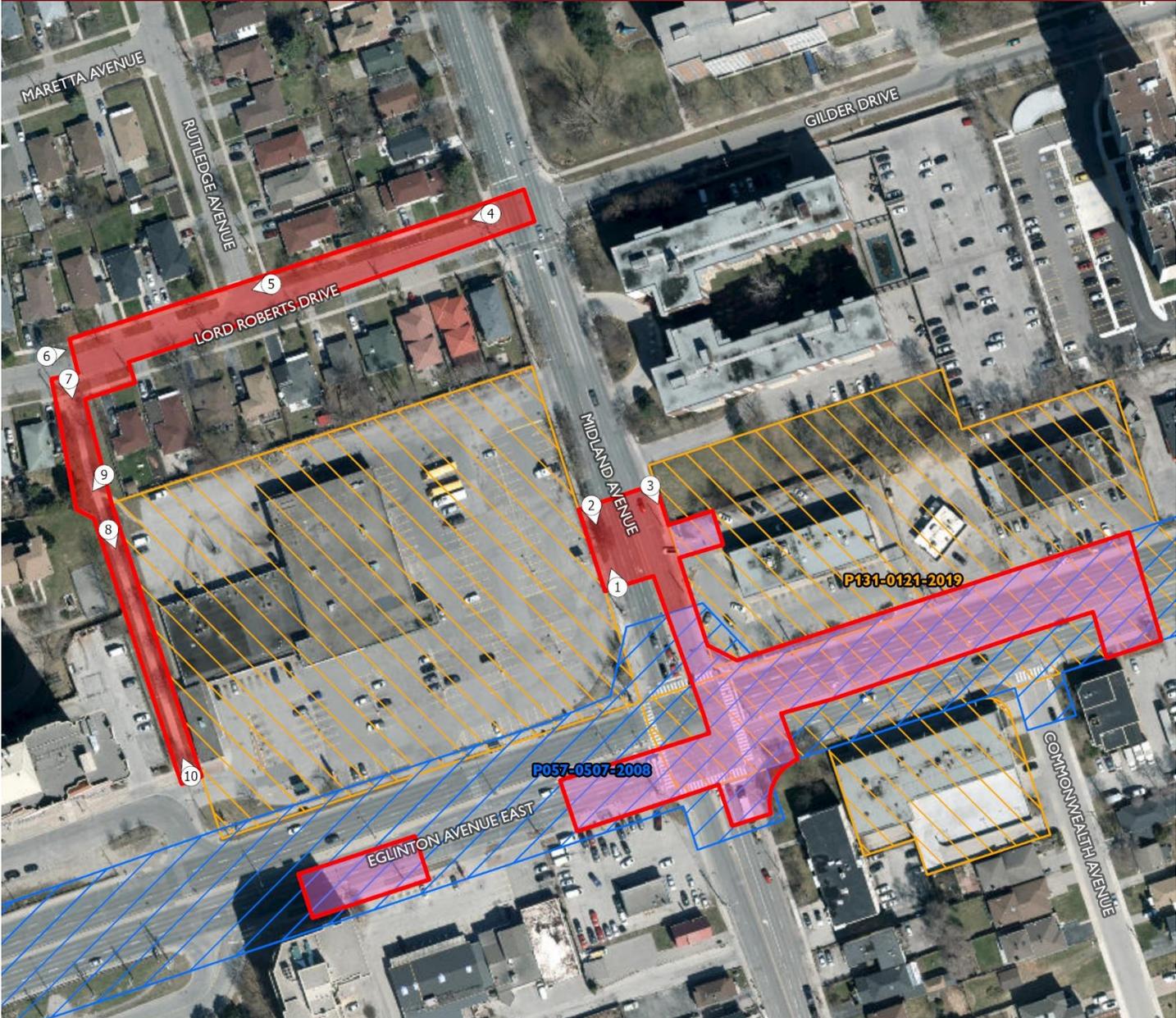
Prepared by DG 2022-04-13

Contains information licenced under the Open
Government Licence - Canada and the Open Government
Licence - Ontario

 Project Area

Map 13: Location of the Project Area Shown on 1983 Historic Aerial

DILLON-ENBRIDGE SCARBOROUGH SUBWAY EXTENSION - KENNEDY STATION RELOCATION PROJECT
STAGE 1 RESULTS



Prepared by DG 2022-04-13
 Contains information licenced under the Open
 Government Licence - Canada and the Open Government
 Licence - Ontario. Imagery Source: ESRI Basemap (2018)

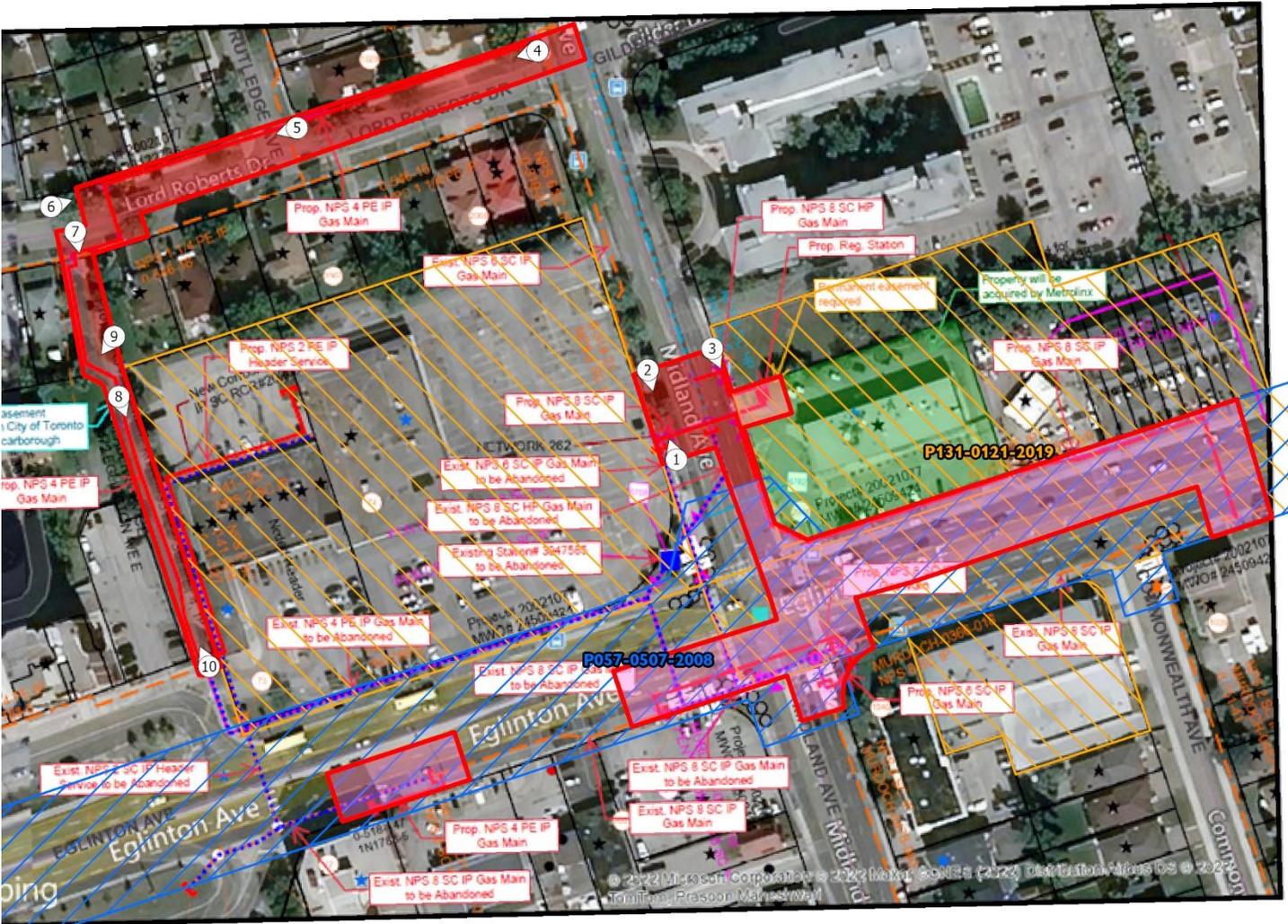
- Project Area
- ◊ Report Photo
- PREVIOUSLY ASSESSED**
- P057-0507-2008
- P131-0121-2019

- STAGE 1 ASSESSMENT RESULTS**
- Previously Assessed (No Further Work Required)
 - Areas of Low Archaeological Potential
No Further Work Required
 - Disturbed (Pathway, Road, Utilities)

Map 14: Stage I Assessment Results



**DILLON-ENBRIDGE SCARBOROUGH SUBWAY EXTENSION - KENNEDY STATION RELOCATION PROJECT
STAGE 1 RESULTS**



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- Project Area
- Report Photo
- PREVIOUSLY ASSESSED**
- P057-0507-2008
- P131-0121-2019

- STAGE 1 ASSESSMENT RESULTS**
- Previously Assessed (No Further Work Required)
 - Areas of Low Archaeological Potential
No Further Work Required
 - Disturbed (Pathway, Road, Utilities)

Map 15: Stage I Assessment Results on Proponent Map

Appendix B

Cultural Heritage Assessment Report

**Scarborough Subway Extension –
Kennedy Station Relocation Project
Former Geographic Township of Scarborough
County of York,
Now the City of Toronto, Ontario**

Cultural Heritage Screening – Technical Memorandum

Prepared for:

Dillon Consulting Limited
130 Dufferin Avenue, Suite 1400
London, ON N6A 5R2

and

Enbridge Gas Inc.
500 Consumers Road
North York, ON M2J 1P8

Prepared by:

TMHC Inc.
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Unit 105
London, ON N5W 3A7
519-641-7222

tmhc.ca



Project No: 2022-055

Revised Draft: May 2, 2022



PROJECT PERSONNEL

Principal	Matthew Beaudoin, Ph.D.
Senior Review	Joshua Dent, Ph.D., CAHP
Project Manager	Joan Crosbie, M.A.
Cultural Heritage Specialist	Hayden Bulbrook, M.A.
Project Administrator	Kellie Theaker, CHRP
GIS Mapping	John Moody, Ph.D. Andrew Turner, B.A.

ACKNOWLEDGEMENTS

Ontario Heritage Trust	Krystal Power
Ministry of Heritage, Sport, Tourism and Culture Industries	Karla Barboza
City of Toronto	Tamara Anson-Cartwright



TERRITORIAL ACKNOWLEDGEMENT

The Study Area is located on the traditional and treaty territories of the Michi Saagiig Anishinaabe (conventionally referred to as the Williams Treaties First Nations communities), the Mississaugas of the Credit First Nation, the Haudenosaunee (Ho-den-no-show-nee), and the Huron-Wendat Nation, on lands connected with the Williams Treaties of 1923 and the Dish with One Spoon Covenant Wampum. This land continues to be home to diverse Indigenous peoples (e.g., First Nations, Métis and Inuit) whom we recognize as contemporary stewards of the land and vital contributors of our society.



ABOUT TMHC

Established in 2003, with a head office in London, Ontario, TMHC provides a broad range of archaeological assessment, heritage planning, and consultation services throughout the Province of Ontario, founded on over forty years of progressive and responsible experience. We provide consulting services for Indigenous communities, municipal heritage planning and training, public outreach and educational programs, and have established specialties in community engagement, cemetery investigations, faunal analysis and ground penetrating radar surveys. Since TMHC's inception, we have evolved with the needs of our clients, the demands of the regulatory environment, and the growth in the industry.

Since 2004, TMHC has held retainers with Infrastructure Ontario (formerly the Ontario Realty Corporation), Hydro One, the Ministry of Transportation (Southwest and Central regions), Metrolinx, the Niagara Parks Commission, and the City of Hamilton. In 2013, TMHC earned the Ontario Archaeological Society's award for Excellence in Cultural Resource Management.

KEY STAFF BIOS

Matthew Beaudoin, PhD., Principal

Matthew Beaudoin received a Ph.D. in Anthropology from Western University in 2013 and became a Principal at TMHC in 2019. During his archaeological career, Matthew has conducted extensive field research and artifact analysis on Indigenous and Settler sites from Labrador and Ontario. In addition, Matthew has also conducted ethnographic projects in Labrador. Since joining TMHC in 2008, Matthew has been involved with several notable projects, such as the Imperial Oil's Waterdown to Finch Project, the Camp Ipperwash Project, and the Scugog Island Natural Gas Pipeline Project.

Matthew is an active member of the Canadian Archaeological Association, the Ontario Archaeological Association, the Ontario Historical Society, the World Archaeology Congress, the Council for Northeastern Historical Archaeology, the Society for American Archaeology, and the Society for Historical Archaeology.

Joshua Dent, PhD., CAHP, Manager – Community Engagement and Heritage Division

Joshua (Josh) Dent received a Ph.D. in Anthropology from Western University under a Joseph-Bombardier CGS Scholarship in 2016, and specializes in heritage resource management, archival research and heritage regulations. Since relocating to London, Ontario after experience conducting built heritage assessments in Western Canada, Josh has participated in both the not-for-profit advocacy for and municipal oversight of built heritage resources and cultural landscapes. His role as a resource member of the London Advisory Committee on Heritage (LACH) provided significant insight into municipal heritage review processes and the composition of successful built heritage assessments and research. With TMHC, he has participated in the background research for and field assessment of cultural heritage assessment projects across Southwestern Ontario. With extensive field and archival research experience and a broad personal network of urban planners, historians and institutions, Josh is well-equipped to produce comprehensive land-use histories and field assessments.



Joan Crosbie, M.A., Manager – Cultural Heritage Division

Joan has extensive cultural heritage management experience in both the private and public sectors with a strong background in preservation services, built and landscape heritage assessment, archival/historical research, and Museums services. She earned her MA in Architectural History from York University. In her role in Preservation Services with the Toronto Historical Board (City of Toronto), Joan was part of a small team of professionals who advised City Council on a broad range of heritage preservation and planning matters. Later, as Curator of Casa Loma, she gained extensive experience as part of the Senior Management team and honed her skills in cultural and community engagement. She was a key staff liaison with the restoration architects and skilled trades as the Casa Loma Estate underwent a major exterior restoration program. More recently, as Manager of Culture and Community Services, Town of Whitchurch-Stouffville, Joan managed the Heritage and Museums services portfolios and has widened her experience in cultural planning to include the adaptive reuse of heritage buildings and historic main street revitalization.

She has published articles on architecture and architectural preservation for a wide range of organizations, including the Canadian Society for Industrial Heritage, the City of Toronto and the Society for the Study of Architecture in Canada.



STATEMENT OF QUALIFICATIONS AND LIMITATIONS

The attached Memo (the “Memo”) has been prepared by TMHC Inc. (TMHC) for the benefit of the Client (the “Client”) in accordance with the agreement between TMHC and the Client, including the scope of work detailed therein (the “Agreement”).

The information, data, recommendations and conclusions contained in the Memo (collectively, the “Information”):

- is subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Memo (the “Limitations”);
- represents TMHC’s professional judgment in light of the limitation and industry standards for the preparation of similar reports;
- may be based on information provided to TMHC which has not been independently verified;
- has not been updated since the date of issuance of the Memo and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of context;
- was prepared for the specific purposes described in the Memo and the Agreement.

TMHC shall be entitled to rely upon the accuracy and completeness of information that was provided to it and has no obligation to update such information. TMHC accepts no responsibility for any events or circumstances that may have occurred since the date on which the Memo was prepared and, in the case of subsurface, environmental or geotechnical conditions, is not responsible for any variability in such conditions, geographically or over time.

TMHC agrees that the Memo represents its professional judgement as described above and that the Information has been prepared for the specific purpose and use described in the Memo and the Agreement, but TMHC makes no other representations, or any guarantees or warranties whatsoever, whether express or implied, with respect to the Memo, the Information or any part thereof.

Except (1) as agreed to in writing by TMHC and Client; (2) as required by-law; or (3) to the extent used by governmental reviewing agencies for the purpose of obtaining permits or approvals, the Memo and the Information may be used and relied upon only by Client.

TMHC accepts no responsibility, and denies any liability whatsoever, to parties other than Client who may obtain access to the Memo or the Information for any injury, loss or damage suffered by such parties arising from their use of, reliance upon, or decisions or actions based on the Memo or any of the Information (“improper use of the Memo”), except to the extent those parties have obtained the prior written consent of TMHC to use and rely upon the Memo and the Information. Any injury, loss or damages arising from improper use of the Memo shall be borne by the party making such use.

This Statement of Qualifications and Limitations is attached to and forms part of the Memo and any use of the Memo is subject to the terms hereof.



QUALITY INFORMATION

Report prepared by: _____
Hayden Bulbrook, M.A.
Cultural Heritage Specialist

Report reviewed by: _____
Joshua Dent, Ph.D., CAHP
Senior Review

Report reviewed by: _____
Matthew Beaudoin, Ph.D.
Principal



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I BACKGROUND AND OVERVIEW

I.1 Memo Purpose and Scope

In the winter of 2022, TMHC Inc. (TMHC) was contracted by Dillon Consulting Limited on behalf of Enbridge Gas Inc. (Enbridge) to produce a Cultural Heritage Screening and Technical Memorandum for the Scarborough Subway Extension – Kennedy Station Relocation Project, in the City of Toronto, Ontario (the Project). The Project is required in order to reconfigure the natural gas supply in the surrounding area to accommodate construction of the Metrolinx Scarborough Subway Extension Transit Project while maintaining the existing service to Enbridge customers in the City of Toronto.

The Project has six infrastructure components requiring relocation which comprise the Preliminary Preferred Route and these are:

- 1) Approximately 330 m of up to Nominal Pipe Size (“NPS”) 8-inch diameter natural gas pipeline relocation at Eglinton Avenue East and Midland Avenue in the City of Toronto;
- 2) Approximately 16 m of up to NPS 6-inch diameter natural gas pipeline relocation at Eglinton Avenue East and Midland Avenue in the City of Toronto;
- 3) Approximately 25 m of up to NPS 4-inch diameter natural gas pipeline relocation at Eglinton Avenue East and Midland Avenue in the City of Toronto;
- 4) District Regulator Station to be relocated onto Metrolinx private property easement;
- 5) Approximately 310 m of NPS 4-inch diameter natural gas pipeline relocation at Lord Roberts Drive and Midland Avenue in the City of Toronto; and
- 6) Approximately 120 m of up to NPS 2-inch diameter natural gas pipeline header relocation at 2480 Eglinton Avenue East.

There are no alternatives identified for any of the infrastructure components.

The Study Area consists of the municipal right-of-ways (ROWs) of Eglinton Avenue East, Midland Avenue, Lord Roberts Drive, a municipal footpath between Lord Roberts Drive and Eglinton Avenue East, and a small piece of Metrolinx private property east of Midland Avenue. It lies within Part of Lots 26 and 27, Concession D in the former Geographic Township of Scarborough, York County, now City of Toronto, Ontario

This screening fulfills part of the Ontario Energy Board’s (OEB) *Environmental Guidelines for the Location, Construction and Operation for Hydrocarbon Pipelines and Facilities in Ontario*, 7th ed. 2016 requirement for consideration of the cultural environment by:

- I. Completing a cultural heritage screening that encompasses all properties within the Study Area based on the Ministry of Heritage, Sport, Tourism and Culture Industries’ (MHSTCI) *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes*.



1.2 Historical Context

1.2.1 Treaty History

The former Scarborough Township encompassing the Study Area lies at the intersection of a complex history of treaties. The earliest includes the area as part of the far-reaching Five Nations Beaver Hunting Grounds of the 1701 Fort Albany/Nanfan Treaty/Deed between the Haudenosaunee Confederacy and the British Crown.¹ In 1787-88, the Johnson-Butler Purchases sought to acquire the territory now occupied by the Mississauga nations along the north shore of Lake Ontario and further inland. Also known as the Gunshot Treaty, these purchases proved difficult to uphold due to unclear records and poorly defined boundaries.² It was not until the Williams Treaties of 1923 that the majority of the outstanding claims were settled with the Anishinaabe nations now affiliated with that treaty- the Williams Treaties Nations of Mississaugas of Alderville First Nation, Curve Lake First Nation, Hiawatha First Nation, Scugog Island First Nation and the Chippewas of Beausoleil First Nation, Georgina Island First Nation, and the Rama First Nation.³

One Mississauga nation which did not participate in the Williams Treaties negotiations, particularly as it related to the former Gunshot Treaty lands, was the Mississaugas of the Credit First Nation (MCFN) of the neighbouring Toronto Purchase (1805). In 2015, MCFN filed the Rouge River Valley Tract Claim asserting unextinguished title over the areas around Markham and Scarborough.⁴

In 2018, Canada, Ontario, and the Williams Treaties First Nations ratified the Williams Treaties First Nations Settlement Agreement, which confirmed that the Crown did not act honourably when making and implementing the Williams Treaties.⁵ The negotiated settlement agreement recognizes pre-existing treaty harvesting rights for First Nations members in certain treaty areas, provides for the acquisition of additional reserve lands, includes financial compensation, and resulted in both federal and provincial apologies for the negative impacts of the Williams Treaties on First Nations.

1.2.2 Nineteenth-Century and Municipal Settlement

The Study Area falls within parts of Lots 26 and 27, Concession D, County of York. Though the area has now been incorporated as the City of Toronto, it was originally part of the Geographic Township of Scarborough.

York County was created in 1792, as part of the Home District of Upper Canada. It was created to provide a territorial unit for the militia and as an electoral division. The county was originally divided up by John Graves Simcoe and included frontage on Lake Ontario from the mouth of the Etobicoke River on the west to that of the Rouge on the east and extended as far north as Lake Simcoe.⁶

When surveyed by Augustus Jones in 1793, the Township of Scarborough was named Glasgow.⁷ The Canada Company purchased several hundred acres, the Legislature was granted 384 acres, and King's College purchased approximately 2000 acres. Some of the early settlers were United Empire Loyalists. In the early 1800s the Township consisted mostly of scattered villages. The Township of Scarborough was declared a

¹ Six Nations of the Grand River n.d

² Surtees 1984

³ Surtees 1986

⁴ Mississaugas of the New Credit First Nation 2015

⁵ Canada 2018

⁶ Mitchell 1950:1

⁷ Boyle 1896:26



borough when it joined the Municipality of Metropolitan Toronto (now the City of Toronto) in 1954. It was declared a city in 1983, due to its rapid growth and large population size.

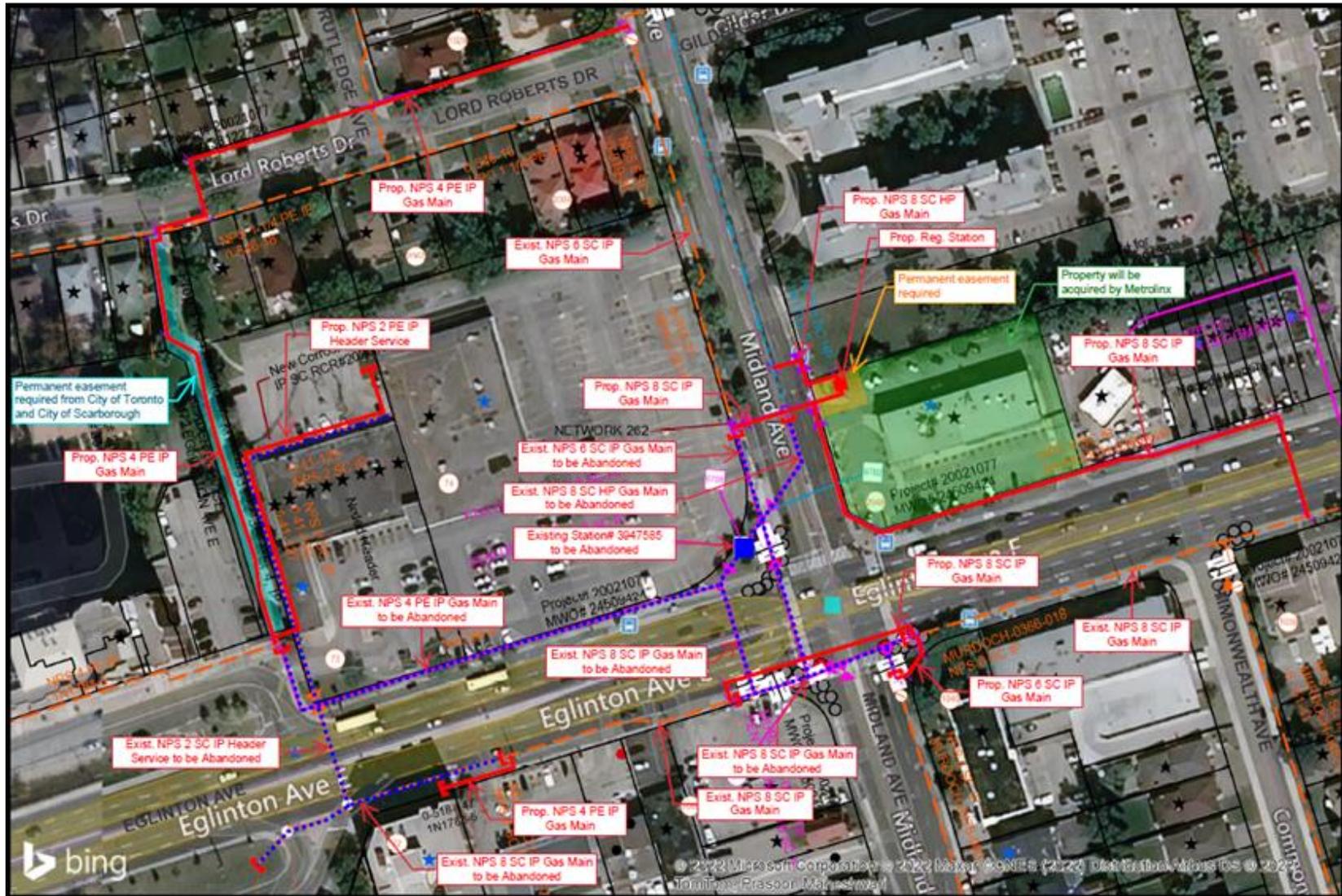
1.3 Methodology

This screening was prepared in accordance with the MHSTCI *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes*. A completed MHSTCI checklist can be found in Appendix A. The Study Area encompasses a rough set of line picks with a 50 m buffer to account for indirect impacts to potential heritage properties.

A site visit to the Study Area was not conducted as part of this work.

1.4 Client Contact Information

Adele Mochrie
Dillon Consulting Limited
130 Dufferin Avenue, Suite 1400
London, ON, N6A 5R2
amochrie@dillon.ca



Map I: Proponent Map



2 CULTURAL HERITAGE SCREENING

The following cultural heritage screening considers potential heritage concerns for the preliminary preferred route of the Scarborough Subway Extension – Kennedy Station Relocation Project.

2.1 Preliminary Preferred Route

The Preliminary Preferred Route consists of the municipal ROWs of Eglinton Avenue East, Midland Avenue, Lord Roberts Drive, a municipal footpath between Lord Roberts Drive and Eglinton Avenue East, and a small piece of Metrolinx private property east of Midland Avenue.

The Preliminary Preferred Route runs in proximity to approximately 41 properties within 50 m of the preferred route, 34 of which contain structures that have been identified as 40 or more years old. Of these, 11 properties identified as 40 or more years old were included in a previous 2020 study (See Appendix B).⁸ Accordingly, 23 remaining properties are located within 50 m of the preferred route that have not been previously considered and may require heritage mitigation strategies. These properties were identified:

- on the south side of Eglinton Avenue East, to the west of Midland Avenue;
- along Midland Avenue, south and north of Eglinton Avenue East; and
- properties along Lord Roberts Drive and Rutledge Avenue to the west and north of the previously studied properties on Lord Roberts Drive.

There are no federally designated heritage properties within 50 m of this Study Area, nor are there any properties designated or listed on the online City of Toronto Heritage Register. To date, no correspondence has been received from the City of Toronto. To date, no properties have been designated according to the MHSTCI and they are not aware of any provincial heritage properties within or adjacent to the Study Area. At the time of the writing of this memo, no correspondence has been received from the OHT; however, a review of accessible OHT databases did not reveal any potential heritage concerns. No cemeteries or properties/landscapes of heritage interest were identified during this high-level review.

Table 1: Identified Heritage Properties Within 50 m of Preferred Preliminary Route

Federally Designated Heritage Properties		
none		
Toronto Heritage Register – Designated Properties		
none		
Toronto Heritage Register – Listed Properties		
none		

2.2 Screening Recommendations

This cultural heritage screening has identified potential heritage properties in the Preliminary Preferred Route. While all work is scheduled to take place within the municipal ROWs, the Study Area encompasses a 50 m

⁸ AECOM 2020. See Figure 2-7: SSE EPR Addendum Study Area. Parcels that were fully enclosed by the Cultural Heritage Assessment Study Area were considered inclusive of this study. It should be noted that some properties contain multiple addresses.



buffer to account for indirect impacts to potential heritage properties, consistent with MHSTCI expectations for projects of this type.

The completion of a cultural heritage assessment report (CHAR) is recommended for identified properties along the selected route, once it has been formalized. Correspondence with MHSTCI indicates the CHAR will have to encompass both previously assessed and newly identified properties, however previous studies can inform subsequent assessments. The CHAR will further evaluate these potential heritage resources and, if necessary, conduct a preliminary heritage impact assessment.



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APPENDIX A: MHSTCI SCREENING CHECKLIST



Ministry of Tourism,
Culture and Sport

Programs & Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7

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

Scarborough Subway Extension - Kennedy Station Relocation Project

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

Scarborough, City of Toronto, ON

Proponent Name

Dillon Consulting Limited on behalf of Enbridge Gas Inc.

Proponent Contact Information

Adele Mochrie, amochrie@dillon.ca

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 not 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:		
<ul style="list-style-type: none"> • 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:		
<ul style="list-style-type: none"> • submitted as part of a report requirement • maintained by the property owner, proponent or approval authority 		
If No , continue to Question 3.		

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

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

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

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

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

If No, continue to Question 4.



Part B: Screening for Potential Cultural Heritage Value

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

Part C: Other Considerations

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

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

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

- a Cultural Heritage Evaluation Report (CHER)

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

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

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

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

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

The summary and appropriate documentation may be:

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



Instructions

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

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

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

In this context, the following definitions apply:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Individual Designation – Part IV

A property that is designated:

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

Heritage Conservation District – Part V

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

For more information on Parts IV and V, contact:

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

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)

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

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.

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

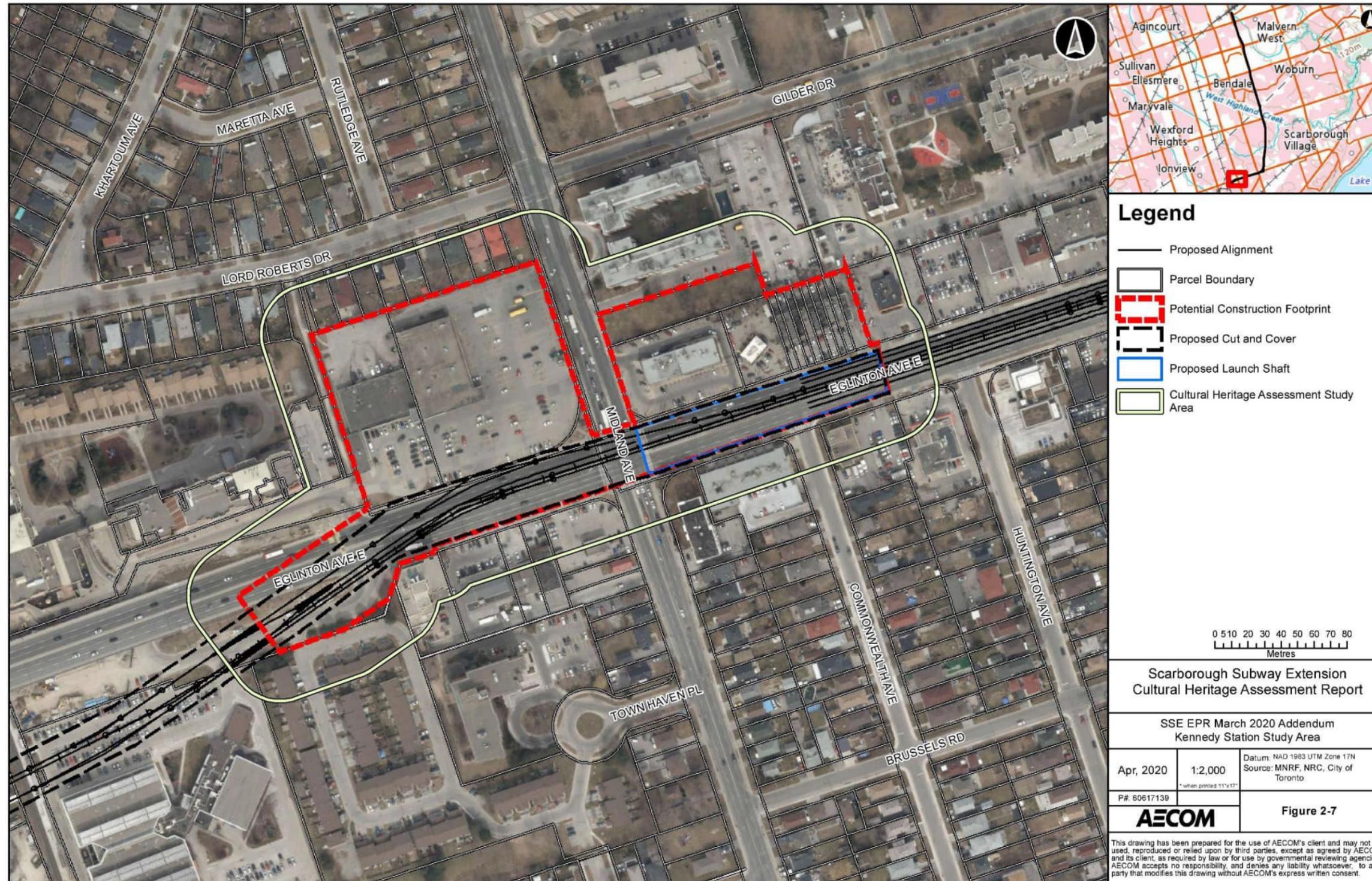
Information specific to trails may be obtained through Ontario Trails.



APPENDIX B: METROLINX CULTURAL HERITAGE REPORT, 2020 – FIGURE 2-7

Metrolinx
 Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment
 Scarborough Subway Extension Environmental Project Report – 2020 Addendum

Figure 2-7: SSE EPR Addendum Study Area



**Cultural Heritage Assessment Report
Scarborough Subway Extension – Kennedy Station Relocation Project
Former Geographic Township of Scarborough
County of York,
Now the City of Toronto, Ontario**

Prepared for:

Dillon Consulting Limited
130 Dufferin Avenue, Suite 1400
London, ON N6A 5R2

and

Enbridge Gas Inc.
500 Consumers Road
North York, ON M2J 1P8

Prepared by:

TMHC Inc.
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519-641-7222
tmhc.ca



Project No: 2022-055

Revised Draft: June 10, 2022



EXECUTIVE SUMMARY

Dillon Consulting Limited (Dillon), on behalf of Enbridge Gas Inc. (Enbridge), has engaged TMHC Inc. (TMHC) to produce a Cultural Heritage Assessment Report (CHAR) for the Scarborough Subway Extension – Kennedy Station Relocation Project in the City of Toronto, Ontario (the Project). The CHAR is required as part of the environmental study process initiated for the reconfiguration of the natural gas supply to the Study Area to accommodate the construction of the Metrolinx Scarborough Subway Extension Transit Project. The Project has six infrastructure components requiring relocation which compromise the Preferred Route. These are:

- Approximately 330 m of up to Nominal Pipe Size (“NPS”) 8-inch diameter natural gas pipeline relocation at Eglinton Avenue East & Midland Avenue;
- Approximately 16 m of up to NPS 6-inch diameter natural gas pipeline relocation at Eglinton Avenue East & Midland Avenue;
- Approximately 25 m of up to NPS 4-inch diameter natural gas pipeline relocation at Eglinton Avenue East & Midland Avenue;
- District Regulator Station to be relocated onto Metrolinx private property easement;
- Approximately 310 m of NPS 4-inch diameter natural gas pipeline relocation at Lord Roberts Drive & Midland Avenue; and
- Approximately 120 m of up to NPS 2-inch diameter natural gas pipeline header relocation at 2480 Eglinton Avenue East.

Under the Ontario Energy Board’s (OEB) *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario*, where a project may affect known or potential resources, further study must be undertaken. This CHAR fulfills the OEB requirement for further study by:

1. Completing a Cultural Heritage Screening that encompasses all properties within the Study Area based on the Ministry of Heritage, Sport, Tourism and Culture Industries’ (MHSTCI) *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes*, and Section 4.3.4 of the OEB Environmental Guidelines;
2. Completing a preliminary Cultural Heritage Evaluation against the criteria set out by the *Ontario Heritage Act (OHA)*’s O.Reg. 9/06 of all subject properties identified as having potential by the cultural heritage screening; and
3. Completing a preliminary Heritage Impact Assessment (HIA) of all subject properties identified as having cultural heritage value or interest (CHVI) in the Cultural Heritage Evaluation. The HIA follows the general format set out in the MHSTCI’s *InfoSheet #5: Heritage Impact Assessments and Conservation Plans*, which is included in the resource *Heritage Resources in the Land Use Planning Process within the Ontario Heritage Toolkit*.

The Study Area consists of the municipal rights-of-ways (ROWs) of Eglinton Avenue East, Midland Avenue, Lord Roberts Drive, a municipal footpath and a small piece of Metrolinx private property east of Midland Avenue. It lies within part of Lots 26 and 27, Concession D in the former Geographic Township of Scarborough, York County, now City of Toronto, Ontario. There are no federally designated heritage properties within the Study Area, nor are there any properties designated or listed on the online City of Toronto Heritage Register.



The cultural heritage screening determined that of the 70 properties in the Study Area, 58 met one or more of the screening criteria. Of the 58 properties reviewed, none were found to have potential or confirmed CHVI based on the application of *OHA O.Reg. 9/06* criteria.

As no properties within the Study Area have been identified as having potential cultural heritage value or interest, an assessment of potential impacts and associated mitigations is not applicable. There are no anticipated direct or indirect impacts to potential cultural heritage resources or other cultural heritage concerns within the Study Area. If the proposed development's project area changes in a manner that could directly or indirectly impact properties not considered by this CHAR, an addendum to this report considering those properties would be required.



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PROJECT PERSONNEL

Principal	Matthew Beaudoin, Ph.D.
Senior Review	Joshua Dent, Ph.D., CAHP
Project Manager	Joan Crosbie, M.A.
Cultural Heritage Specialists	Elise Geschiere, M.Sc. Hayden Bulbrook, M.A.
Project Administrator	Kellie Theaker, CHRP
Health and Safety Coordinator	Wendi Jakob, C. Tech, CAPM
GIS Mapping	Andrew Turner, B.A.

ACKNOWLEDGEMENTS

Ministry of Heritage, Sport, Tourism and Culture Industries	Karla Barboza
Ontario Heritage Trust	Krystal Power
City of Toronto	Tamara Anson-Cartwright



TERRITORIAL ACKNOWLEDGEMENT

The Study Area is located on the traditional and treaty territories of the Michi Saagiig Anishinaabe (conventionally referred to as the Williams Treaties First Nations communities), the Mississaugas of the Credit First Nation, the Haudenosaunee (Ho-den-no-show-nee), and the Huron-Wendat Nation, on lands connected with the Williams Treaties of 1923 and the Dish with One Spoon Covenant Wampum. This land continues to be home to diverse Indigenous peoples (e.g., First Nations and Métis) whom we recognize as contemporary stewards of the land and vital contributors to our society.



ABOUT TMHC

Established in 2003 with a head office in London, Ontario, TMHC Inc. (TMHC) provides a broad range of archaeological assessment, heritage planning and interpretation, cemetery, and community consultation services throughout the Province of Ontario. We specialize in providing heritage solutions that suit the past and present for a range of clients and intended audiences, while meeting the demands of the regulatory environment. Over the past two decades, TMHC has grown to become one of the largest privately-owned heritage consulting firms in Ontario and is today the largest predominately woman-owned Cultural Resource Management (CRM) business in Canada.

Since 2004, TMHC has held retainers with Infrastructure Ontario, Hydro One, the Ministry of Transportation, Metrolinx, the City of Hamilton, and Niagara Parks Commission. In 2013, TMHC earned the Ontario Archaeological Society's award for Excellence in CRM. Our seasoned expertise and practical approach have allowed us to manage a wide variety of large, complex, and highly sensitive projects to successful completion. Through this work, we have gained corporate experience in helping our clients work through difficult issues to achieve resolution.

TMHC is skilled at meeting established deadlines and budgets, maintaining a healthy and safe work environment, and carrying out quality heritage activities to ensure that all projects are completed diligently and safely. Additionally, we have developed long-standing relationships of trust with Indigenous and descendent communities across Ontario and a good understanding of community interests and concerns in heritage matters, which assists in successful project completion.

TMHC is a Living Wage certified employer with the [Ontario Living Wage Network](#) and a member of the [Canadian Federation for Independent Business](#).

KEY STAFF BIOS

Matthew Beaudoin, PhD. Principal, Manager – Archaeological Assessments

Matthew Beaudoin received a Ph.D. in Anthropology from Western University in 2013 and became a Principal at TMHC in 2019. During his archaeological career, Matthew has conducted extensive field research and artifact analysis on Indigenous and Settler sites from Labrador and Ontario. In addition, Matthew has also conducted ethnographic projects in Labrador. Since joining TMHC in 2008, Matthew has been involved with several notable projects, such as the Imperial Oil's Waterdown to Finch Project, the Camp Ipperwash Project, and the Scugog Island Natural Gas Pipeline Project.

Matthew is an active member of the Canadian Archaeological Association, the Ontario Archaeological Association, the Ontario Historical Society, the World Archaeology Congress, the Council for Northeastern Historical Archaeology, the Society for American Archaeology, and the Society for Historical Archaeology.

Joshua Dent, Ph.D., Manager - Community Engagement and Heritage Division

Joshua (Josh) Dent received a Ph.D. in Anthropology from Western University under a Joseph-Bombardier CGS Scholarship in 2016, and specializes in heritage resource management, archival research and heritage regulations. Since relocating to London, Ontario after experience conducting built heritage assessments in Western Canada, Josh has participated in both the not-for-profit advocacy for and municipal oversight of built heritage resources and cultural landscapes. His role as a resource member of the London Advisory



Committee on Heritage (LACH) provided significant insight into municipal heritage review processes and the composition of successful built heritage assessments and research. With TMHC, he has participated in the background research for and field assessment of cultural heritage assessment projects across Southwestern Ontario. With extensive field and archival research experience and a broad personal network of urban planners, historians and institutions, Josh is well-equipped to produce comprehensive land-use histories and field assessments.

Joan Crosbie, M.A., Manager, Cultural Heritage

Joan has extensive cultural heritage management experience in both the private and public sectors with a strong background in preservation services, built and landscape heritage assessment, archival/historical research, and Museums services. She earned her MA in Architectural History from York University. In her role in Preservation Services with the Toronto Historical Board (City of Toronto), Joan was part of a small team of professionals who advised City Council on a broad range of heritage preservation and planning matters. Later, as Curator of Casa Loma, she gained extensive experience as part of the Senior Management team and honed her skills in cultural and community engagement and was a key staff liaison with the restoration architects and skilled trades as the Casa Loma Estate underwent a major exterior restoration program. More recently, as Manager of Culture and Community Services, Town of Whitchurch-Stouffville, Joan managed the Heritage and Museums services portfolios and has widened her experience in cultural planning to include the adaptive reuse of heritage buildings and historic main street revitalization.

She has published articles on architecture and architectural preservation for a wide range of organizations, including the Canadian Society for Industrial Heritage, the City of Toronto and the Society for the Study of Architecture in Canada.

Elise Geschiere, M.Sc., Cultural Heritage Specialist

Elise Geschiere received a BA in Sociology with a minor in Public History from Western University in 2019 and went on to complete an MSc in Planning and Development with a concentration in Indigenous Planning at the University of Guelph in 2021. Elise joined TMHC in 2021 as a Cultural Heritage Specialist and is involved in the creation of cultural heritage evaluation reports, heritage impact assessments, and related studies.

Elise's research background is multidisciplinary and involves projects related to affordable housing and social development, the role of planning in the historical production of underserved communities, and the relationship between aggregates and agriculture. Public history and cultural heritage have been an undercurrent through her undergraduate and graduate career, where she has pursued research looking at the role of material culture in elevating diverse historic narratives, the evolution of Canadian conservation ethos and practice, and the intersections of heritage conservation and sustainable development. Recently, Elise's research interests have focused on Indigenous perspectives of cultural heritage and opportunities for decolonization and empowering Indigenous voices in the heritage sector.

Elise also worked as the heritage research and planning student for the Corporation of the Town of Essex and led efforts to conserve and interpret local cultural heritage sites. She has experience with archival and community-based research, public engagement, and policy development and review.

Elise is a student member of Ontario Professional Planners Institute, Canadian Association of Heritage Professionals, and the provincial branch of Architectural Conservancy of Ontario.



Hayden Bulbrook, M.A. – Cultural Heritage Specialist

Hayden holds a B.A. in History and Political Science from the University of Ottawa and a Master's degree in History from the University of Waterloo. Hayden has extensive experience analyzing archival documents, fire insurance plans, city directories, historic maps and photography, and other primary source material, and specializes in historic, building material, and architectural research. As part of the Cultural Heritage team at TMHC, Hayden is involved in drafting cultural heritage evaluation reports, heritage impact assessments, and other projects.

Prior to coming to TMHC in 2021, Hayden worked on a contract with the City of Ottawa to assess the architectural integrity of the built environment in the Byward Market and Lowertown West heritage conservation districts. With an interest in public engagement, education, and advocacy for heritage conservation, Hayden actively participates as an executive member for the Stratford-Perth branch of the Architectural Conservancy of Ontario. He works on digital history projects that showcase Ontario's architectural history as well as the history of the City of Stratford, Ontario, with a focus on analyzing the architectural, economic, and environmental history of the city. Hayden actively publishes historical columns in the Stratford Times and the Stratford-Perth ACO publication *More Than Bricks & Mortar*. Hayden is a member of the International Committee for the Conservation of Industrial Heritage (ICCIH).



STATEMENT OF QUALIFICATIONS AND LIMITATIONS

The attached Report (the “Report”) has been prepared by Timmins Martelle Heritage Consultants Inc. (TMHC) for the benefit of the Client (the “Client”) in accordance with the agreement between TMHC and the Client, including the scope of work detailed therein (the “Agreement”).

The information, data, recommendations and conclusions contained in the Report (collectively, the “Information”):

- Is subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Report (the “Limitations”);
- Represents TMHC’s professional judgment in light of the Limitation and industry standards for the preparation of similar reports;
- May be based on information provided to TMHC which has not been independently verified;
- Has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- Must be read as a whole and section thereof should not be read out of such context; and
- Was prepared for the specific purposes described in the Report and the Agreement.

TMHC shall be entitled to rely upon the accuracy and completeness of information that was provided to it and has no obligation to update such information. TMHC accepts no responsibility for any events or circumstances that may have occurred since the date on which the Report was prepared and, in the case of subsurface, environmental or geotechnical conditions, is not responsible for any variability in such conditions, geographically or over time.

TMHC agrees that the Report represents its professional judgement as described above and that the Information has been prepared for the specific purpose and use described in the Report and the Agreement, but TMHC makes no other representations, or any guarantees or warranties whatsoever, whether express or implied, with respect to the Report, the Information or any part thereof.

Except (1) as agreed to in writing by TMHC and Client; (2) as required by-law; or (3) to the extent used by governmental reviewing agencies for the purpose of obtaining permits or approvals, the Report and the Information may be used and relied upon only by Client.

TMHC accepts no responsibility, and denies any liability whatsoever, to parties other than Client who may obtain access to the Report or the Information for any injury, loss or damage suffered by such parties arising from their use of, reliance upon, or decisions or actions based on the Report or any of the Information (“improper use of the Report”), except to the extent those parties have obtained the prior written consent of TMHC to use and rely upon the Report and the Information. Any injury, loss or damages arising from improper use of the Report shall be borne by the party making such use.

This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.



QUALITY INFORMATION

Report prepared by: _____
Elise Geschiere, M.Sc.
Cultural Heritage Specialist

Report reviewed by: _____
Joshua Dent, Ph.D., CAHP
Senior Review

Report reviewed by: _____
Holly Martelle, Ph.D.
Principal



I INTRODUCTION

I.1 Report Scope and Purpose

Dillon Consulting Limited (Dillon), on behalf of Enbridge Gas Inc. (Enbridge), has engaged TMHC Inc. (TMHC) to produce a Cultural Heritage Assessment Report (CHAR) for the Scarborough Subway Extension – Kennedy Station Relocation Project in the City of Toronto, Ontario (the Project). The CHAR is required as part of the environmental study process initiated for the reconfiguration of the natural gas supply to the Study Area to accommodate the construction of the Metrolinx Scarborough Subway Extension Transit Project. The Project has six infrastructure components requiring relocation which compromise the Preferred Route and these are:

- Approximately 330 m of up to Nominal Pipe Size (“NPS”) 8-inch diameter natural gas pipeline relocation at Eglinton Avenue East & Midland Avenue;
- Approximately 16 m of up to NPS 6-inch diameter natural gas pipeline relocation at Eglinton Avenue East & Midland Avenue;
- Approximately 25 m of up to NPS 4-inch diameter natural gas pipeline relocation at Eglinton Avenue East & Midland Avenue;
- District Regulator Station to be relocated onto Metrolinx private property easement;
- Approximately 310 m of NPS 4-inch diameter natural gas pipeline relocation at Lord Roberts Drive & Midland Avenue; and
- Approximately 120 m of up to NPS 2-inch diameter natural gas pipeline header relocation at 2480 Eglinton Avenue East.

Under the Ontario Energy Board’s (OEB) *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario*, where a project may affect known or potential resources, further study must be undertaken. This CHAR fulfills the OEB requirement for further study by:

1. Completing a Cultural Heritage Screening that encompasses all properties within the Study Area based on the Ministry of Heritage, Sport, Tourism and Culture Industries’ (MHSTCI) *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes*, and Section 4.3.4 of the OEB Environmental Guidelines;
2. Completing a preliminary Cultural Heritage Evaluation against the criteria set out by the *Ontario Heritage Act (OHA)*’s O.Reg. 9/06 of all subject properties identified as having potential by the cultural heritage screening; and
3. Completing a preliminary Heritage Impact Assessment (HIA) of all subject properties identified as having cultural heritage value or interest (CHVI) in the Cultural Heritage Evaluation. The HIA follows the general format set out in the MHSTCI’s *InfoSheet #5: Heritage Impact Assessments and Conservation Plans*, which is included in the resource Heritage Resources in the Land Use Planning Process within the *Ontario Heritage Toolkit*.

The Study Area consists of the municipal rights-of-ways (ROWs) of Eglinton Avenue East, Midland Avenue, Lord Roberts Drive, a municipal footpath and a small piece of Metrolinx private property east of Midland Avenue. It lies within part of Lots 26 and 27, Concession D in the former Geographic Township of



Scarborough, York County, now City of Toronto, Ontario. The work was undertaken in accordance with the provisions of the *Environmental Assessment Act* and the *Provincial Policy Statement (PPS)*.

TMHC staff visited the Study Area in May, 2022.

A full list of sources is included in Section 10 of this CHAR.

1.2 Client Contact Information

Adele Mochrie
Dillon Consulting Limited
130 Dufferin Avenue, Suite 1400
London, ON, N6A 5R2
amochrie@dillon.ca



2 SITE DESCRIPTION

2.1 Location and Physical Description

The Study Area, located in Scarborough, Ontario, is roughly 0.88 ha (2.17 ac) in size and includes portions of the municipal rights-of-way (ROWs) of Eglinton Avenue East, Midland Avenue, Lord Roberts Drive, a north-south municipal footpath between Lord Roberts Drive and Eglinton Avenue East, and a small piece of Metrolinx private property east of Midland Avenue. The Study Area is urban in nature and contains paved roadways, paved parking lots, sidewalks and grassed areas. It lies within Part of Lots 26 and 27, Concession D in the former Geographic Township of Scarborough, York County, now City of Toronto, Ontario.

2.2 Heritage Status

There are no federally designated heritage properties within the Study Area, nor are there any properties designated or listed on the online City of Toronto Heritage Register.

2.3 Summary of Proposed Activity

The Project has six infrastructure components requiring relocation which comprise the Preferred Route and these are:

- Approximately 330 m of up to Nominal Pipe Size (“NPS”) 8-inch diameter natural gas pipeline relocation at Eglinton Avenue East and Midland Avenue in the City of Toronto;
- Approximately 16 m of up to NPS 6-inch diameter natural gas pipeline relocation at Eglinton Avenue East and Midland Avenue in the City of Toronto;
- Approximately 25 m of up to NPS 4-inch diameter natural gas pipeline relocation at Eglinton Avenue East and Midland Avenue in the City of Toronto;
- District Regulator Station to be relocated onto Metrolinx private property easement;
- Approximately 310 m of NPS 4-inch diameter natural gas pipeline relocation at Lord Roberts Drive and Midland Avenue in the City of Toronto; and
- Approximately 120 m of up to NPS 2-inch diameter natural gas pipeline header relocation at 2480 Eglinton Avenue East.



LOCATION MAP
ESRI WORLD IMAGERY (2022)



100 m

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 Study Area

Map I: Location of the Study Area on a 2022 Aerial Photograph

3 HISTORICAL RESEARCH & ANALYSIS

3.1 Historic Context: Indigenous Settlement and Treaties

There is archaeological evidence of Indigenous settlement in Toronto and vicinity since the time of glacial retreat some 12,000 years ago through to the modern era. Several contemporary communities are associated with Indigenous settlement in this area including Wendat, Anishinaabe, and Haudenosaunee peoples.

The former Scarborough Township that encompasses the Study Area lies at the intersection of a complex history of treaties. The earliest agreement includes the area as part of the far-reaching Five Nations' Beaver Hunting Grounds of the 1701 Fort Albany/Nanfan Treaty or Deed between the Haudenosaunee Confederacy and the British Crown.¹ In 1787-88, the Johnson-Butler Purchases sought to acquire the territory now occupied by the Mississauga nations along the north shore of Lake Ontario and further inland. Also known as the Gunshot Treaty, these purchases proved difficult to uphold due to unclear records and poorly defined boundaries.² It was not until the Williams Treaties of 1923 that the majority of the outstanding claims were settled with the Anishinaabe nations now affiliated with that treaty, the Williams Treaties Nations of Mississaugas of Alderville First Nation, Curve Lake First Nation, Hiawatha First Nation, Scugog Island First Nation and the Chippewas of Beausoleil First Nation, Georgina Island First Nation and the Rama First Nation.³

One Mississauga nation which did not participate in the Williams Treaties negotiations, particularly as it related to the former Gunshot Treaty lands, was the Mississaugas of the Credit First Nation (MCFN) of the neighbouring Toronto Purchase (1805). In 2015, MCFN filed the Rouge River Valley Tract Claim asserting unextinguished title over the areas around Markham and Scarborough.⁴

In 2018, Canada, Ontario, and the Williams Treaties First Nations ratified the Williams Treaties First Nations Settlement Agreement, which confirmed that the Crown did not act honourably when making and implementing the Williams Treaties.⁵ Specifically, the Crown never provided proper compensation or additional lands as promised, and that First Nations' harvesting rights had been unjustly denied. The negotiated settlement agreement recognized pre-existing treaty harvesting rights for First Nations members in certain treaty areas, provided for the acquisition of additional reserve lands, included financial compensation, and resulted in both federal and provincial apologies for the negative impacts of the Williams Treaties on the First Nations.

3.2 Historic Context: Municipal Development

3.2.1 County of York

The Study Area falls within parts of Lots 26 and 27, Concession D, County of York. Although the area has since been incorporated as part of the City of Toronto, it was originally part of the Geographic Township of

¹ Six Nations of the Grand River n.d.

² Surtees 1984

³ Surtees 1986

⁴ Mississaugas of the Credit First Nation 2015

⁵ Canada 2018



Scarborough. A brief discussion of early historic and municipal settlement is provided below, as a means of providing general context for understanding former land use.

Prior to the beginning of full-scale municipal settlement in what is now the City of Toronto, the area was inhabited primarily by the Senecas and Mississaugas, although Etienne Brulé and a party of Huron-Wendat may have settled the area at least a century earlier, in 1615. The Seneca village of Ganatsekwyagon was documented between 1669-71 by Sulpician priests, Father d'Urfé and the Abbé Fenelon. The major waterways, including the Humber and the Rouge Rivers, provided passageways from and to Lake Ontario through the interior. Many of the area's first thoroughfares were constructed on old Indigenous trails. By the mid-18th century, the French had established trading operations on the Humber at Magasin Royal and Fort Toronto. The Fort was abandoned after 1759.⁶

York County was created in 1792, as part of the Home District of Upper Canada and provided an electoral division and a territorial unit for the militia. The county was originally divided up by John Graves Simcoe. It included frontage on Lake Ontario from the mouth of the Etobicoke River in the west to that of the Rouge River in the east and extended as far north as Lake Simcoe.⁷

When first surveyed by Augustus Jones in 1793, the townships of Pickering, Scarborough and York were respectively named Edinburgh, Glasgow and Dublin.⁸ The Township of Scarborough's concessions were laid out east to west, rather than the more frequently encountered north to south. While some of the early European settlers included United Empire Loyalists, the Canada Company purchased several hundred acres, the Legislature was granted 384 ac, and King's College purchased approximately 2000 ac. In the early 1800's, the Township consisted mostly of scattered villages. The Township of Scarborough was declared a borough when it joined the Municipality of Metropolitan Toronto (now the City of Toronto) in 1954. It became a city in 1983.

Several historic roads that followed Indigenous trails are found within Scarborough including Danforth Road and Kingston Road. Danforth Road from York to the Bay of Quinte was cut in 1799 by American contractor Asa Danforth.⁹ Kingston Road, initially Kingston Street, was first laid out in 1800 and connected Kingston and York. With the clearing of land for farming and the vast variety and quantity of lumber materials, the lumber industry thrived in this area. As a result, sawmills began to emerge as early as 1804 and eventually dozens could be found along Highland Creek and the Rouge River. This continued until the depletion of the forests in the area. Grist and flour mills were also found along the watercourses, but a flood in 1850 carried away the last of the old dams.¹⁰

3.2.2 Neighbourhood Area

The neighborhoods upon which the Study Area overlaps have evolved significantly (see Appendix C for aerial photographs). A review of an aerial image from 1950 depicts the western portion of the Study Area as being largely agricultural in nature and Eglinton Avenue East and Midland Avenue are visible as two-lane roadways. By 1956, houses had been constructed on the south side of what was to become Lord Roberts Drive, the south side of what was to become Marett Avenue, and the west side of Midland Avenue, north of the

⁶ Arthur 1964:6-7

⁷ Mitchell 1950:1

⁸ Boyle 1896:26

⁹ Boyle 1896:112

¹⁰ Boyle 1896:131



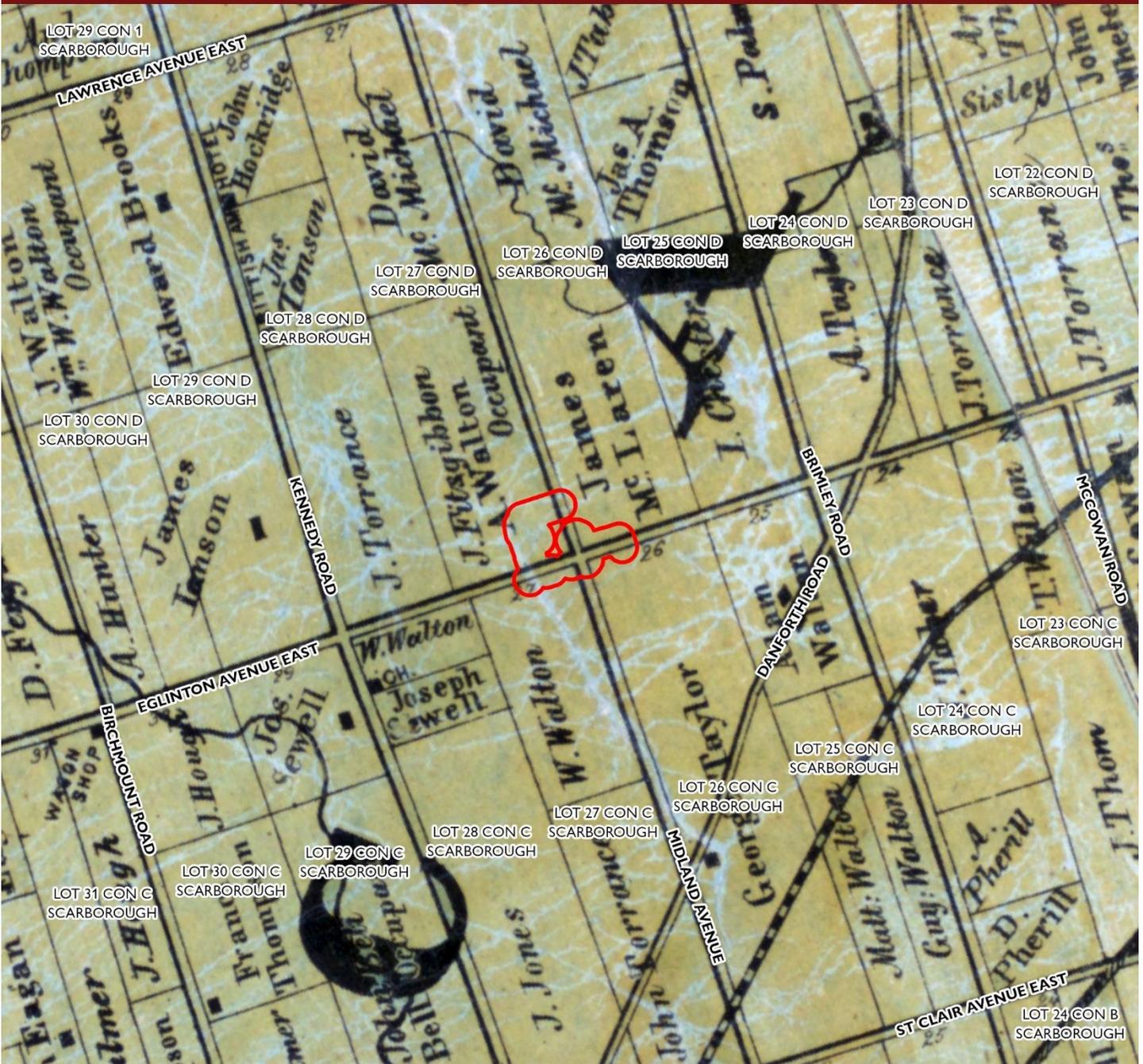
intersection with Lord Roberts Drive. Development of the northeast and southwest corners of Eglinton Avenue East at Midland Avenue was also underway.

By 1960, aerial imagery shows additional residential development along Lord Roberts Drive, Rutledge Avenue, and Maretta Avenue. Eglinton Avenue East had been expanded to four lanes and denser development was present on the south side of the road. South of Eglinton Avenue East, the apartment complex at 815 Midland Avenue had been constructed, as had the large commercial structure on the northwest corner of Eglinton Avenue and Midland Avenue. Midland Avenue was also now a four-lane road to Lord Roberts Drive.

By 1970, the Study Area and the surrounding neighbourhoods had been substantially developed. Both Eglinton Avenue East and Midland Avenue were now four lanes wide with sidewalks on both sides. Paved parking lots were numerous. Eglinton Avenue East, east of Midland Avenue, saw significant construction with an apartment complex and commercial buildings along the north side of Eglinton Avenue East. The western portion of the Study Area appears to have been paved and the north side of Lord Roberts Drive contained a wide grassy right-of-way. Gilder Drive had also been laid out by this time. The Study Area appears to have largely stabilized by 1983.

1860 HISTORIC MAP

TREMAINE'S MAP OF YORK COUNTY, CANADA WEST



1 km

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Study Area

Map 2: Study Area Shown on the 1860 Tremaine Map

1878 HISTORIC MAP

ILLUSTRATED HISTORICAL ATLAS OF THE COUNTY OF YORK



1 km

Prepared by DG 2022-06-08

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Study Area

Map 3: Study Area Shown on the 1878 Historic Atlas Map



4 HERITAGE SCREENING & EVALUATION

4.1 Heritage Screening

The screening process began with the application of MHSTCI's *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* and Section 4.3.4 of the OEB Environmental Guidelines.

There were no federally designated heritage properties within the Study Area, nor were there any properties designated or listed on the online City of Toronto Heritage Register.

Of the 70 properties in the Study Area, 58 were found to have the potential for heritage resources (see Appendix A for the MHSTCI Screening Checklist and Appendix C for historic property aerial photographs).

4.2 Heritage Evaluation

The inventory in Appendix B details the preliminary cultural heritage evaluation of the properties that met the initial screening criteria. The application of the *OHA O.Reg. 9/06* criteria for evaluating heritage resources is summarized. Additional research may be required if these evaluations are used as the basis for designation under the *OHA*, however this is an unlikely outcome given the findings below.

Of the 58 properties reviewed, none were found to have potential or confirmed CHVI based on the application of *OHA O.Reg. 9/06* criteria (See Table I for properties reviewed and see Appendix D for maps).¹¹

4.3 Heritage Evaluation Results

Of 58 properties reviewed, none were found to have CHVI based on the application of *OHA O.Reg. 9/06* criteria (see Appendix D for maps).

¹¹ A 2020 Metrolinx report entitled “Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment,” *Scarborough Subway Extension: Environmental Project Report – 2020 Addendum* prepared by AECOM Canada Ltd. studied a similar area to this report’s Study Area. Figure 2-7 outlines the Cultural Heritage Assessment Study (CHAS) area. The following properties were not included in the CHAS area: GIL-01, LOR-01, LOR-02, LOR-03, LOR-04, LOR-05, LOR-06, LOR-07, LOR-08, MAR-01, MAR-02, MAR-03, MAR-05, MAR-06, MID-01, MID-02, MID-03, MID-04, RUT-01, RUT-02, RUT-03, RUT-04. The following properties were partially included within the CHAS area: EGL-01, EGL-21, EGL-22, EGL-23, EGL-24, EGL-26, EGL-27, MID-06. This “Cultural Heritage Report was prepared in order to identify any known and potential heritage properties within the [Scarborough Subway Extension Environmental Project Report] Addendum Study Areas” and did not undertake heritage screenings or evaluations for individual properties.



Table I: Heritage Evaluation Results

Study Number	Street Address	CHVI
EGL-13	2480 Eglinton Avenue East	Not identified
EGL-14	2480A Eglinton Avenue East	Not identified
EGL-21	2499 Eglinton Avenue East	Not identified
EGL-12	2500 Eglinton Avenue East	Not identified
EGL-22	2501 & 2503 Eglinton Avenue East	Not identified
EGL-23	2505 Eglinton Avenue East	Not identified
EGL-24	2507 Eglinton Avenue East	Not identified
EGL-11	2510 Eglinton Avenue East	Not identified
EGL-10	2516 Eglinton Avenue East	Not identified
EGL-09	2518 Eglinton Avenue East	Not identified
EGL-08	2520 Eglinton Avenue East	Not identified
EGL-07	2522 Eglinton Avenue East	Not identified
EGL-06	2524 Eglinton Avenue East	Not identified
EGL-05	2526 Eglinton Avenue East	Not identified
EGL-04	2528 Eglinton Avenue East	Not identified
EGL-03	2530 Eglinton Avenue East	Not identified
EGL-02	2532 Eglinton Avenue East	Not identified
EGL-01	2540 Eglinton Avenue East	Not identified
EGL-26	2563 Eglinton Avenue East	Not identified
EGL-27	2565 & 2567 Eglinton Avenue East	Not identified
GIL-01	[REDACTED]	Not identified
LOR-24	[REDACTED]	Not identified
LOR-01	[REDACTED]	Not identified
LOR-23	[REDACTED]	Not identified
LOR-22	[REDACTED]	Not identified
LOR-02	[REDACTED]	Not identified
LOR-21	[REDACTED]	Not identified
LOR-20	[REDACTED]	Not identified
LOR-19	[REDACTED]	Not identified
LOR-18	[REDACTED]	Not identified
LOR-17	[REDACTED]	Not identified
LOR-16	[REDACTED]	Not identified
LOR-03	[REDACTED]	Not identified
LOR-15	[REDACTED]	Not identified
LOR-04	[REDACTED]	Not identified
LOR-05	[REDACTED]	Not identified
LOR-12	[REDACTED]	Not identified
LOR-06	[REDACTED]	Not identified
LOR-11	[REDACTED]	Not identified
LOR-07	[REDACTED]	Not identified



Study Number	Street Address	CHVI
LOR-10	[REDACTED]	Not identified
LOR-08	[REDACTED]	Not identified
LOR-09	[REDACTED]	Not identified
MAR-01	[REDACTED]	Not identified
MAR-02	[REDACTED]	Not identified
MAR-03	[REDACTED]	Not identified
MAR-05	[REDACTED]	Not identified
MAR-06	[REDACTED]	Not identified
MID-04	814 Midland Avenue	Not identified
MID-06	[REDACTED]	Not identified
MID-03	[REDACTED]	Not identified
MID-02	[REDACTED]	Not identified
MID-01	[REDACTED]	Not identified
RUT-04	[REDACTED]	Not identified
RUT-01	[REDACTED]	Not identified
RUT-02	[REDACTED]	Not identified
RUT-03	[REDACTED]	Not identified
EGL-15	No Address	Not identified



5 EXISTING CONDITIONS

A field visit to the Study Area was undertaken by TMHC in May 2022. Images documenting the area's current conditions are included in Appendix B. The north part of the Study Area was observed to be largely residential in nature with detached houses along Lord Roberts Drive, Rutledge Avenue, and Maretta Avenue. East of Midland Avenue, the apartment at [REDACTED] was observed with trees lining the south and western borders of the property. The corridor along Eglinton Avenue East (west and east of the intersection with Midland Avenue) was seen to be predominately composed of commercial buildings with the exception of the apartment complex at [REDACTED], which was situated on the southeast corner of Eglinton Avenue East and Midland Avenue. The walkway linking Lord Roberts Drive south to Eglinton Avenue East was observed from Lord Roberts Drive. Its pedestrian function was demarcated with its standard width sidewalk, width-limiting gates, and the placement of curbs and utility features between the walkway entry and the roadway.

On the northeast side of Eglinton Avenue East and Midland Avenue, three structures comprising 11 parcels (EGL-02-EGL-12) had been recently demolished. The property at 2540 Eglinton Avenue East (EGL-01) did not appear to have been affected by the redevelopment to the west. The properties at 2565 and 2567 Eglinton Avenue East (EGL-27) were vacant and a zoning by-law application notice posted by the City of Toronto was observed on the property.

6 POLICY CONTEXT

6.1 City of Toronto (2021)

The City of Toronto's Official Plan (OP) was last consolidated in April 2021. The following policies under Section 3.1.5 regarding cultural heritage conservation are relevant to the context of the Study Area:

2. Properties and heritage conservation districts of potential cultural heritage value or interest will be identified and evaluated to determine their cultural heritage value or interest consistent with provincial regulations, where applicable, and will include the consideration of cultural heritage values including design or physical value, historical or associative value and contextual value. The evaluation of cultural heritage value of a Heritage Conservation District may also consider social or community value and natural or scientific value. The contributions of Toronto's diverse cultures will be considered in determining the cultural heritage value of properties on the Heritage Register; and
3. Heritage properties of cultural heritage value or interest properties, including Heritage Conservation Districts and archaeological sites that are publicly known will be protected by being designated under the *Ontario Heritage Act* and/or included on the Heritage Register.

In addition, the City of Toronto's OP provides specific policy statements with regard to the preparation and necessity of Heritage Impact Assessments, relevant to the Study Area. They are:

14. Potential and existing properties of cultural heritage value or interest, including cultural heritage landscapes and Heritage Conservation Districts, will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation;
22. Heritage Impact Assessment will address all applicable heritage conservation policies of the Official Plan and the assessment will demonstrate conservation options and mitigation measures consistent with those policies. A Heritage Impact Assessment shall be considered when determining how a heritage property is to be conserved; and
23. Heritage Impact Assessment will evaluate the impact of a proposed alteration to a property on the Heritage Register, and/or to properties adjacent to a property on the Heritage Register, to the satisfaction of the City.

6.2 The Planning Act (1990)

The *Planning Act* is a piece of provincial legislation that provides stipulations for the land use planning process in Ontario, such as the identification of provincial interests and tools for the responsible management of resources including cultural heritage and archaeological resources. It states that:

2. The minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as:
 - (d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest.



Section 3 of the *Planning Act* indicates that all decisions affecting land use planning matters “shall be consistent with” the *Provincial Policy Statement (PPS)*, a document that identifies matters of provincial interest to be considered during land use planning.

6.3 Provincial Policy Statement (PPS 2020)

The following sections of the *PPS 2020* are relevant to the Subject Property:

- 2.5.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved;
- 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved;
- 2.6.4 Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources; and
- 2.6.5 Planning authorities shall engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources.

6.4 Ontario Heritage Act (2005)

The *Ontario Heritage Act (OHA)* provides a framework for municipalities in Ontario to ensure the conservation of properties with cultural heritage value or interest, including through the capacity to designate heritage properties:

- 29 (1) The council of a municipality may, by By-law, designate a property within the municipality to be of cultural heritage value or interest:
 - (a) where criteria for determining whether property is of cultural heritage value or interest have been prescribed, the property meets the prescribed criteria; and
 - (b) where the designation is made in accordance with the process set out in this section.

Under the *OHA*, O.Reg. 9/06 provides the criteria for determining a property's cultural heritage value or interest:

- (2) A property may be designated under Section 29 of the Act if it meets one or more of the following criteria for determining whether it is of cultural heritage value or interest.

6.5 Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario (OEB, 2016)

This CHAR fulfills the requirement for further study where a pipeline project may affect known or potential cultural heritage resources.

Assessment of the impact of a proposed project on the cultural heritage resources should inform decisions in the pipeline development planning stage. With regard to cultural heritage resources, pipeline proponents must self-assess and demonstrate appropriate due diligence by:

- (a) Recognizing cultural heritage resources that may be affected by pipeline development, identifying significant cultural heritage resources and understanding their CHVI;



- (b) Assessing the effects or impacts that could result from proposed pipeline development; and
- (c) Protecting cultural heritage resources by appropriate conservation, avoidance and mitigation.



7 DESCRIPTION OF PROPOSED DEVELOPMENT

The Project is required in order to reconfigure the natural gas supply in the surrounding area to accommodate construction of the Metrolinx Scarborough Subway Extension Transit Project while maintaining the existing service to Enbridge customers in the City of Toronto. This will involve the reconfiguration of the natural gas supply to the Study Area to accommodate the construction of the Metrolinx Scarborough Subway Extension Transit Project. The Project has six infrastructure components requiring relocation which comprise the Preferred Route and these are:

- Approximately 330 m of up to Nominal Pipe Size (“NPS”) 8-inch diameter natural gas pipeline relocation at Eglinton Avenue East and Midland Avenue in the City of Toronto;
- Approximately 16 m of up to NPS 6-inch diameter natural gas pipeline relocation at Eglinton Avenue East and Midland Avenue in the City of Toronto;
- Approximately 25 m of up to NPS 4-inch diameter natural gas pipeline relocation at Eglinton Avenue East and Midland Avenue in the City of Toronto;
- District Regulator Station to be relocated onto Metrolinx private property easement;
- Approximately 310 m of NPS 4-inch diameter natural gas pipeline relocation at Lord Roberts Drive and Midland Avenue in the City of Toronto; and
- Approximately 120 m of up to NPS 2-inch diameter natural gas pipeline header relocation at 2480 Eglinton Avenue East.

The Study Area consists of the ROWs of Eglinton Avenue East, Midland Avenue, Lord Roberts Drive, a municipal footpath between Lord Roberts Drive and Eglinton Avenue East, and a small piece of Metrolinx private property east of Midland Avenue. It lies within Part of Lots 26 and 27, Concession D in the former Geographic Township of Scarborough, York County, now City of Toronto, Ontario.



8 IMPACT ASSESSMENT AND PROPOSED MITIGATIONS

As no properties within the Study Area have been identified as having potential CHVI, an assessment of potential impacts and associated mitigations is not applicable. There are no anticipated direct or indirect impacts to potential cultural heritage resources or other cultural heritage concerns within the Study Area. If the proposed development's project area changes in a manner that could directly or indirectly impact properties not considered by this CHAR, an addendum to this report considering those properties would be required.



9 CONCLUSION

The cultural heritage screening determined that of the 70 properties in the Study Area, 58 met one or more of the screening criteria. Of the 58 properties reviewed, none were found to have potential or confirmed CHVI based on the application of OHA O.Reg. 9/06 criteria.

As no properties within the Study Area have been identified as having potential CHVI, an assessment of potential impacts and associated mitigations is not applicable. There are no anticipated direct or indirect impacts to potential cultural heritage resources or other cultural heritage concerns within the Study Area. If the proposed development's project area changes in a manner that could directly or indirectly impact properties not considered by this CHAR, an addendum to this report considering those properties would be required.



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APPENDIX A: MHSTCI SCREENING



Ministry of Tourism,
Culture and Sport

Programs & Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7

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

Scarborough Subway Extension - Kennedy Station Relocation Project

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

Scarborough, City of Toronto, ON

Proponent Name

Dillon Consulting Limited on behalf of Enbridge Gas Inc.

Proponent Contact Information

Adele Mochrie, amochrie@dillon.ca

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 not to be of cultural heritage value?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

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

The summary and appropriate documentation may be:

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

If No, continue to Question 3.

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

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

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

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

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

If No, continue to Question 4.



Part B: Screening for Potential Cultural Heritage Value

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

Part C: Other Considerations

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

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

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

- a Cultural Heritage Evaluation Report (CHER)

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

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

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

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

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

The summary and appropriate documentation may be:

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



Instructions

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

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

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

In this context, the following definitions apply:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Individual Designation – Part IV

A property that is designated:

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

Heritage Conservation District – Part V

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

For more information on Parts IV and V, contact:

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

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)

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

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.

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 B: INVENTORY OF EVALUATED PROPERTIES

2480 Eglinton Avenue East (EGL-13)

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1956-1960	Eglinton East

Description

The property at 2480 Eglinton Avenue East features a one-storey commercial building with low massing and a rectangular profile. The main (south) elevation has a covered walkway, supported by steel and concrete piers, that extends the width of the façade. Recessed entries and floor to ceiling glazing highlight the storefronts. Corrugated metal signage rises above the flat roofline.

Historical Associations

This building was constructed as part of the early commercial development that occurred in the 1950s on former agricultural land along Eglinton Avenue East near Midland Avenue. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).

2480A Eglinton Avenue East (EGL-14)

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1960-1970	Eglinton East

Description

The property at 2480A Eglinton Avenue East features a one-storey commercial building with low massing and an L-shaped footprint. The east end of the complex is attached to the neighbouring property at 2480 Eglinton Avenue East. The main elevations (south and east) are connected by a covered walkway that is supported by steel piers. The walkway does not extend to the southernmost portion of the complex. Multiple storefronts are accessible from this walkway. Signboards rise above the flat roofline.

Historical Associations

This building was constructed as part of the commercial development that occurred in the mid-20th century along Eglinton Avenue East near Midland Avenue. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).

2499 Eglinton Avenue East (EGL-21)

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1960-1970	Kennedy Park

Description

The property at 2499 Eglinton Avenue East is a one-storey red brick commercial building with low massing and a flat roofline. Its main (north) elevation features a centrally situated main entrance flanked by floor to ceiling glazing. A flat roof covers the building.

Historical Associations

This building was constructed as part of the commercial development that occurred in the mid-20th century along Eglinton Avenue East near Midland Avenue. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).

2500 Eglinton Avenue East (EGL-12)

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1970-1983/Demolished 2022	Eglinton East

Description

This property is vacant.

Historical Associations

The former building on the property at 2500 Eglinton Avenue East was constructed as part of the commercial development that continued in the late 20th century along Eglinton Avenue East near Midland Avenue. It was demolished in early 2022 to make way for the construction associated with the Scarborough Subway Extension project. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992); Metrolinx 2021a, 2021b.

2501 & 2503 Eglinton Avenue East (EGL-22)

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1970-1983	Kennedy Park

Description

The property at 2501 and 2503 Eglinton Avenue East contains a red brick side-split commercial building. The main (north) elevation has a two-storey eastern section and a one-storey western section. The façade features a centrally situated main entrance, flanked by large shopfronts. Above are three regularly spaced, flat headed window openings. Wide gable roofs cover the various portions of the building.

Historical Associations

This building was constructed as part of the commercial development that in the mid-20th century along Eglinton Avenue East near Midland Avenue. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).

2505 Eglinton Avenue East (EGL-23)

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1960-1970	Kennedy Park

Description

The property at 2505 Eglinton Avenue East features a one-storey red brick building with a centrally situated main entrance, flanked by large window openings. A small shed roof extends the full width of the façade while a flat roof covers the building.

Historical Associations

This building was constructed as part of the commercial development that occurred in the mid-20th century along Eglinton Avenue East near Midland Avenue. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).

2507 Eglinton Avenue East (EGL-24)

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1950-1956	Kennedy Park

Description

The property at 2507 Eglinton Avenue East is a one-storey commercial building set back from the southwest corner of the intersection of Eglinton Avenue East and Midland Avenue. Its main (north) elevation features a glazed shopfront that wraps around onto the Midland Avenue (east) elevation. Two service bays are located to the west of the entrance. A flat roof covers the building.

Historical Associations

This building was constructed as part of the commercial development that occurred in the mid-20th century along Eglinton Avenue East near Midland Avenue. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).

2510 Eglinton Avenue East (EGL-11)

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1960-1970/Demolished 2022	Eglinton East

Description

This property is vacant.

Historical Associations

The former building on the property at 2510 Eglinton Avenue East was constructed as part of the commercial development that occurred in the 1960s along Eglinton Avenue East near Midland Avenue. It was demolished in early 2022 to make way for the construction associated with the Scarborough Subway Extension project. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992); Metrolinx 2021a, 2021b.



2516 Eglinton Avenue East (EGL-10)

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1960-1970/Demolished 2022	Eglinton East

Description

This property is vacant.

Historical Associations

The former building on the property at 2516 Eglinton Avenue East was constructed as part of the commercial development that occurred in the 1960s along Eglinton Avenue East near Midland Avenue. It was demolished in early 2022 to make way for the construction associated with the Scarborough Subway Extension project. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992); Metrolinx 2021a, 2021b.



2518 Eglinton Avenue East (EGL-09)

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1960-1970/Demolished 2022	Eglinton East

Description

This property is vacant.

Historical Associations

The former building on the property at 2518 Eglinton Avenue East was constructed as part of the commercial development that occurred in the 1960s along Eglinton Avenue East near Midland Avenue. It was demolished in early 2022 to make way for the construction associated with the Scarborough Subway Extension project. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992); Metrolinx 2021a, 2021b.



2520 Eglinton Avenue East (EGL-08)

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1960-1970/Demolished 2022	Eglinton East

Description

This property is vacant.

Historical Associations

The former building on the property at 2520 Eglinton Avenue East was constructed as part of the commercial development that occurred in the 1960s along Eglinton Avenue East near Midland Avenue. It was demolished in early 2022 to make way for the construction associated with the Scarborough Subway Extension project. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1928, 1965, 1976, 1991); Aerial Imagery (1933); Metrolinx 2021a, 2021b.

2522 Eglinton Avenue East (EGL-07)

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1960-1970/Demolished 2022	Eglinton East

Description

This property is vacant.

Historical Associations

The former building on the property at 2522 Eglinton Avenue East was constructed as part of the commercial development that occurred in the 1960s along Eglinton Avenue East near Midland Avenue. It was demolished in early 2022 to make way for the construction associated with the Scarborough Subway Extension project. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992); Metrolinx 2021a, 2021b.

2524 Eglinton Avenue East (EGL-06)

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1960-1970/Demolished 2022	Eglinton East

Description

This property is vacant.

Historical Associations

The former building on the property at 2524 Eglinton Avenue East was constructed as part of the commercial development that occurred in the 1960s along Eglinton Avenue East near Midland Avenue. It was demolished in early 2022 to make way for the construction associated with the Scarborough Subway Extension project. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992); Metrolinx 2021a, 2021b.



2526 Eglinton Avenue East (EGL-05)

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1960-1970/Demolished 2022	Eglinton East

Description

This property is vacant.

Historical Associations

The former building on the property at 2526 Eglinton Avenue East was constructed as part of the commercial development that occurred in the 1960s along Eglinton Avenue East near Midland Avenue. It was demolished in early 2022 to make way for the construction associated with the Scarborough Subway Extension project. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992); Metrolinx 2021a, 2021b.



2528 Eglinton Avenue East (EGL-04)

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1960-1970/Demolished 2022	Eglinton East

Description

This property is vacant.

Historical Associations

The former building on the property at 2528 Eglinton Avenue East was constructed as part of the commercial development that occurred in the 1960s along Eglinton Avenue East near Midland Avenue. It was demolished in early 2022 to make way for the construction associated with the Scarborough Subway Extension project. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992); Metrolinx 2021a, 2021b.



2530 Eglinton Avenue East (EGL-03)

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1960-1970/Demolished 2022	Eglinton East

Description

This property is vacant.

Historical Associations

The former building on the property at 2530 Eglinton Avenue East was constructed as part of the commercial development that occurred in the 1960s along Eglinton Avenue East near Midland Avenue. It was demolished in early 2022 to make way for the construction associated with the Scarborough Subway Extension project. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992); Metrolinx 2021a, 2021b.



2532 Eglinton Avenue East (EGL-02)

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1960-1970/Demolished 2022	Eglinton East

Description

This property is vacant.

Historical Associations

The former building on the property at 2532 Eglinton Avenue East was constructed as part of the commercial development that occurred in the 1960s along Eglinton Avenue East near Midland Avenue. It was demolished in early 2022 to make way for the construction associated with the Scarborough Subway Extension project. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992); Metrolinx 2021a, 2021b.

2540 Eglinton Avenue East (EGL-01)

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1960-1970	Eglinton East

Description

The property at 2540 Eglinton Avenue East features a one-storey commercial building with a polychromatic brick and glazed envelope. Entry doors are located on the east and west elevations and a metal awning and signboard extends across the main (south) elevation and continues on both the east and west elevations. A flat roof covers the building.

Historical Associations

This building was constructed as part of the commercial development that occurred in the 1960s along Eglinton Avenue East near Midland Avenue. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992); Metrolinx 2021a, 2021b.

2563 Eglinton Avenue East (EGL-26)

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1992-2002	Kennedy Park

Description

The property at 2563 Eglinton Avenue East is situated at the southeast corner of the intersection of Eglinton Avenue East and Commonwealth Avenue. The two-storey commercial building has a white brick ground storey and is clad in metal siding on the second-storey. The northwest corner of the building is chamfered and is highlighted by open metalwork that terminates in a peak above the roofline. A flat roof covers the building.

Historical Associations

This building was likely constructed as later infill on a former parking lot. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992); Google Earth (2002, 2005).

2565 & 2567 Eglinton Avenue East (EGL-27)

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1960-1970	Kennedy Park

Description

The property at 2565 and 2567 Eglinton Avenue East is situated at the southwest corner of the intersection of Eglinton Avenue East and Huntington Avenue. Set back from the road, this one-storey commercial building has an entry at the northeast corner of the main (north) elevation. The storefront has a symmetrical composition and contains glazing divided by stucco-clad pilasters. An awning runs across the width of the storefront. A decorative pyramidal tower rises above the flat roofline.

Historical Associations

This building was constructed as part of the commercial development that occurred in the 1960s along Eglinton Avenue East near Midland Avenue. Further historical associations are not known.

This building is currently vacant and a City of Toronto notice indicates that a zoning by-law application to construct an 11-storey mixed used building on this site has been submitted.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

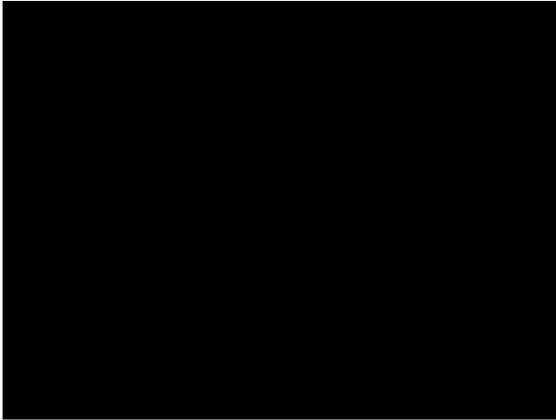
Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████
Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1970-1983	Eglinton East

Description

The property at ██████████ is a red brick and concrete 13-storey apartment block situated at the northeast intersection of Midland Avenue and Gilder Drive. The main (south) elevation fronts onto Gilder Drive and the ground storey has an asymmetrically placed, recessed entry that is accessed by a small flight of steps. Above, the façade has a symmetrical composition and is divided into five vertical bays. From the western approach, bays one, three and five contain red brick and have regularly spaced window openings, while bays two and four contain paired metal balconies. A flat roof covers the building. It is set back from the street in a landscaped lot.

Historical Associations

This building was constructed as part of the area’s intensification of mid-rise apartments in and around Gilder Drive and Midland Avenue in the mid-to-late 20th century. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

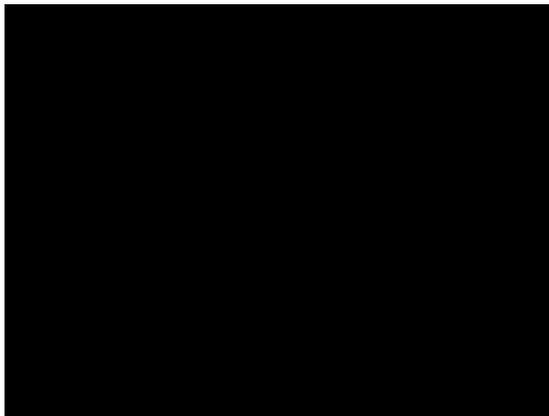
Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1983-1985	Eglinton East

Description

The property at [redacted] contains a two-storey red brick house. The main (north) elevation features a projecting single-bay garage flanked to the east by a raised and recessed entrance. These elements are covered by a shed roof. Above, the second-storey contains symmetrically placed window openings. A hipped roof covers the building.

Historical Associations

This building was likely constructed as part of the late-20th century infill along the southwest corner of Midland Avenue and Lord Roberts Drive. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

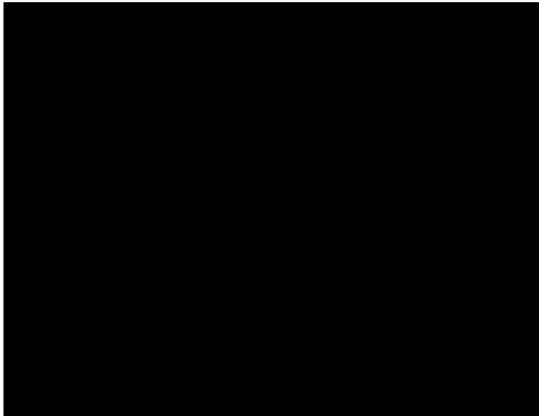
Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1950-1956, altered 2015-2018	Eglinton East

Description

The property at [redacted] is situated at the northwest corner of the intersection of Lord Roberts Drive and Midland Avenue. It features the original early 1950’s one-storey house (to the east) and a contemporary two-storey addition to the west. On its main (south) elevation the original house features yellow brick, and an asymmetrically situated entrance flanked to the east by a large single window. A chimney rises from the north elevation and a gable roof covers the building.

The addition, constructed between 2015-2018, features a ground storey with brick and stone veneer, irregularly spaced window openings and a double garage. Above, the building is clad in stucco and contains irregularly spaced window openings. A hipped roof covers this portion of the building.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

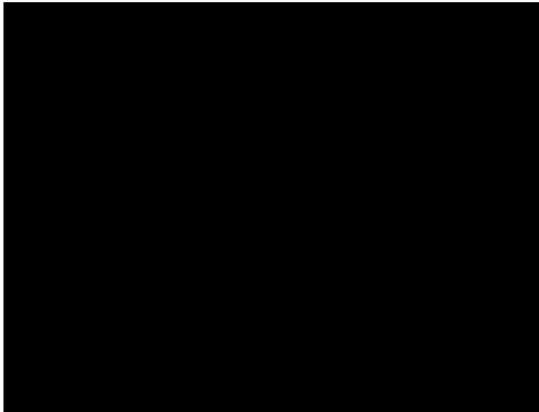
Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████
Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1983-1985	Eglinton East

Description

The property at ██████████ contains a detached, one-storey red brick bungalow with a raised basement. A garage projects to the north and, to the east, is a recessed and raised main entrance and large window opening. The garage and the house are both covered by hipped roofs clad in tile. A chimney rises from the eastern elevation.

Historical Associations

This building was likely constructed as part of the late-20th century infill along the southwest corner of Midland Avenue and Lord Roberts Drive. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

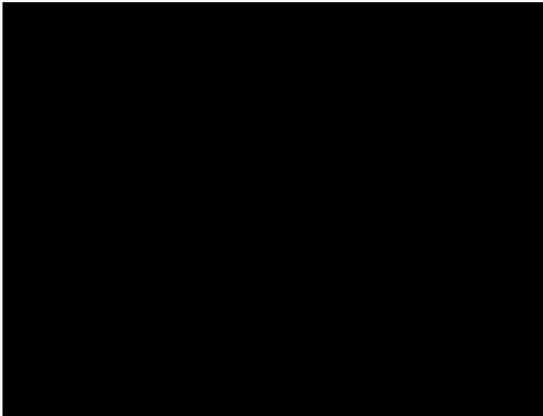
The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1983-1985	Eglinton East

Description

The property at ██████████ contains a detached, one-storey red brick bungalow with a raised basement. A garage projects to the north and, to the west, is a recessed and raised main entrance flanked by three symmetrically placed windows. There are two chimneys on the west elevation. A gable roof and a hipped roof cover the various portions of the building.

Historical Associations

This building was likely constructed as part of the late-20th century infill along the southwest corner of Midland Avenue and Lord Roberts Drive. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

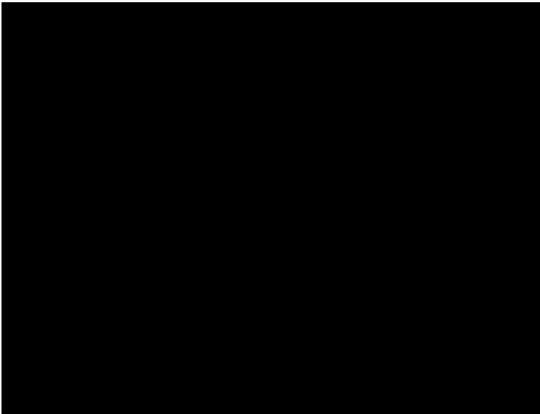
Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████
Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1956-1960	Eglinton East

Description

The property at ██████████ is situated at the northeast corner of the intersection of Lord Roberts Drive and Rutledge Avenue. The one-storey house has polychromatic brick and an L-shaped configuration. The main (south) elevation has a raised, centrally situated entrance, flanked to the west by a pair of regularly spaced window openings with cast stone sills. To the east is a large window opening flanked by a single car garage. A hipped roof covers the various portions of the building.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

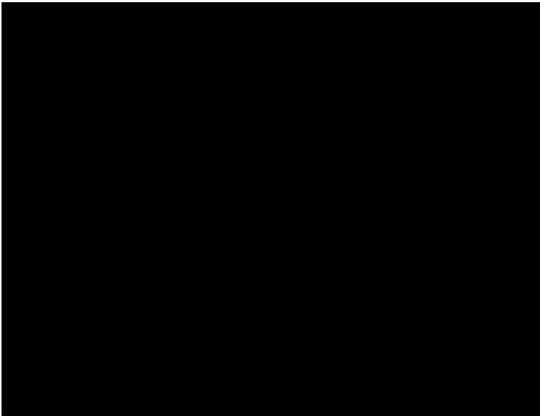
Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████
Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1950-1956	Eglinton East

Description

The property at ██████████ contains a one-storey house with polychromatic brick and an L-shaped configuration. The main (north) elevation has a raised entrance flanked to the east by a large window opening with a cast stone sill. To the west is an attached carport. A brick chimney on the east elevation rises above the gable roof.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

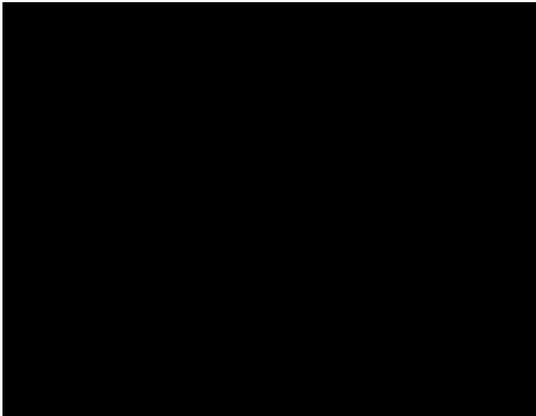
The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1950-1956	Eglinton East

Description

The property at ██████████ contains a one-storey house with polychromatic brick and an L-shaped configuration. The main (north) elevation has a contemporary double doored entrance, flanked to the east by a large window opening with a cast stone sill. A brick chimney on the east elevation rises above the hipped roof.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

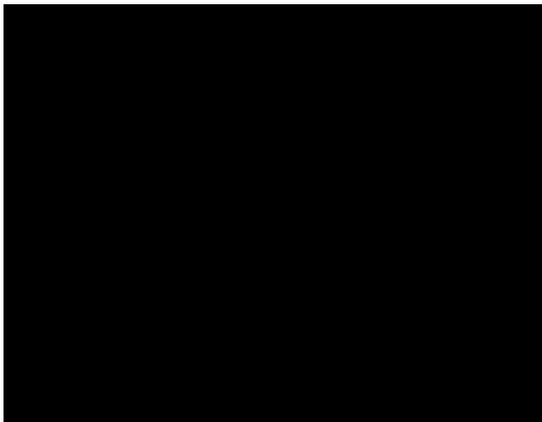
Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1950-1956	Eglinton East

Description

The property at [redacted] features a one-storey red brick house with an L-shaped configuration. The main (north) elevation features an entrance and large window openings behind a full-width porch. To the west is an attached carport. A red brick chimney rises along the east elevation and a hipped roof covers the building.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

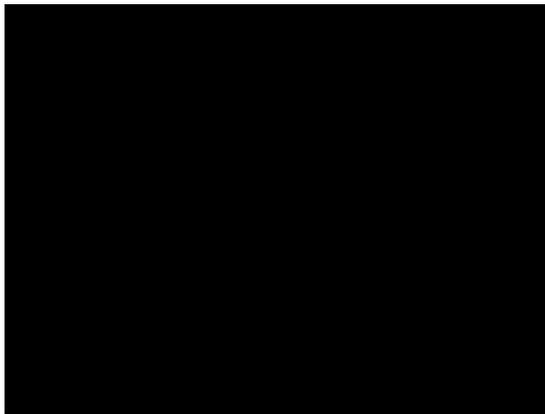
The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1950-1956	Eglinton East

Description

The property at ██████████ contains a one-storey yellow brick house with an L-shaped configuration. The main (north) elevation has a raised entrance with a wide sidelight. This is flanked to the east by a large window opening with a cast stone sill. A yellow brick chimney on the east elevation rises above the hipped roof.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

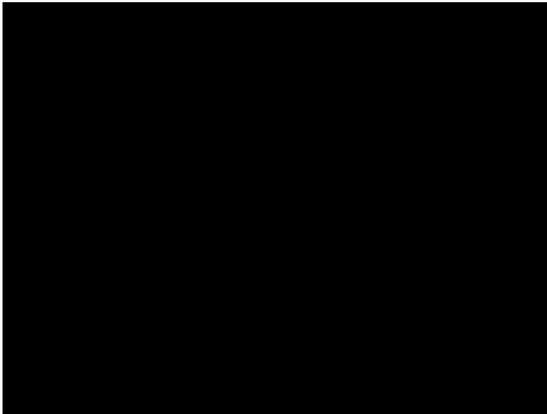
The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1950-1956	Eglinton East

Description

The property at ██████████ contains a one-storey red brick house with an L-shaped configuration. The main (north) elevation has an asymmetrically situated entrance, flanked to the east by a large multi-paned window. To the west is an attached carport. A hipped roof and a shed roof cover the various portions of the building.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

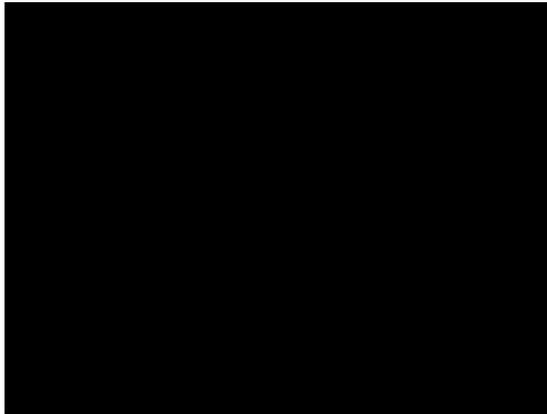
The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1950-1956	Eglinton East

Description

The property at ██████████ contains a one-store red brick house with an L-shaped configuration. The main (north) elevation has a full width porch with metal railings and behind, a centrally placed entrance flanked to the east by a large window opening. To the west is a single car garage with a flat roof. A red brick chimney on the east elevation rises above the hipped roof.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

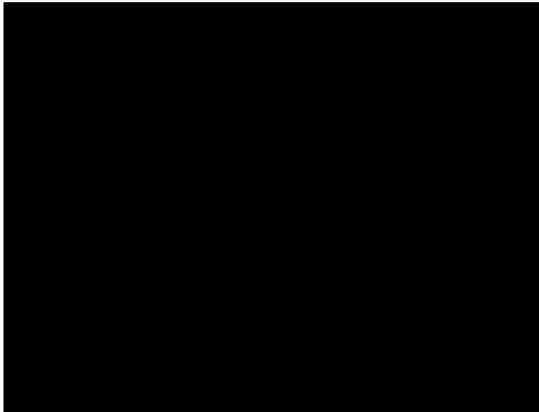
The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1956-1960	Eglinton East

Description

The property at ██████████ features a one-storey red brick house with a raised basement and an L-shaped configuration. The main (south) elevation has large regularly spaced window openings with cast stone sills while, to the east, is a raised main entrance. Hipped roofs cover the various portions of the building.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

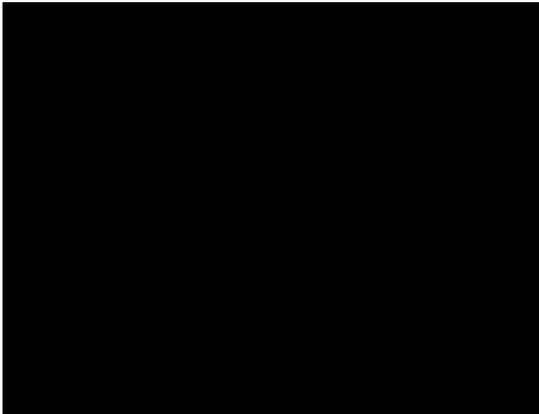
Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████
Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1950-1956	Eglinton East

Description

The property at ██████████ contains a one-storey red brick house with an L-shaped configuration. The main (north) elevation has a raised entrance with a wide sidelight. This is flanked to the east by a large window opening with a cast stone sill. A red brick chimney on the east elevation rises above the hipped roof.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

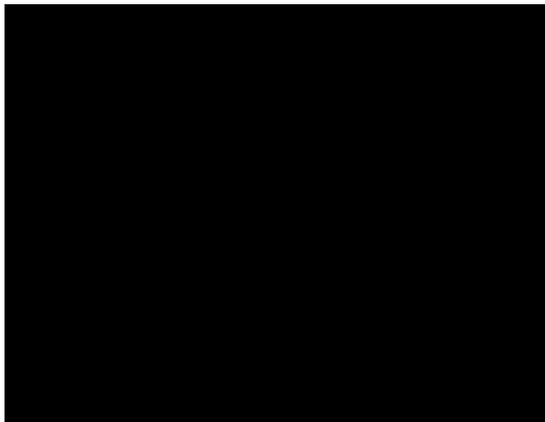
The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1956-1960	Eglinton East

Description

The property at ██████████ features a one-storey red brick house with a raised basement. The main (south) elevation has a raised and recessed centrally situated main entrance that is flanked to the west by a large window opening with a cast stone sill. To the east is a single car garage. A hipped roof and a flat roof cover the various portions of the building.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

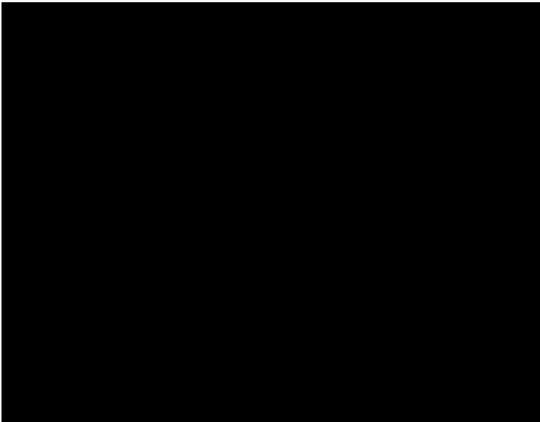
The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1956-1960	Eglinton East

Description

The property at ██████████ features a one-storey red brick house with a raised basement. The main (south) elevation has a raised and recessed centrally situated main entrance that is flanked to the east by a large window opening with a cast stone sill. To the west is a single car garage. A red brick chimney rises from the west elevation. Hipped roofs cover the various portions of the building.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

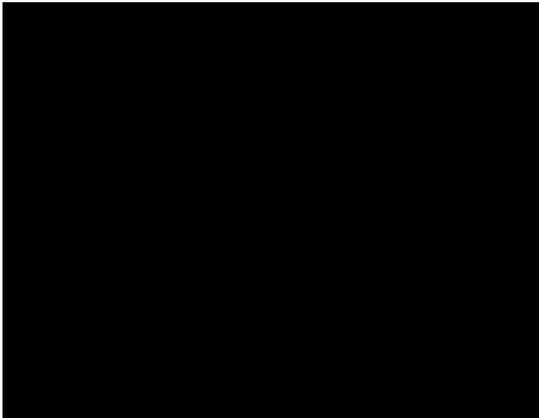
The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).





██████████ ██████████
Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1950-1956	Eglinton East

Description

The property at ██████████ features a one-storey buff brick house with a raised basement. The main (north) elevation has an entrance with sidelights and a transom and is flanked to the west by a row of basement windows. These openings are separated from the bay window above by white horizontal siding. A hipped roof covers the building.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

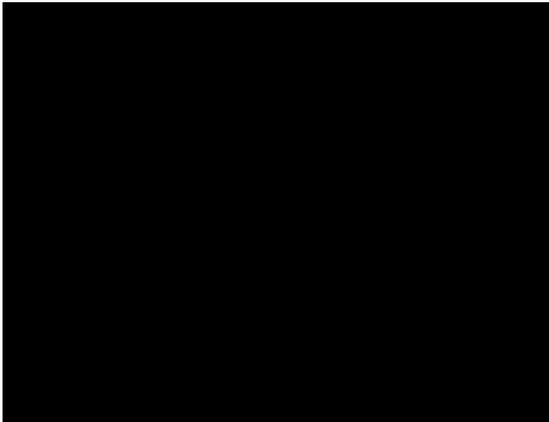
The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1956-1960	Eglinton East

Description

The property at ██████████ features a one-storey red brick house with a raised basement. Based on a L-shaped plan, the main (south) elevation has pairs of symmetrically situated window openings at the basement and upper levels. To the west is a recessed and raised entrance with a sidelight. Hipped roofs cover the building.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

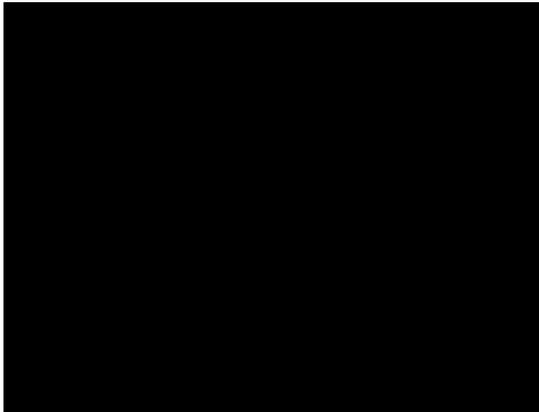
The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1956-1960	Eglinton East

Description

The property at ██████████ features a one-storey white brick house with decorative stretcher courses. The main (north) elevation has an entry with a sidelight and transom while, to the east is a bay window. A brick chimney on the west elevation rises above the hipped roof.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

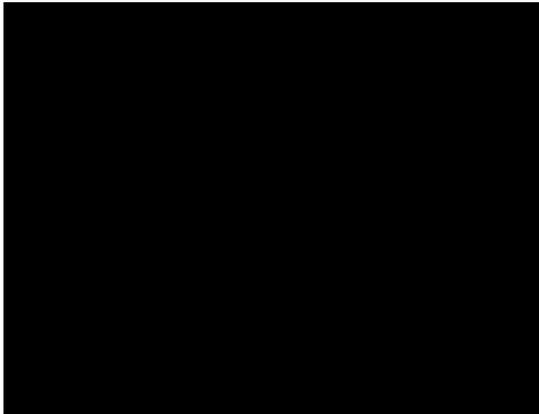
Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████
Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1950-1956	Eglinton East

Description

The property at ██████████ features a one-storey red brick house with a raised basement. Based on a L-shaped plan, the main (south) elevation has pairs of symmetrically situated window openings at the basement and upper levels. To the east is a recessed and raised entrance with a sidelight. A hipped roof covers the building.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

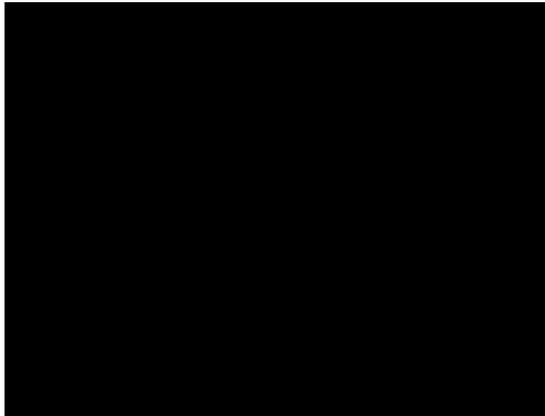
The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1950-1956	Eglinton East

Description

The property at ██████████ features a one-storey yellow brick house with a raised basement. Its main (north) elevation has a raised entrance with a sidelight, flanked to the west by a large window opening. A hipped roof with a Dutch gable covers the building. A detached garage with a hipped roof is located at the rear of the property.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

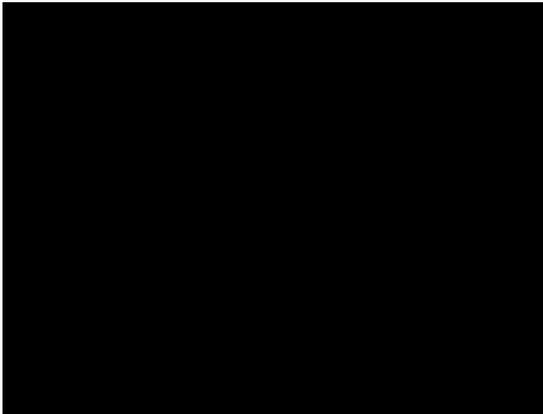
The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1956-1960	Eglinton East

Description

The property at ██████████ features a one-and-a-half-storey red brick house. Its main (south) elevation has a raised entrance flanked to the west by a large window opening. The half-storey consists of a front gable, clad in siding, while the west elevation has a shed gable, also clad in siding. A red brick chimney rises above the shed gable roof.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████
Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1950-1956	Eglinton East

Description

The property at ██████████ features a one-storey brick house. The main (north) elevation has an entrance with sidelights and a transom and is flanked to the east by a row of basement windows. These lower windows are separated from an upper bay window by white horizontal siding. A hipped roof covers the building and an attached garage is located at the rear of the house.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

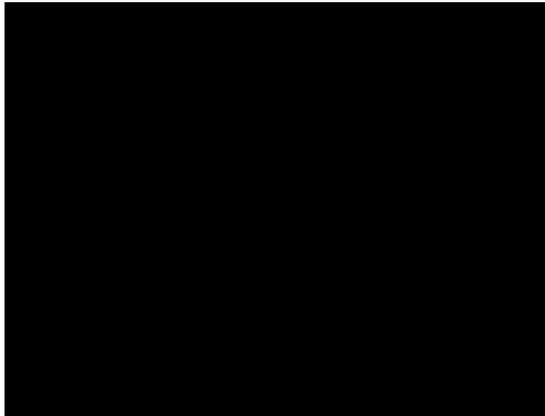
Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████
Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1956-1960	Eglinton East

Description

The property at ██████████ features a one-storey yellow brick house with a raised basement. The main (north) elevation has a large flat-headed window opening with a cast stone sill, flanked by a recessed raised entrance with a sidelight. A gable with white siding marks the entrance. A yellow brick chimney on the east elevation rises above the hipped roof. A detached garage with a hipped roof is situated to the rear of the house.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

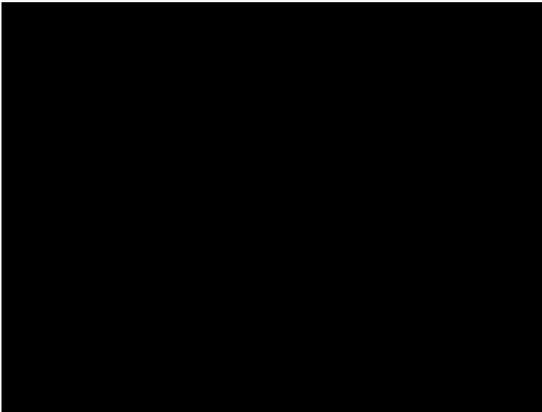
Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████
Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1950-1956	Eglinton East

Description

The property at ██████████ contains a one-storey red brick house. The main (north) elevation has a full width porch highlighted by stone veneer and metal railings. Behind the porch is an asymmetrically placed main entrance with a sidelight. This is flanked to the west by a large flat-headed window opening. A red brick chimney on the west elevation rises above the hipped roof. A detached garage with a hipped roof is located to the rear of the house.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

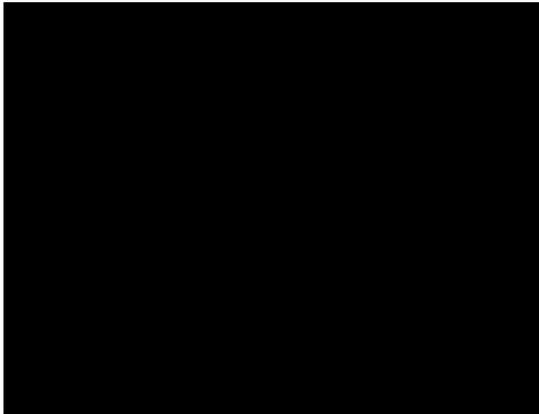
Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████
Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1950-1956	Eglinton East

Description

The property at ██████████ features a one-storey yellow brick house. Its main (north) elevation contains a large flat-headed window opening flanked by a recessed entrance with a sidelight. A yellow brick chimney on the east elevation rises above the hipped roof.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

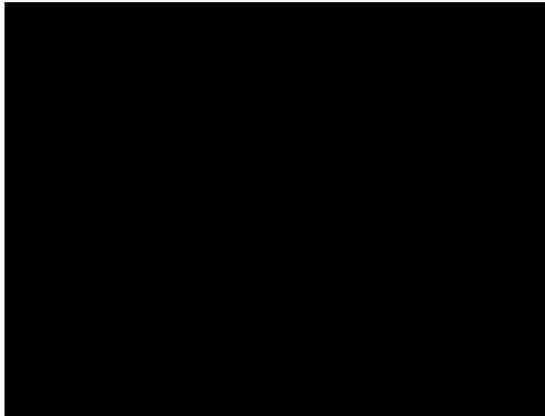
Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████
Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1950-1956	Eglinton East

Description

The property at ██████████ is a one-storey house with a raised basement. The main (north) elevation features an asymmetrically situated raised entrance with a sidelight. It is flanked to the west by a large multi-paned window. The entrance is marked by a gable roof while a hipped roof covers the various portions of the building. A detached front-gable garage is located to the rear of the house.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

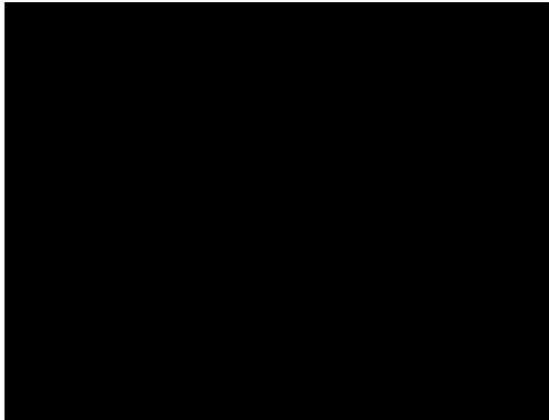
The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1950-1956	Eglinton East

Description

The property at ██████████ is situated on the southwest corner of the intersection of Maretta Avenue and Rutledge Avenue. The one-storey red brick house has a raised basement. The main elevation has a full-width porch and an asymmetrically situated entrance flanked to the south by a large window opening. On its east elevation, a red brick chimney rises above the hipped roof. A detached single garage with a hipped roof is located to the rear of the house.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).

814 Midland Avenue (MID-04)

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	Pre-1947	Kennedy Park

Description

The property at 814 Midland Avenue is one-and-a-half-storey house-form building with a raised basement. Featuring red brick, the main (east) elevation has a raised entrance flanked to the north by a large window opening with a cast stone sill. Above is a single window opening. The south elevation also contains an entrance and a variety of asymmetrically situated window openings. Above these openings is shed roofed dormer, clad in siding. A shed and a gable roof covers the various portions of the building.

Historical Associations

This building was likely constructed as a residence as part of the immediate post-World War II suburbanization of Kennedy Park. It is unclear when it was converted into a commercial building. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

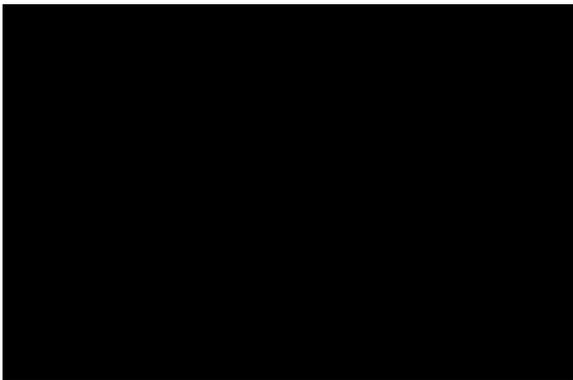
Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1947, 1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████
Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1956-1960	Kennedy Park

Description

The property at ██████████ is situated on the southeast corner at the intersection of Midland Avenue and Eglinton Avenue East. The three-storey apartment complex once featured yellow brick but has recently been painted red. It has a raised basement and its main(west) elevation features a symmetrical façade with three distinct bays. The first and third bay contain entrances surmounted by canopies above which are glazed stairwells that continue to the third storey. The second bay has pairs of projecting metal balconies and glazed openings on each of the three levels. Similar detailing can be found on the north (Eglinton Avenue East) façade. Projecting brick patterns and a flat roof are consistent with the subtle decorations of Midcentury Modern designs.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Kennedy Park. The building was painted and possibly renovated in 2021 or 2022. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

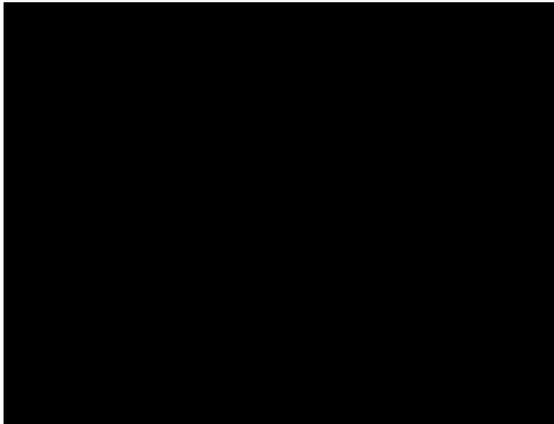
Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████
Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1950-1956	Eglinton East

Description

The property at ██████████ is a one-storey stucco-clad house with a raised basement. The main (east) elevation features an asymmetrically situated entrance with sidelights and a transom window. To the north are basement windows surmounted by a large flat-headed window opening. Prominent surrounds highlight this opening. A gable roof covers the building.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. The house was altered between late 2019 and late 2020 when stucco was applied. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

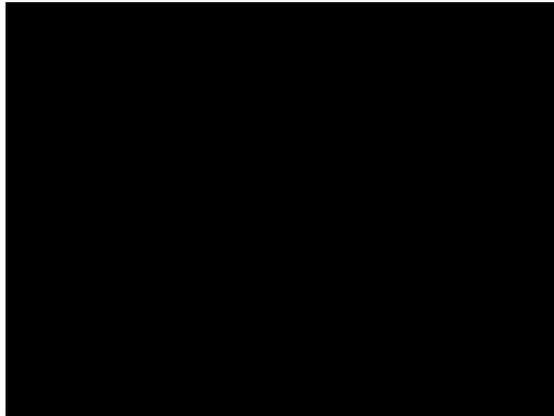
Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████
Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1950-1956	Eglinton East

Description

The property at ██████████ features a one storey red brick house with a raised basement. The main (east) elevation features brick and horizontal siding. The southern portion of the main elevation is highlighted by an entrance with a sidelight and glazed transom. The northern portion, clad in white horizontal siding, contains basement windows and a large flat-headed window opening above. A chimney and additional entry are located on the south elevation. A gable roof covers the building.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

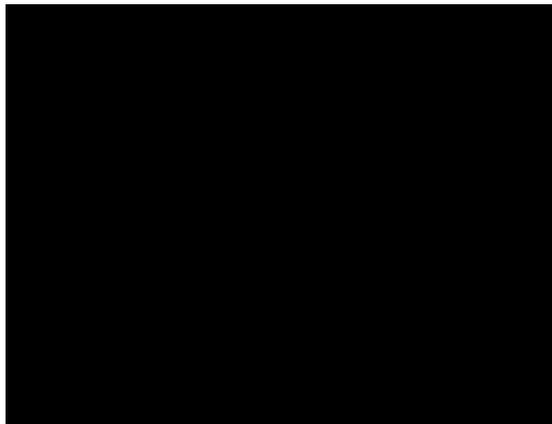
Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████
Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1950-1956	Eglinton East

Description

The property at ██████████ features a one-storey yellow brick house with white horizontal cladding. The main (east) elevation has two regularly spaced window openings. The main entrance is situated on the south elevation. A buff brick chimney rises from the rear of the property while a gable roof covers the various portions of the building.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

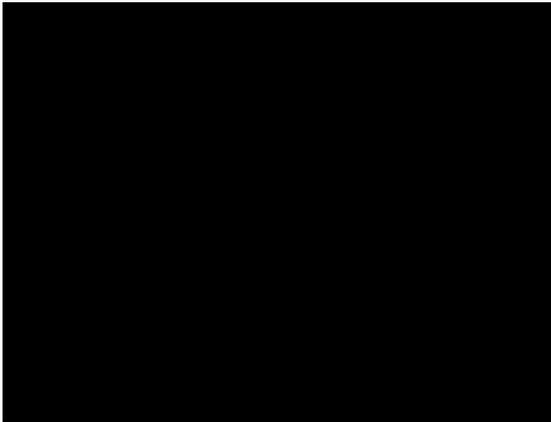
The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).





Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1956-1960	Eglinton East

Description

The property at [redacted] is situated at the northwest corner of Rutledge Avenue and Lord Roberts Drive. Featuring a raised basement, the main (east) elevation of this red brick property has a centrally situated, raised entrance that is flanked to the south by regularly spaced window openings with cast-stone sills. To the north is a semi-subterranean garage, highlighted with stone veneer. Above the garage is a half-width verandah with metal railings and large, regularly spaced window openings with cast concrete sills. A hipped roof covers the various portions of the building.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

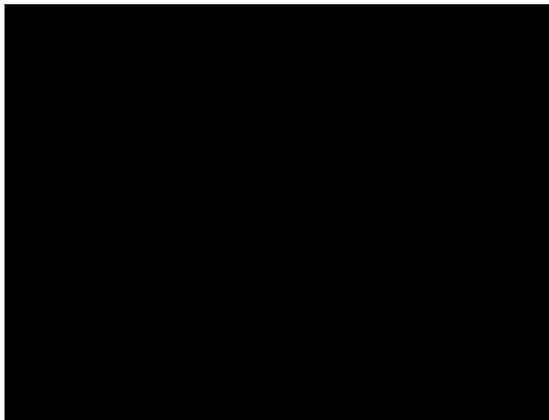
The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).





Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1956-1960	Eglinton East

Description

The property at [redacted] features a one-storey, red brick house with a raised basement. The main (west) elevation has a recessed and raised entrance flanked to the south by a single car garage and, to the north, by a large flat-headed window opening. A hipped roof and a flat roof cover the various portions of the building.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

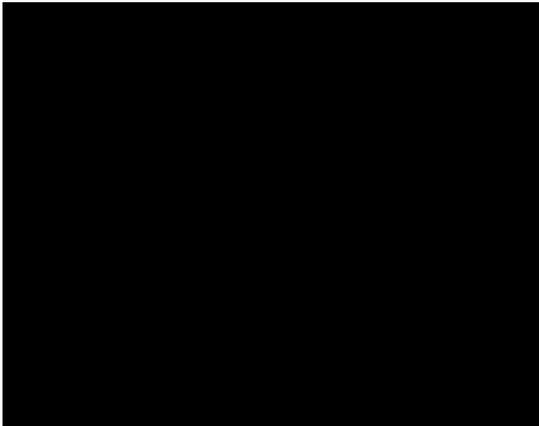
Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



██████████ ██████████
Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1956-1960	Eglinton East

Description

The property at ██████████ features a one-storey, red brick house with a raised basement. The main (west) elevation has a recessed and raised entrance flanked to the north by a single car garage and, to the south, by a bow window. A hipped roof and a flat roof cover the various portions of the building.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

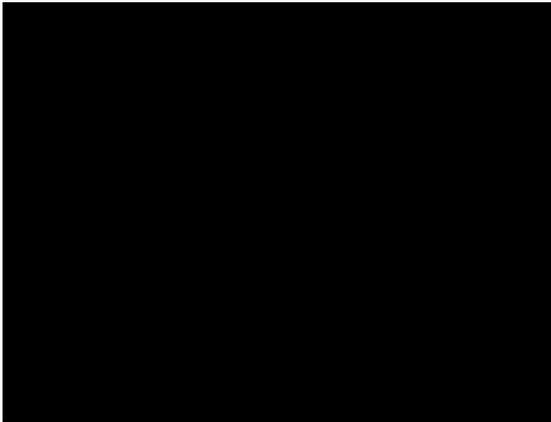
Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1956-1960	Eglinton East

Description

The property at [redacted] features a one-storey red brick house with a raised basement and an L-shaped configuration. The main (west) elevation has a raised and recessed main entrance, flanked to the north by a single car garage and, to the south, by irregularly spaced window openings with cast stone sills. Hipped roofs cover the various portions of the building.

Historical Associations

This building was constructed as part of the mid-20th century suburbanization of Eglinton Avenue East on former agricultural land. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).



No Address (EGL-15)

Secondary Address(es): None



Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1956-1960	Eglinton East

Description

This is a pedestrian walkway that connects Lord Roberts Drive to Eglinton Avenue East.

Historical Associations

This walkway was developed during the mid-20th century suburbanization of Eglinton Avenue East and provided access to the commercial development at Eglinton Avenue East and Midland Avenue from the mid-20th century residential subdivision to the north. Further historical associations are not known.

O.Reg. 9/06 Evaluation (Values)

Design/Physical	Historical/Associative	Contextual
Not identified	Not identified	Not identified

Heritage Assessment

HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified current interest in the property as a potential heritage property.

Sources: City of Toronto Aerial Photographs (1950, 1956, 1960, 1970, 1983, 1992).

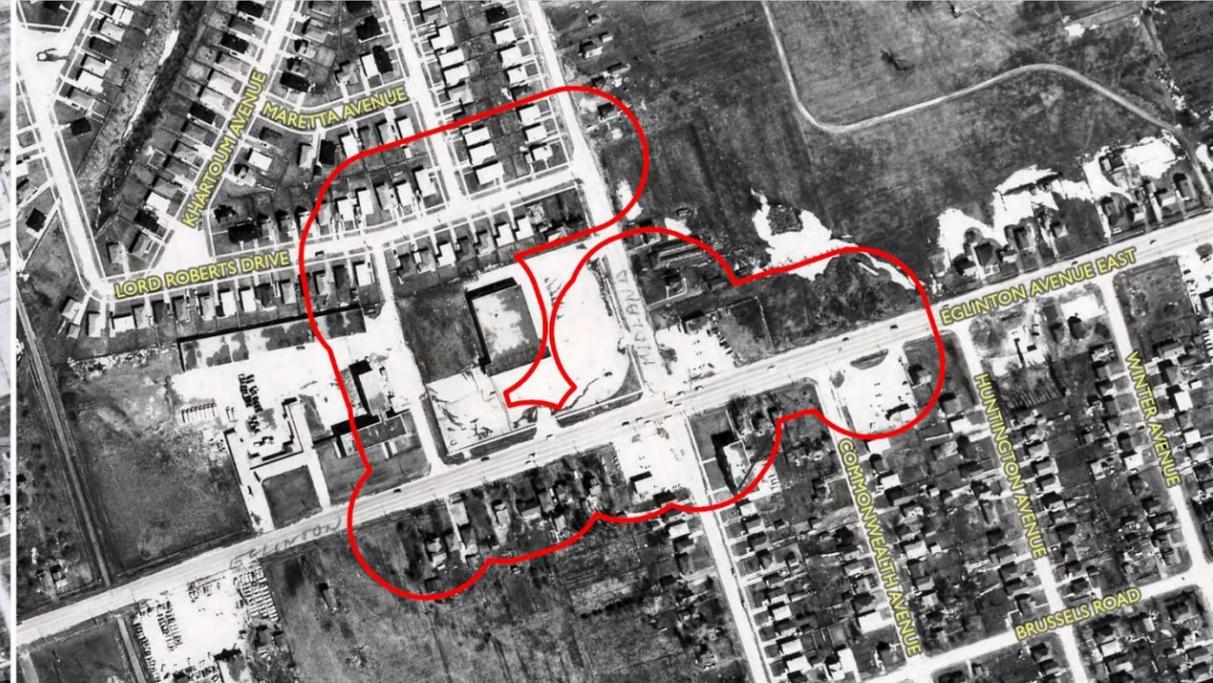


APPENDIX C: PROPERTY HISTORIC AERIAL PHOTOGRAPHS

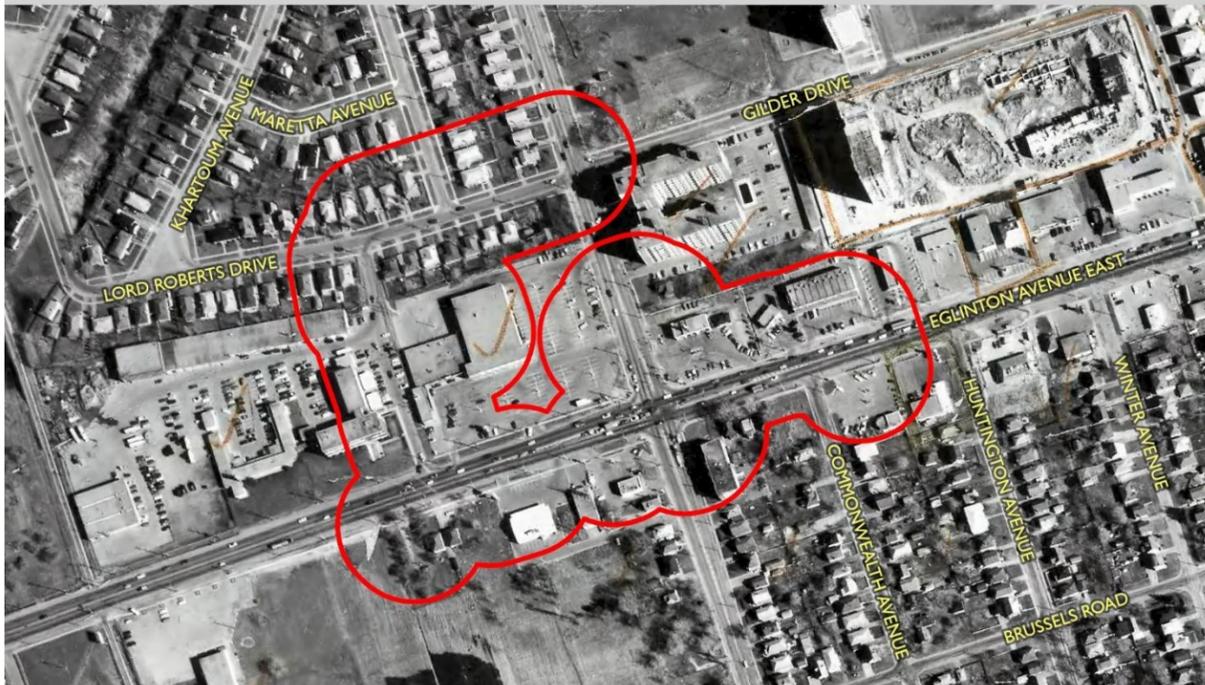
1950 ORTHOPHOTOGRAPHY
CITY OF TORONTO



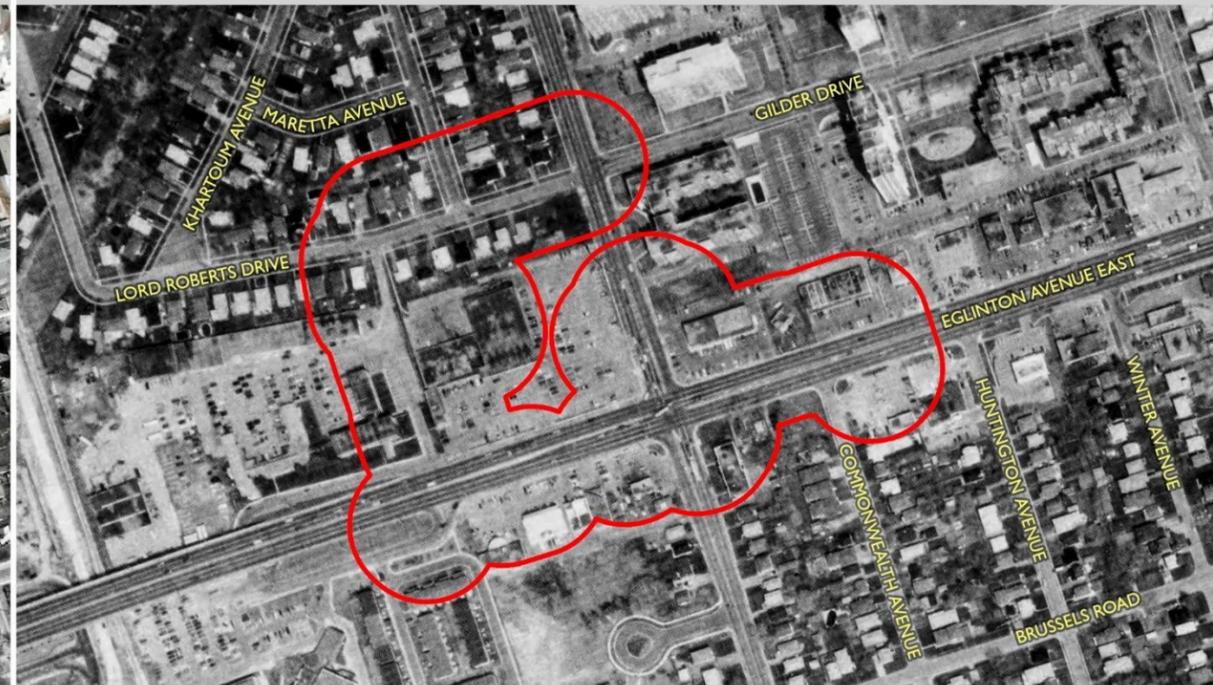
1960 ORTHOPHOTOGRAPHY
CITY OF TORONTO



1970 ORTHOPHOTOGRAPHY
CITY OF TORONTO



1983 ORTHOPHOTOGRAPHY
CITY OF TORONTO



HISTORIC AERIALS

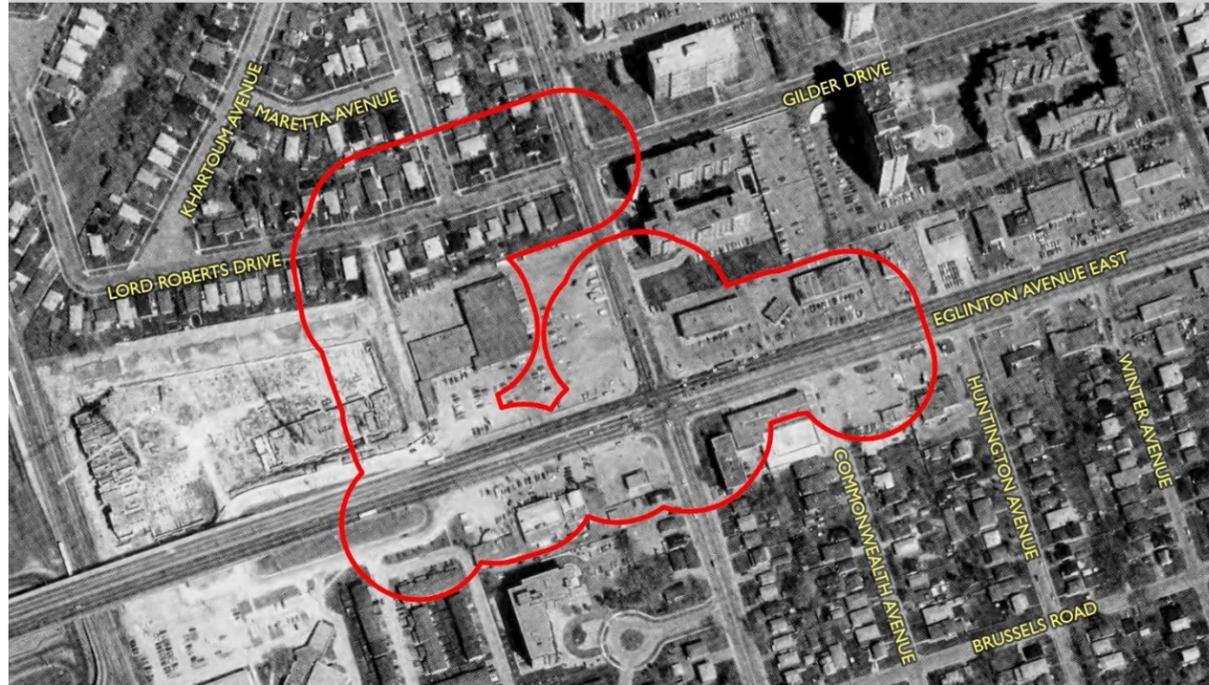
Study Area



200 m

Prepared by AST 2022-06-08
Contains information licenced under the Open
Government Licence - Canada and the Open Government
Licence - Ontario

1989 ORTHOPHOTOGRAPHY
 CITY OF TORONTO



1992 ORTHOPHOTOGRAPHY
 CITY OF TORONTO



2009 ORTHOPHOTOGRAPHY
 CITY OF TORONTO



2021 ORTHOPHOTOGRAPHY
 CITY OF TORONTO



HISTORIC AERIALS

Study Area

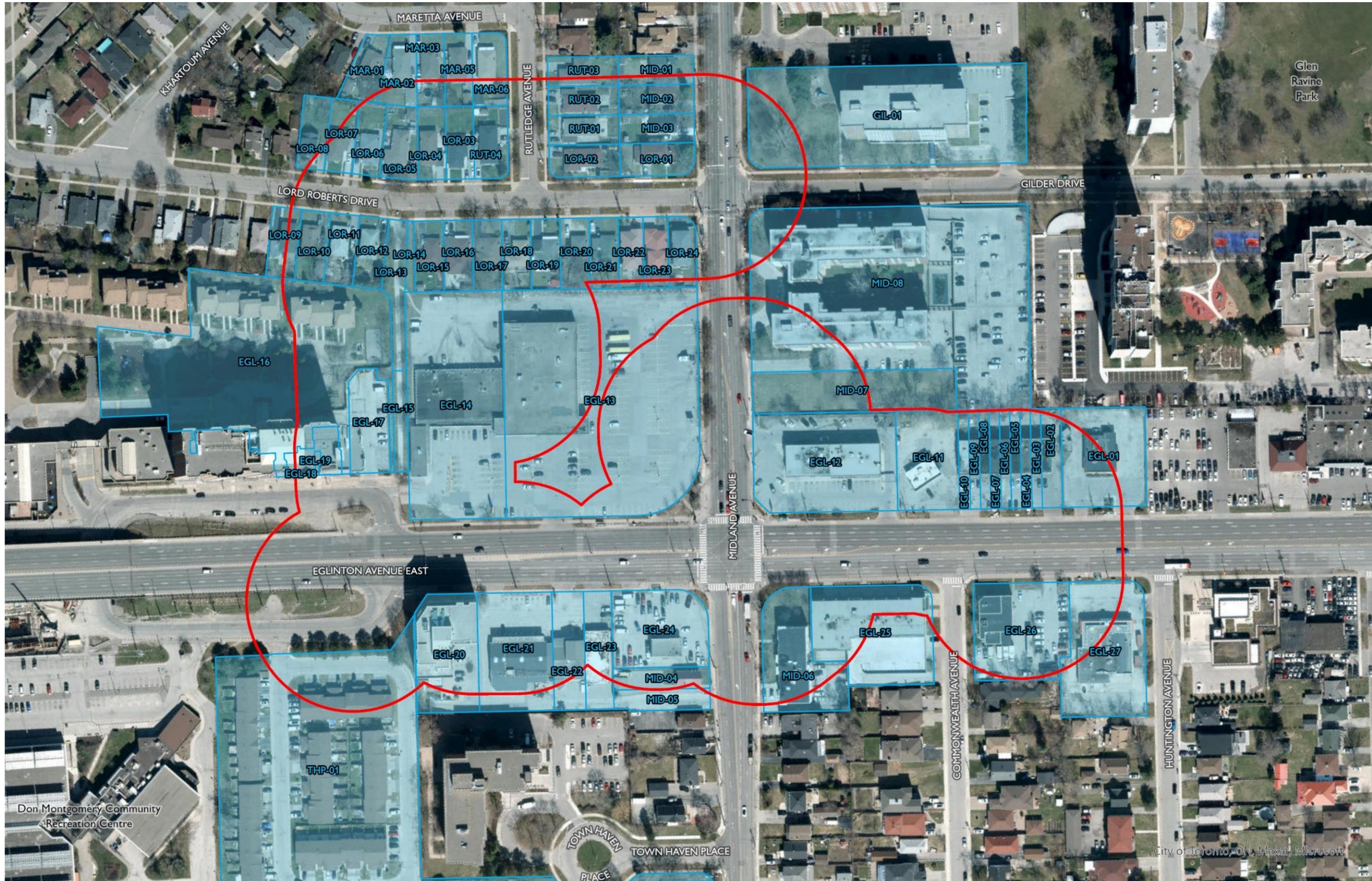


200 m

Prepared by AST 2022-06-08
 Contains information licenced under the Open
 Government Licence - Canada and the Open Government
 Licence - Ontario



APPENDIX D: HERITAGE EVALUATION RESULTS MAPS



HERITAGE EVALUATION RESULTS

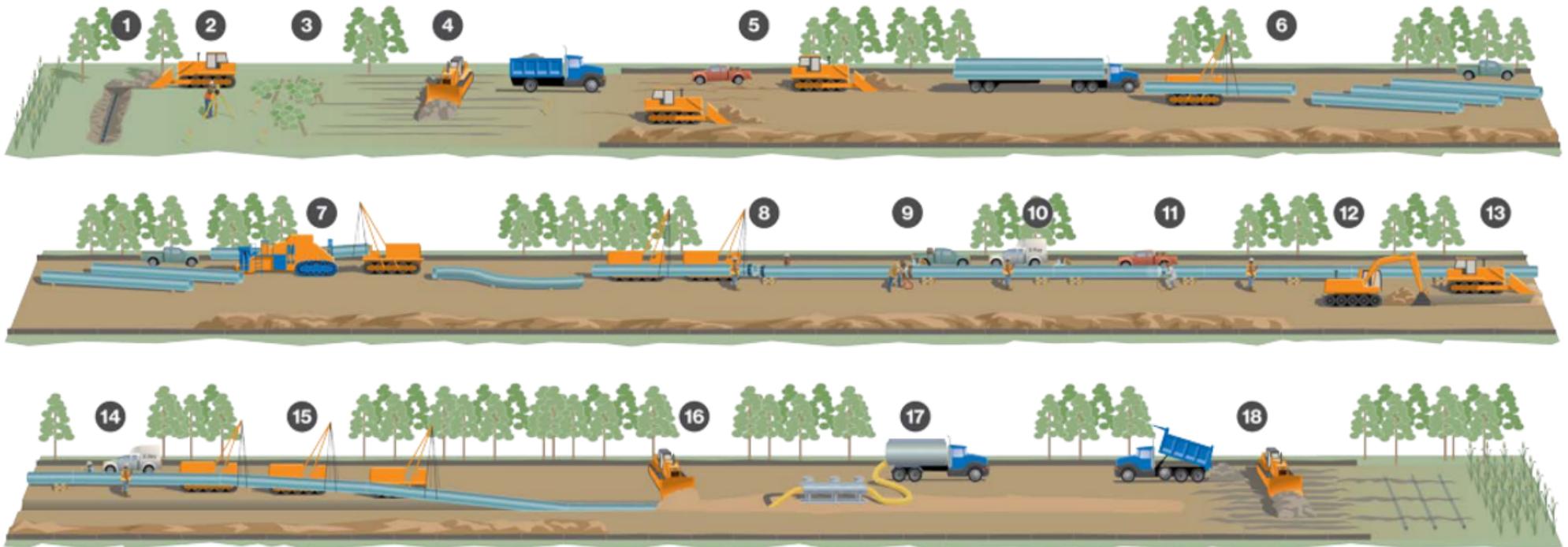
- Study Area
- No Heritage Value

100 m
 Prepared by JFM 2022-06-08
 Contains information licenced under the Open Government Licence - Canada and the Open Government Licence - Ontario

Appendix C

Typical Pipeline Construction Sequence

Constructing an Enbridge Gas Pipeline



1. Pre-construction tiling
2. Surveying and staking
3. Clearing

4. Right-of-way topsoil stripping
5. Front-end grading
6. Stringing pipe

7. Field bending pipe
8. Lining-up pipe
9. Welding process

10. X-ray or ultrasonic inspection, weld repair
11. Field coating
12. Digging the trench

13. Padding trench bottom
14. Final inspection and coating repair
15. Lowering pipe

16. Backfilling
17. Hydrostatic testing
18. Site restoration and post-construction tiling

Appendix D

Contact List

EGI Scarborough Subway Extension - Kennedy Station Relocation
CONTACT LIST

Surname	First Name	Organization	Department	Title/Role	Address	City/Town, Province	Postal Code	Telephone	E-Mail
FEDERAL AGENCIES AND ELECTED OFFICIALS									
Zahid	Salma	Government of Canada	Scarborough Centre	Member of Parliament (MP) Scarborough Centre	2155 Lawrence Avenue East Unit 5	Scarborough, ON	M1R 5G9	416-752-2358	Salma.Zahid@parl.gc.ca
Blair	Bill	Government of Canada	Scarborough Southwest	Member of Parliament (MP) Scarborough Southwest	2263 Kingston Road	Scarborough, ON	M1N 1T8	416-261-8613	Bill.Blair@parl.gc.ca
Levesque	Isabelle	Indigenous Services Canada	Lands and Environmental Management Branch, Environmental Policy Section	Manager	10 Wellington Street	Gatineau, QC	K1A 0H4	819-635-8746	isabelle.levesque5@sac-isc.gc.ca
Rakobowchuk	Christina	Indigenous Services Canada	Lands and Environmental Management Branch, Environmental Policy Section	Economic Policy Researcher	10 Wellington Street	Gatineau, QC	K1A 0H4	343-998-7614	christina.rakobowchuk@sac-isc.gc.ca
Brown	Cynthia	Indigenous Services Canada	Lands and Economic Development, Environment Section	Senior Program Officer	655 Bay Street	Toronto, ON	M5G 2K4	416-540-2374	cynthia.brown@sac-isc.gc.ca
Chiu	Ricky Wai Kei	Indigenous Services Canada	Lands and Economic Development, Environment Section	Junior Environmental Officer	655 Bay Street	Toronto, ON	M5G 2K4	647-327-7603	rickywaikei.chiu@sac-isc.gc.ca
--	--	Crown-Indigenous Relations and Northern Affairs Canada (CIRNAC)	Environmental Assessment Office	--	--	Toronto, ON	M5G 2K4		aadnc.infopubs.aandc@canada.ca
ONTARIO PIPELINE COORDINATING COMMITTEE (OPCC)									
Crnojacki	Zora	Ontario Pipeline Coordinating Committee (OPCC)	Ontario Energy Board	OPCC Chair	P.O. Box 2319, 2300 Yonge St., 26th Floor	Toronto, ON	M4P 1E4	416-440-8104	Zora.Crnojacki@oeb.ca
Geerts	Helma	Ontario Pipeline Coordinating Committee (OPCC)	Ministry of Agriculture and Food, Ministry of Rural Affairs	Land Use Policy & Stewardship, Policy Advisor	3rd Floor SE, 1 Stone Road West	Guelph, ON	N1G 4Y2	519-546-7423	Helma.Geerts@ontario.ca
Potter	Katy	Ontario Pipeline Coordinating Committee (OPCC)	Ministry of the Environment, Conservation and Parks (MECP)	Supervisor (Acting)	7th Flr, 135 St Clair Ave W,	Toronto, ON	M4V 1P5	416-804-2793	katy.potter@ontario.ca
Manouchehri	Kourosh	Ontario Pipeline Coordinating Committee (OPCC)	Technical Standards and Safety Authority (TSSA)	Engineer	345 Carlingview Drive	Toronto, ON	M9W 6N9	416-734-3539	kmanouchehri@tssa.org
Harris	Maya	Ontario Pipeline Coordinating Committee (OPCC)	Ministry of Municipal Affairs and Housing (MMAH)	Manager, Community Planning/Development - East	777 Bay Street, 13th Floor	Toronto, ON	M5G 2E5	416-585-6063	maya.harris@ontario.ca
Boyd	Erick	Ontario Pipeline Coordinating Committee (OPCC)	Ministry of Municipal Affairs and Housing (MMAH), Western Municipal Services Office	Manager, Regional Planning	Exeter Road Complex 2nd Flr, 659 Exeter Rd	London, ON	N6E 1L3	519-873-4025	Erick.Boyd@ontario.ca
Schulte-Hostedde	Bridget	Ontario Pipeline Coordinating Committee (OPCC)	Ministry of Municipal Affairs and Housing (MMAH), North Municipal Services Office	Regional Director (Sudbury,Thunder Bay- Acting)	Suite 401, 159 Cedar St (Sudbury) Suite 223, 435 James St S (Thunder Bay)	Sudbury, ON Thunder Bay, ON	P3E 6A5 P7E 6S7	705-564-6858 807-475-1187	bridget.schulte-hostedde@ontario.ca
Elms	Michael	Ontario Pipeline Coordinating Committee (OPCC)	Ministry of Municipal Affairs and Housing (MMAH), Eastern Municipal Services Office	Manager	Rockwood House, 8 Estate Lane	Kingston, ON	K7M 9A8	613-545-2132	michael.elms@ontario.ca
Wilkinson	Jonathon	Ontario Pipeline Coordinating Committee (OPCC)	Ministry of Energy	Senior Advisor (Acting)	6th Flr, 77 Grenville St	Toronto, ON	M7A 1B3	705-313-3658	jonathon.wilkinson@ontario.ca
Barboza	Karla	Ontario Pipeline Coordinating Committee (OPCC)	Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI), Heritage Planning Unit Programs and Services Branch	Team Lead	400 University Ave. 5th Floor	Toronto, ON	M7A 2R9	416-660-1027	karla.barboza@ontario.ca
Johnston	Keith	Ontario Pipeline Coordinating Committee (OPCC)	Northern Development and Mines, Natural Resources and Forestry (MNDMNR), Strategic and Indigenous Policy Branch, Policy Division	Environmental Planning Team Lead	99 Wellesley St W	Toronto, ON	M7A 1W3	705-313-6960	keith.johnston@ontario.ca
Ostrowka	Cory	Ontario Pipeline Coordinating Committee (OPCC)	Infrastructure Ontario	Environmental Specialist	1 Dundas Street West, Suite 2000	Toronto, ON	M5G 1Z3	416-212-6976	cory.ostrowka@infrastructureontario.ca
DiFabio	Tony	Ontario Pipeline Coordinating Committee (OPCC)	Operations Division- Corridor Management	Team Lead	301 St. Paul St W	St Catharines	L2R 7R4	365-336-2136	Tony.DiFabio@ontario.ca
PROVINCIAL AGENCIES AND ELECTED OFFICIALS									
Mitas	Christina Maria	Government of Ontario	Scarborough Centre	Member of Provincial Parliament (MPP) - Scarborough Centre	2063 Lawrence Ave. E	Scarborough, ON	M1R 2Z4	416-615-2183	christina.mitasco@pc.ola.org
Begum	Doly	Government of Ontario	Scarborough Southwest	Member of Provincial Parliament (MPP) Scarborough Southwest	3110 Kingston Rd., Unit 5A	Scarborough, ON	M1M 1P2	416-261-9525	DBegum-CO@ndp.on.ca
Maharaj	Drew	Ministry of Indigenous Affairs	Minister's Office	Policy and Partner Relations Advisor	Suite 400, 160 Bloor St E	Toronto, ON	M7A 2E6	437-980-2970	drew.maharaj@ontario.ca
Reid	Michael	Ministry of Indigenous Affairs	Indigenous Relations and Programs Division	Assistant Deputy Minister	160 Bloor St E, 9th Floor	Toronto, ON	M7A 2E6	416-325-0301	michael.reid@ontario.ca

EGI Scarborough Subway Extension - Kennedy Station Relocation
CONTACT LIST

Surname	First Name	Organization	Department	Title/Role	Address	City/Town, Province	Postal Code	Telephone	E-Mail
Pastori	Andrea	Ministry of Energy	Strategic Policy and Analytics Branch Strategic, Network and Agency Policy Division	Cabinet Liaison and Strategic Policy Branch Coordinator	6th Flr, 77 Grenville St	Toronto, ON	M7A 1B3		andrea.pastori@ontario.ca
Brown	Joanna	Infrastructure Ontario		Environmental Specialist	14 Gable Lane	Kingston, ON	K7M 9A7		joanna.brown@infrastructureontario.ca
Sandy	Nigel	Metrolinx	Scarborough Subway Extension	Community Relations & Issues Specialist	97 Front Street West	Toronto, ON	M5J 1E6	416-202-7900	ScarboroughSubwayExtension@metrolinx.com
Foster	Pam	GO Transit and Metrolinx	Environmental Programs and Assessment	Director	10 Bay Street	Toronto, ON	M5J 2W3	647-272-9386	pam.foster@metrolinx.com
Greene	Robert	Ministry of the Solicitor General	--	Director	25 Grosvenor Street, 13th Flr	Toronto, ON	M7A 1Y6	416-277-2370	robert.greene@ontario.ca
Paul	Sarah	Ministry of the Environment Conservation and Parks (MECP)	Environmental Assessment and Permissions Division	Assistant Deputy Minister	14th Flr, 135 St Clair Ave W	Toronto, ON	M4V 1P5	416-314-9530	sarah.paul@ontario.ca
Gram	Sandra	Ministry of the Environment Conservation and Parks (MECP)	Environmental Assessment and Permissions Division	Senior Program, Policy and Issues Advisor	14th Flr, 135 St Clair Ave W	Toronto, ON	M4V 1P5	416-318-7515	sandra.gram@ontario.ca
Rodriguez	Heather	Toronto Region Conservation Authority (TRCA)	Development Planning and Permits: Toronto – Scarborough, Pickering or Uxbridge	Planner	101 Exchange Ave	Vaughn, ON	L4K 5R6	416- 661-6600 ex. 6487	heather.rodriquez@trca.ca
Hislop	Chris	Ministry of Northern Development, Mines, Natural Resources and Forestry	Aurora District	Supervisor	50 Bloomington Road	Aurora, ON	L4G 0L8	289-221-3149	chris.hislop@ontario.ca
--	--	Infrastruture Ontario	Notice Review Email	--	--	--	--	--	noticereview@infrastructureontario.ca
MUNICIPAL AGENCIES AND ELECTED OFFICIALS									
Thompson	Michael	City of Toronto	Ward 21 Scarborough Centre	Councillor-Deputy Mayor for the East end of the city	100 Queen Street West, Suite B31	Toronto, ON	M5H 2N2	416-397-9274	councillor_thompson@toronto.ca
Wons	Ihor	City of Toronto	Ward 21 Scarborough Centre	Advisor, Planning and Stakeholder Engagement	100 Queen Street West, Suite B31	Toronto, ON	M5H 2N2	416-397-9274	Ihor.Wons@toronto.ca
Tory	John	City of Toronto	Office of the Mayor	Mayor	City Hall, 2nd Floor 100 Queen St. W	Toronto, ON	M5H 2N2	416-397-2489	mayor_tory@toronto.ca
Ramer	James	Toronto Police Service	--	Chief	40 College Street	Toronto, ON	M5G 2J3	416-808-2222	officeofthechief@torontopolice.on.ca
Campbell	Scott	Toronto Fire Station 221	--	District Chief	2575 Eglinton Ave E	Scarborough ON	M1K 2R8	416- 338-9050	firehr@toronto.ca
Lintern	Gregg	City of Toronto	Planning	Chief Planner & Executive Director	12th fl. E., 100 Queen St. W	Toronto, ON	M5H 2N2	392-8772	gregg.lintern@toronto.ca
Zuliani	Paul	City of Toronto	Community Planning-Scarborough District	Director	Scarborough Civic Centre 150 Borough Dr	Scarborough ON	M1P 4N7	392-2691	paul.zuliani@toronto.ca
Dynes	Kelly	City of Toronto	Ward 21, Scarborough Centre	Senior Planner	Scarborough Civic Centre 150 Borough Dr	Scarborough ON	M1P 4N7	396-4250	kelly.dynes@toronto.ca
Caldwell	Emily	City of Toronto	Ward 21, Scarborough Centre	Senior Planner	Scarborough Civic Centre 150 Borough Dr	Scarborough ON	M1P 4N7	396-4927	emily.caldwell@toronto.ca
Keliher	Matt	City of Toronto	Solid Waste Management Services	General Manager	Toronto City Hall 25th Fl. E., 100 Queen St. W	Toronto, ON	M5H 2N2	392-4715	matt.keliher@toronto.ca
Di Gironimo	Lou	City of Toronto	Toronto Water	General Manager	Metro Hall 18th Floor, 55 John Street	Toronto, ON	M5V 0C4	392-8200	twgmo@toronto.ca
Gray	Barbara	City of Toronto	Transportation Services	General Manager	Toronto City Hall 24th fl. E., 100 Queen St. W	Toronto, ON	M5H 2N2	392-8431	barbara.gray@toronto.ca
--	--	City of Toronto	Infrastructure Coordination Unit	--	--	Toronto, ON	--	--	icu@toronto.ca
Rahman	Ayaz	City of Toronto	Toronto Transit Commission	Senior Engineer	1900 Yonge Street	Toronto, ON	M4S 1Z2	416-393-7880	Ayaz.Rahman@ttc.ca
INTEREST GROUPS									
--	--	Toronto District School Board	--	Director's Office	5050 Yonge Street	Toronto, ON	M2N 5N8	416-397-3000	director'soffice@tdsb.on.ca
--	--	Toronto Catholic District School Board	--	General Inquiries	5050 Yonge Street	Toronto, ON	M2N 5N8	416-397-3000	GeneralInquiries@TDSB.on.ca
Dillinger	Theresa	Toronto District School Board	Lord Roberts Junior Public School	Principal	165 Lord Roberts Dr	Scarborough, ON	M1K 3W5	416-396-6420	LordRoberts@tdsb.on.ca
Noble	Robert	Toronto District School Board	St. Joan of Arc Catholic Academy	Principal	959 Midland Avenue	Scarborough, ON	M1K 4G4	416-393-5554	--
--	--	Toronto Student Transportation Group	Student Transportation Services		2 Trethewey Drive 2nd floor Annex	Toronto, ON	M6M 4A8	416-394-4287	transportation@torontoschoolbus.org
--	--	Afghan Women's Organization Refugee and Immigrant Services	--	--	2555 Eglinton Ave. East, #211	Toronto, ON	M1K 5J1	416- 266-1777	--
--	--	Hertz Car Rental - Scarborough - Eglinton and Midland	--	--	2507 Eglinton Ave East	Toronto, ON	M1K 2R1	416- 261-4234	--
--	--	Shiv Sewa Sangh Mandir (Furniture and Mattress)	--	--	Eglinton Ave E	Toronto, ON	M1K 2R1	416-261-0281	--

EGI Scarborough Subway Extension - Kennedy Station Relocation
CONTACT LIST

Surname	First Name	Organization	Department	Title/Role	Address	City/Town, Province	Postal Code	Telephone	E-Mail
--	--	Yal Market	--	--	2499 Eglinton Ave E	Toronto, ON	M1K 2R1	416-267-5551	--
--	--	Beauty Supply Superstore	--	--	2495 Eglinton Ave E	Toronto, ON	M1K 2R1	416-267-1501	--
--	--	Caribbean Ocean Restaurant	--	--	2480 Eglinton Ave E	Toronto, ON	M1K 2R4	416-266-4591	--
--	--	Master Kang's Black Belt Martial Arts Scarborough Taekwondo	--	--	2501 Eglinton Ave E	Scarborough, ON	M1K 2R1	416-269-7778	--
--	--	Smile Back Bed and Breakfast	--	--	2547 Eglinton Ave E	Scarborough, ON	M1K 2R5	--	--
--	--	Dollarama	Discount Store	--	2480 Eglinton Ave E	Scarborough, ON	M1K 2R4	416- 264-0759	--
--	--	Kids World Clothing Store	Clothing Store	--	2480 Eglinton Ave E	Scarborough, ON	M1K 2R4	416-266-1010	--
--	--	Ontario Early Years Centre Scarborough Southwest	Community Centre	--	2555 Eglinton Ave E	Scarborough, ON	M1K 5J1	416-266-8289	--
--	--	Sankanai Furniture Inc	Furniture Store	--	2563 Eglinton Ave E	Scarborough, ON	M1K 2R7	416- 264-9642	--
		HQ Wax Bar	Waxing hair removal service	--	2555 Eglinton Ave E Unit 2A	Scarborough, ON	M1K 5J1	416-901-6657	--
INDIGENOUS COMMUNITIES (engagement through Enbridge)									
LaForme	Adam	Mississaugas of the Credit First Nation	Department of Consultation and Accomodation	Director of Consultation	2789 Mississauga Road, R.R.#6	Hagersville, ON	N0A 1H0		Adam.LaForme@mncfn.ca
LaRocca	Kelly	Mississaugas of Scugogg Island	*	Grand Chief	22521 Island Road	Port Perry, ON	L9L 1B6		ckennedy@scugogfirstnation.com consultation@scugogfirstnation.com don@ibabraiding.com kbent@scugogfirstnation.com msanford@scugogfirstnation.com wbirch@ibabraiding.com
Mowat	Dave	Alderville First Nation	*	Grand Chief	11696 Second Line Rd., PO Box 46	Roseneath, ON	K0K 2X0		consultation@alderville.ca
Sandy	Joanne	Beausoleil First Nation	*	Grand Chief	Dock Ln	Penetanguishene, ON	L9M 1R3		council@chimnissing.ca executiveassistant@chimnissing.ca fnadmin@chimnissing.ca msmith@chimnissing.ca
Vincent	Remy	Huron Wendat Nation		Grand Chief	255 place Chef-Michel-Laveau	Wendake, QC	G0A 4V0		Dominic.Sainte-Marie@wendake.ca Lori-Jeanne.Bolduc@wendake.ca Marie-Sophie.Gendron@wendake.ca Mario.GrosLouis@wendake.ca
Whetung-MacInnes	Emily	Curve Lake First Nation	*	Grand Chief	22 Winookeedaa Road	Curve Lake, ON	K0L 1R0		francis@francisquia.com JordonM@curvelake.ca JulieK@curvelake.ca KaitlinH@curvelake.ca
Big Canoe	Donna	Chippewas of Georgina Island First Nation	*	Grand Chief	R.R. #2, N13	Sutton West, ON	L0E 1R0		donna.bigcanoe@georginaisland.com jl.porte@georginaisland.com sylvia.mccue@georginaisland.com
Carr		Hiawatha First Nation	*	Grand Chief	123 Paudash Street	Hiawatha, ON	K9J 0E0		tcowie@hiawathafn.ca
Williams	Ted	Chippewas of Rama First Nation	*	Grand Chief	5884 Rama Road, Suite 200	Rama, ON	L0K 1T0		consultation@ramafirstnation.ca shardaj@ramafirstnation.ca
Nahrhang	Kris	Kawartha Nishnawbe		Chief	257 Big Cedar Lake Road	Big Cedar, ON	K0L 2H0		kawarthanishnawbecouncil@outlook.com

Appendix E

Notice of Study Commencement and Virtual Information Session

PROPOSED NATURAL GAS PIPELINE RELOCATION

SCARBOROUGH SUBWAY EXTENSION - KENNEDY RELOCATION PROJECT

NOTICE OF STUDY COMMENCEMENT AND VIRTUAL INFORMATION SESSION

CITY OF TORONTO, ONTARIO

The Study

Enbridge Gas Inc. (Enbridge Gas) has retained Dillon Consulting Limited (Dillon) to begin an environmental assessment study for the relocation of the natural gas assets. This relocation is required to accommodate the construction of the Metrolinx Scarborough Subway Extension Transit Project while maintaining the existing service to Enbridge Gas customers in Scarborough. Through discussions with Metrolinx, Enbridge Gas has determined a preliminary preferred route of approximately 800 meters of pipeline relocation (see map). Project constraints including utility congestion within the City Right-of-Way, conflict areas with proposed transit infrastructure, and maintaining existing connections to the Enbridge network and customers limit the opportunity to explore alternative routes.

The project includes the following improvements in the vicinity of Eglinton Avenue East, Midland Avenue, and Lord Roberts Drive:

- Approximately 330m of up to Nominal Pipe Size (“NPS”) 8-inch diameter natural gas pipeline relocation at Eglinton Ave. E & Midland Ave.
- Approximately 16m of up to NPS 6-inch diameter natural gas pipeline relocation at Eglinton Ave. E & Midland Ave.
- Approximately 25m of up to NPS 4-inch diameter natural gas pipeline relocation at Eglinton Ave. E & Midland Ave.
- District Regulator Station to be relocated onto Metrolinx private property easement.
- Approximately 310m of NPS 4-inch diameter natural gas pipeline relocation at Lord Roberts Dr. & Midland Ave.
- Approximately 120m of up to Nominal Pipe Size (“NPS”) 2-inch diameter natural gas pipeline header relocation at 2480 Eglinton Ave. E.

Once the study is complete, Enbridge Gas will apply to the Ontario Energy Board (OEB) for approval to construct the Project. If approved, construction may begin in summer 2023.

The Process

The 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*. The study will review the need and justification for the pipeline, describe the natural, cultural and socio-economic environment, evaluate the project from a social, cultural and environmental perspective, outline safety measures, and describe appropriate measures for impact mitigation and monitoring.

Invitation to the Community

Stakeholder consultation and Indigenous engagement is a key component of this study. Members of the general public, regulatory agencies, Indigenous communities, and interest group representatives are invited to participate in the study. We are hosting a Virtual Information Session to provide you with an opportunity to review the project and provide input.

Virtual Information Session Website:

www.KennedyStationProject.com

Active Dates: Wednesday, May 4 to Tuesday, May 17, 2022

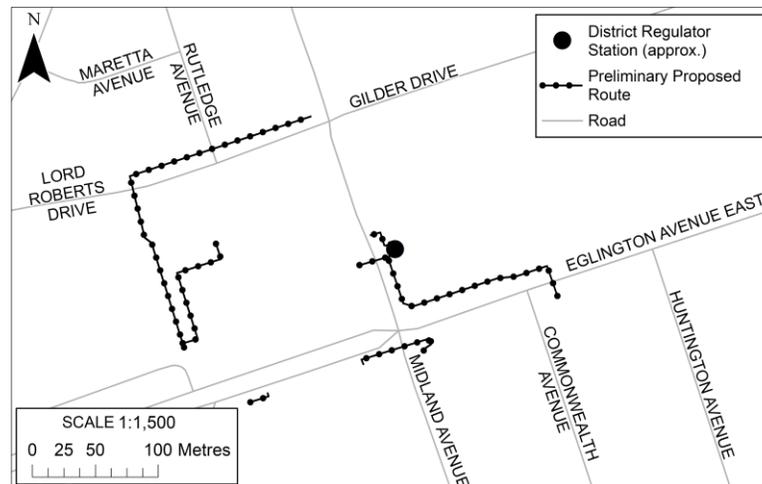
Your input will be used to confirm the preferred route and develop mitigation plans to be implemented during construction. If you are interested in participating, or would like to provide comments, please visit the Virtual Information Session website or contact one of the individuals listed here. The last day to submit comments for consideration in the environmental study is **June 3, 2022**.

Enbridge Project Website:

enbridgegas.com/KennedyStationProject/

Project Contact Info:

Adele Mochrie
Environmental Assessment
Project Manager
Dillon Consulting Limited
Suite 1400 - 130 Dufferin St.,
London, ON, N6A 5R2
KennedyStationProject@dillon.ca
519.438.1288 ext. 1268



Appendix F

Stakeholder Engagement Logs



ENBRIDGE GAS INC.

Scarborough Subway Extension-Kennedy Relocation Project

Appendix F: Stakeholder Engagement Logs

Agency Correspondence

Line Item	Date of Consultation	Name of Agency and/or Contact	Description of Consultation Activity	Date of Response	Response and Issue Resolution (if applicable)
FEDERAL AGENCIES AND ELECTED OFFICIALS					
1.1	April 20, 2022	Salma Zahid Member of Parliament, Scarborough Centre	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
1.2	April 20, 2022	Bill Blair Member of Parliament, Scarborough Southwest	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
1.3	April 21, 2022	Isabelle Levesque Manager, Lands and Environmental Management Branch, Environmental Policy Section, Indigenous Services Canada	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
1.4	April 21, 2022	Christina Rakobowchuk Economic Policy Researcher, Lands and Environmental Management Branch, Environmental Policy Section, Indigenous Services Canada	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
1.5	April 21, 2022	Cynthia Brown Senior Program Officer, Lands and Economic Development, Environment Section, Indigenous Services Canada	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
1.6	April 21, 2022	Ricky Wai Kei Chiu Junior Environmental Officer, Lands and Economic Development, Environment Section, Indigenous Services Canada	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
1.7	April 21, 2022	Environmental Assessment Office, Crown-Indigenous Relations and Northern Affairs Canada (CIRNAC)	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	April 21, 2022	Contact thanked Dillon representative for the project notification and stated they would forward to the appropriate contacts.

Line Item	Date of Consultation	Name of Agency and/or Contact	Description of Consultation Activity	Date of Response	Response and Issue Resolution (if applicable)
PROVINCIAL AGENCIES AND ELECTED OFFICIALS					
2.1	April 19, 2022	Sarah Paul Assistant Deputy Minister, Ministry of the Environment Conservation and Parks (MECP)	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	April 19, 2022	Automated response of out of office, email provided alternative contacts for emergency correspondence.
2.2	April 19, 2022	Chris Hislop Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMNR)	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
2.3	April 19, 2022	Heather Rodriguez Development Planning and Permits, Toronto Region Conservation Authority (TRCA)	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
2.4	April 19, 2022	Pam Foster Director, Environmental Programs and Assessment, GO Transit and Metrolinx	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	April 19, 2022	Automated out of office notification.
2.5	April 19, 2022	Nigel Sandy Community Relations & Issues Specialist, Scarborough Subway Extension, Metrolinx	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	April 19, 2022	Contact thanked Dillon representative for the notice of study commencement and advised that information would be forwarded to the Scarborough Subway Extension project team.
2.6	April 19, 2022	Robert Greene Director, Ministry of the Solicitor General	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
2.7	April 19, 2022	Sandra Gram Senior Program, Policy and Issues Advisor , MECP	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
2.8	April 20, 2022	Doly Begum Member of Provincial Parliament, Scarborough Southwest	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
2.9	April 20, 2022	Christina Maria Mitas Member of Provincial Parliament, Scarborough Centre	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
2.10	April 21, 2022	Drew Maharaj Policy and Partner Relations Advisor, Minister's Office, Ministry of Indigenous Affairs	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
2.11	April 21, 2022	Michael Reid Assistant Deputy Minister, Indigenous Relations and Programs Division, Ministry of Indigenous Affairs	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A

Line Item	Date of Consultation	Name of Agency and/or Contact	Description of Consultation Activity	Date of Response	Response and Issue Resolution (if applicable)
2.12	April 22, 2022	Dami Fatile Co-op, Environmental Management, Infrastructure Ontario	Contact emailed Dillon representative to thank them for providing the notice of study commencement and to state that their initial scan indicates that there are lands owned by the Ministry of Government and Consumer Services adjacent to the project study area.	N/A	N/A
2.13	May 13, 2022	Brooke Ellison-Wareing Planning and Infrastructure Permits Toronto Region Conservation Authority (TRCA)	Contact emailed Dillon representative to provide a response to the notice of study commencement.	May 13, 2022	Dillon representative emailed contact to acknowledge their request to be removed from the project contact list.
2.14	May 19, 2022	Laura Romeo Heritage Planner, Heritage, Tourism and Culture Division, Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)	Contact emailed Dillon representative to provide a response to the notice of study commencement.	May 19, 2022	Dillon representative emailed contact to state that an archaeological assessment has been completed, a Cultural Heritage Report will be completed shortly and both will be included in the appendices of the Environmental Report.
ONTARIO PIPELINE COORDINATING COMMITTEE (OPCC)					
3.1	April 19, 2022	Michelle Knieriem Team Lead, Ministry of Municipal Affairs and Housing (MMAH) -Western Municipal Services Office, Ontario Pipeline Coordinating Committee (OPCC)	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	April 19, 2022	Contact is on maternity leave and provided alternative contact name and information.
3.2	April 19, 2022	Zora Crnojacki OPCC Chair, Ontario Energy Board, OPCC	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
3.3	April 19, 2022	Helma Geerts Land Use Policy & Stewardship, Policy Advisor, Ministry of Agriculture and Food, Ministry of Rural Affairs, OPCC	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
3.4	April 19, 2022	Katy Potter Supervisor (Acting), Ministry of the Environment Conservation and Parks (MECP)	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
3.5	April 19, 2022	Kourosh Manouchehri Engineer, Technical Standards and Safety Authority (TSSA), OPCC	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
3.6	April 19, 2022	Maya Harris Manager, Community Planning/Development – East, Ministry of Municipal Affairs and Housing (MMAH), OPCC	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
3.7	April 19, 2022	Bridget Schulte-Hostedde Regional Director (Sudbury, Thunder Bay- Acting), Ministry of Municipal Affairs and Housing (MMAH)- North Municipal Services Office, OPCC	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A

Line Item	Date of Consultation	Name of Agency and/or Contact	Description of Consultation Activity	Date of Response	Response and Issue Resolution (if applicable)
3.8	April 19, 2022	Michael Elms Manger, Ministry of Municipal Affairs and Housing (MMAH)-Eastern Municipal Services Office	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
3.9	April 19, 2022	Jonathon Wilkinson Senior Advisor (Acting), Ministry of Energy, OPCC	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
3.10	April 19, 2022	Karla Barboza Team Lead, Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) -Heritage Planning Unit Programs and Services Branch, OPCC	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
3.11	April 19, 2022	Keith Johnston Environmental Planning Team Lead, Northern Development, Mines, Natural Resources and Forestry (NRF)- Strategic and Indigenous Policy Branch, Policy Division, OPCC	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
3.12	April 19, 2022	Cory Ostrowka Environmental Specialist, Infrastructure Ontario, OPCC	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
3.13	April 19, 2022	Tony DiFabio Team Lead, Operations Division- Corridor Management, OPCC	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
3.14	April 19, 2022	Erick Boyd Manager, MMAH Municipal Services Office – Western, OPCC	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
MUNICIPAL AGENCIES AND ELECTED OFFICIALS					
4.1	April 18, 2022	Michael Thompson Councillor-Deputy Mayor for the East end of the city	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
4.2	April 18, 2022	Ihor Wons Advisor, Planning and Stakeholder Engagement	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
4.3	April 18, 2022	John Tory Mayor, City of Toronto	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
4.4	April 18, 2022	James Ramer Chief, Toronto Police Services	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A

Line Item	Date of Consultation	Name of Agency and/or Contact	Description of Consultation Activity	Date of Response	Response and Issue Resolution (if applicable)
4.5	April 18, 2022	Scott Campbell District Chief, Toronto Fire Station 221	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
4.6	April 18, 2022	Gregg Lintern Chief Planner & Executive Director	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
4.7	April 18, 2022	Paul Zuliani Director, Community Planning-Scarborough District	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
4.8	April 18, 2022	Infrastructure Coordination Unit, City of Toronto	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
4.9	April 18, 2022	Lou Di Gironimo General Manager, Toronto Water	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
4.10	April 18, 2022	Matt Keliher General Manager, Solid Waste Management Services	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
4.11	April 18, 2022	Francis Kwashi Ward 21, Scarborough Centre	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	April 18, 2022	Email not delivered. Contact is no longer with this employer.
4.12	April 18, 2022	Kelly Dynes Ward 21, Scarborough Centre	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
4.13	April 18, 2022	Emily Caldwell Ward 21, Scarborough Centre	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
4.14	April 18, 2022	Charters@ttc.ca Toronto Transit Commission (TTC)	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	April 18, 2022	Contact emailed Dillon representative to provide alternative contact name and contact information.
4.15	April 19, 2022	Lara Nofal-Stanley Assistant-Closures & Diversions, Toronto Transit Commission (TTC)	Dillon representative advised contact that the contact list would be updated accordingly.	N/A	N/A
4.16	April 19, 2022	Barbara Grey General Manager, Transportation Services	Dillon representative informed contact of the project through the notice of study commencement and virtual information session.	April 19, 2022	Automated response that emails will be reviewed and directed by staff in General Managers absence.
4.17	May 12, 2022	Tom Schwerdtfeger Program Manager, Transit Implementation Unit Transportation Planning Section City of Toronto, City Planning Division	Contact emailed project email to provide information regarding policy areas and applicable zoning in the area around Kennedy Station.	May 12, 2022	Dillon representative emailed contact, thanking them for the information.
4.18	May 19, 2022	Josef Kardos Senior Engineer, Capital Planning Unit, Water Infrastructure Management, Toronto Water	Contact emailed Dillon representative in response to the notice of study commencement, to provide information on Toronto Water capital projects that overlap the preliminary proposed route.	May 19, 2022	Dillon representative emailed contact, thanking them for the information.

Interest Group Correspondence

Line Item	Date of Consultation	Name of Group and/or Contact	Description of Consultation Activity	Date of Response	Response and Issue Resolution (if applicable)
5.1	April 20, 2022	Theresa Dillinger Principal, Lord Roberts Junior Public School, Toronto District School Board	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
5.2	April 20, 2022	Student Transportation Services, Toronto Student Transportation Group	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
5.3	April 20, 2022	Director's Office, Toronto District School Board	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A
5.4	April 20, 2022	Toronto Catholic District School Board	Dillon representative informed contact of project through the notice of study commencement and virtual information session.	N/A	N/A

Appendix G

Agency Letters





April 18, 2022

**RE: Enbridge Gas Inc.
Proposed Natural Gas Pipeline Relocation
Scarborough Subway Extension – Kennedy Station Relocation Project
City of Toronto, Ontario
Notice of Study Commencement and Virtual Information Session**

To Whom It May Concern,

Enbridge Gas Inc. (Enbridge) has retained Dillon Consulting Limited (Dillon) to begin an environmental assessment study for the reconfiguration of the natural gas supply in the vicinity of the Eglinton Avenue East and Midland Avenue intersection to accommodate the construction of the Metrolinx Scarborough Subway Extension Transit Project. The project lies within the administrative district of Scarborough in the City of Toronto, Ontario. As the Study Area is located in a highly developed area of the City with limited routing options, Enbridge has identified a preliminary preferred route of 800 meters along Eglinton Avenue East, Midland Ave, and Lord Roberts Drive. A map showing the preliminary pipeline relocation route is included in the attached Notice of Study Commencement.

The study is being conducted in accordance with the Ontario Energy Board (OEB) *Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition*. Once the study is complete, Enbridge will apply to the OEB for approval to construct the new pipeline. If approved, construction may begin in summer 2023.

Stakeholder involvement will play a key role in the project. In order to undertake a successful consultation program, we have developed a mailing list of government agencies (federal, provincial, and municipal), Indigenous and community groups, residents and members of the general public that may have an interest in the study. Enbridge will also be hosting a Virtual Information Session meeting as part of the study. Details of this Virtual Information Session are provided in the enclosed Notice of Study Commencement.

As part of the initial phase of the study, we are collecting information on socio-economic, natural environment, and archaeological features in the Study Area. Examples of data being collected include information on other construction projects and developments along the preliminary preferred route and opportunities for coordination with other developers, traffic, bus routes, community facilities, utilities (e.g., water, sewage, telecommunications), as well as vegetation and wildlife, and potential archaeological resources.

130 Dufferin Avenue
Suite 1400
London, Ontario
Canada
N6A 5R2
Mail: Box 426
London, Ontario
Canada
N6A 4W7
Telephone
519.438.6192
Fax
519.672.8209

Dillon Consulting
Limited



We are interested in hearing from you regarding issues/concerns that you (or your organization) may have regarding this project. We are also requesting any information relating to the natural and/or human environments along the preliminary preferred route that may fall within your mandate.

Please send this information to my attention at the above address or by email to KennedyStationProject@dillon.ca by **June 3, 2022**. If you require any further information at this time, please do not hesitate to contact me.

If there is a more appropriate contact at your organization who should receive this letter, please kindly forward the letter at your discretion and notify us as we will update our stakeholder consultation list.

Sincerely,

DILLON CONSULTING LIMITED

Adele Mochrie, B.Sc.
Environmental Assessment Project Manager
Phone: 519-438-1288 x1268

Enclosures Notice of Study Commencement and Virtual Information Session

PROPOSED NATURAL GAS PIPELINE RELOCATION

SCARBOROUGH SUBWAY EXTENSION - KENNEDY RELOCATION PROJECT

NOTICE OF STUDY COMMENCEMENT AND VIRTUAL INFORMATION SESSION

CITY OF TORONTO, ONTARIO

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The project includes the following improvements in the vicinity of Eglinton Avenue East, Midland Avenue, and Lord Roberts Drive:

- Approximately 330m of up to Nominal Pipe Size (“NPS”) 8-inch diameter natural gas pipeline relocation at Eglinton Ave. E & Midland Ave.
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- Approximately 25m of up to NPS 4-inch diameter natural gas pipeline relocation at Eglinton Ave. E & Midland Ave.
- District Regulator Station to be relocated onto Metrolinx private property easement.
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- Approximately 120m of up to Nominal Pipe Size (“NPS”) 2-inch diameter natural gas pipeline header relocation at 2480 Eglinton Ave. E.

Once the study is complete, Enbridge Gas will apply to the Ontario Energy Board (OEB) for approval to construct the Project. If approved, construction may begin in summer 2023.

The Process

The 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*. The study will review the need and justification for the pipeline, describe the natural, cultural and socio-economic environment, evaluate the project from a social, cultural and environmental perspective, outline safety measures, and describe appropriate measures for impact mitigation and monitoring.

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Stakeholder consultation and Indigenous engagement is a key component of this study. Members of the general public, regulatory agencies, Indigenous communities, and interest group representatives are invited to participate in the study. We are hosting a Virtual Information Session to provide you with an opportunity to review the project and provide input.

Virtual Information Session Website:

www.KennedyStationProject.com

Active Dates: Wednesday, May 4 to Tuesday, May 17, 2022

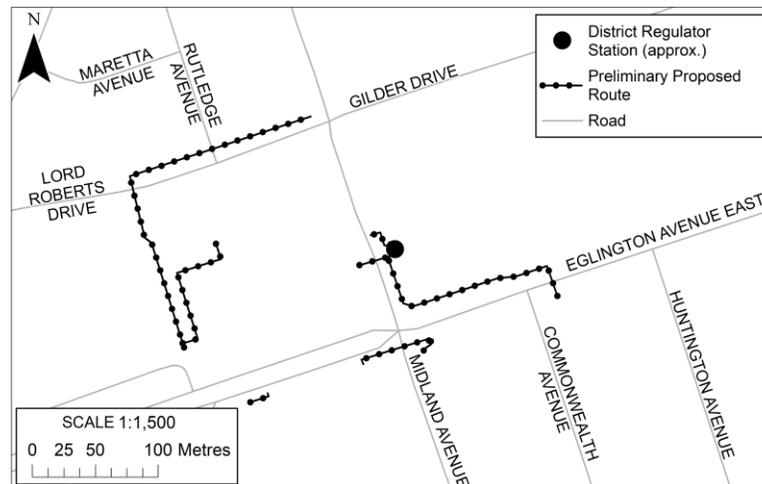
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Enbridge Project Website:

enbridgegas.com/KennedyStationProject/

Project Contact Info:

Adele Mochrie
Environmental Assessment
Project Manager
Dillon Consulting Limited
Suite 1400 - 130 Dufferin St.,
London, ON, N6A 5R2
KennedyStationProject@dillon.ca
519.438.1288 ext. 1268





April 18, 2022

**RE: Enbridge Gas Inc.
Proposed Natural Gas Pipeline Relocation
Scarborough Subway Extension – Kennedy Station Relocation Project
City of Toronto, Ontario
Notice of Study Commencement and Virtual Information Session**

To Whom It May Concern,

Enbridge Gas Inc. (Enbridge) has retained Dillon Consulting Limited (Dillon) to begin an environmental assessment study for the reconfiguration of the natural gas supply in the vicinity of the Eglinton Avenue East and Midland Avenue intersection to accommodate the construction of the Metrolinx Scarborough Subway Extension Transit Project. The project lies within the administrative district of Scarborough in the City of Toronto, Ontario. As the Study Area is located in a highly developed area of the City with limited routing options, Enbridge has identified a preliminary preferred route of 800 meters along Eglinton Avenue East, Midland Ave, and Lord Roberts Drive. A map showing the preliminary pipeline relocation route is included in the attached Notice of Study Commencement.

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Stakeholder involvement will play a key role in the project. In order to undertake a successful consultation program, we have developed a mailing list of government agencies (federal, provincial, and municipal), Indigenous and community groups, residents and members of the general public that may have an interest in the study. Enbridge will also be hosting a Virtual Information Session meeting as part of the study. Details of this Virtual Information Session are provided in the enclosed Notice of Study Commencement.

As part of the initial phase of the study, we are collecting information on socio-economic, natural environment, and archaeological features in the Study Area. Examples of data being collected include information on other construction projects and developments along the preliminary preferred route and opportunities for coordination with other developers, traffic, bus routes, community facilities, utilities (e.g., water, sewage, telecommunications), as well as vegetation and wildlife, and potential archaeological resources.

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Telephone
519.438.6192
Fax
519.672.8209

Dillon Consulting
Limited



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- environmentally sensitive areas
- watercourses
- floodplains
- distinctive natural features that would warrant protection.

Please send this information to my attention at the above address or by email to KennedyStationProject@dillon.ca by **June 3, 2022**. If you require any further information at this time, please do not hesitate to contact me.

If there is a more appropriate contact at your organization who should receive this letter, please kindly forward the letter at your discretion and notify us as we will update our stakeholder consultation list.

Sincerely,

DILLON CONSULTING LIMITED

Adele Mochrie, B.Sc.
Environmental Assessment Project Manager
Phone: 519-438-1288 x1268

Enclosures Notice of Study Commencement and Virtual Information Session

PROPOSED NATURAL GAS PIPELINE RELOCATION

SCARBOROUGH SUBWAY EXTENSION - KENNEDY RELOCATION PROJECT

NOTICE OF STUDY COMMENCEMENT AND VIRTUAL INFORMATION SESSION

CITY OF TORONTO, ONTARIO

The Study

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The project includes the following improvements in the vicinity of Eglinton Avenue East, Midland Avenue, and Lord Roberts Drive:

- Approximately 330m of up to Nominal Pipe Size (“NPS”) 8-inch diameter natural gas pipeline relocation at Eglinton Ave. E & Midland Ave.
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- District Regulator Station to be relocated onto Metrolinx private property easement.
- Approximately 310m of NPS 4-inch diameter natural gas pipeline relocation at Lord Roberts Dr. & Midland Ave.
- Approximately 120m of up to Nominal Pipe Size (“NPS”) 2-inch diameter natural gas pipeline header relocation at 2480 Eglinton Ave. E.

Once the study is complete, Enbridge Gas will apply to the Ontario Energy Board (OEB) for approval to construct the Project. If approved, construction may begin in summer 2023.

The Process

The 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*. The study will review the need and justification for the pipeline, describe the natural, cultural and socio-economic environment, evaluate the project from a social, cultural and environmental perspective, outline safety measures, and describe appropriate measures for impact mitigation and monitoring.

Invitation to the Community

Stakeholder consultation and Indigenous engagement is a key component of this study. Members of the general public, regulatory agencies, Indigenous communities, and interest group representatives are invited to participate in the study. We are hosting a Virtual Information Session to provide you with an opportunity to review the project and provide input.

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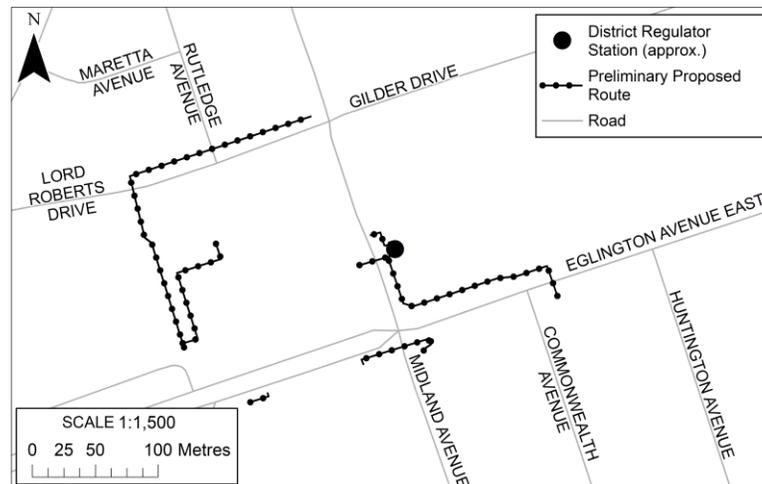
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- wetlands
- environmentally sensitive areas
- areas of natural and scientific interest
- any distinctive natural features that would warrant protection.

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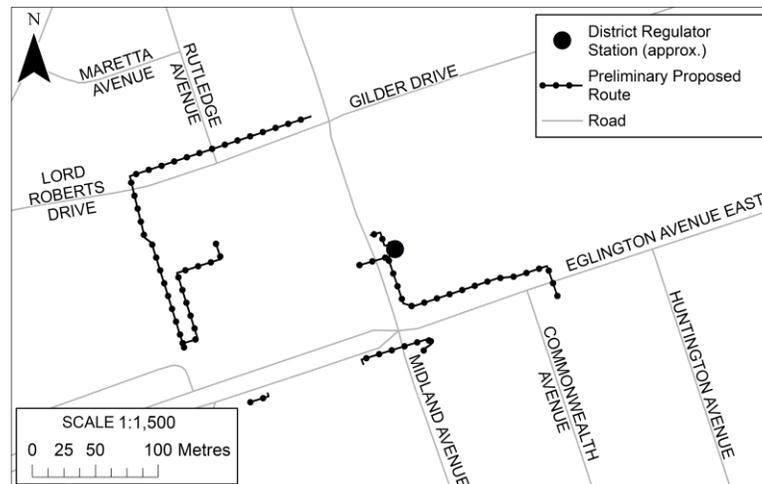
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- current Official Plan designations
- current zoning
- presence of any environmentally sensitive areas/designations in the Official Plan along the preliminary route
- whether any part of the preliminary route is within a designated groundwater recharge or discharge area in the Official Plan.

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ENBRIDGE GAS INC.

Patrick Osland
Senior Advisor, Municipal Affairs & Stakeholder Relations
Phone: 647-224-8232

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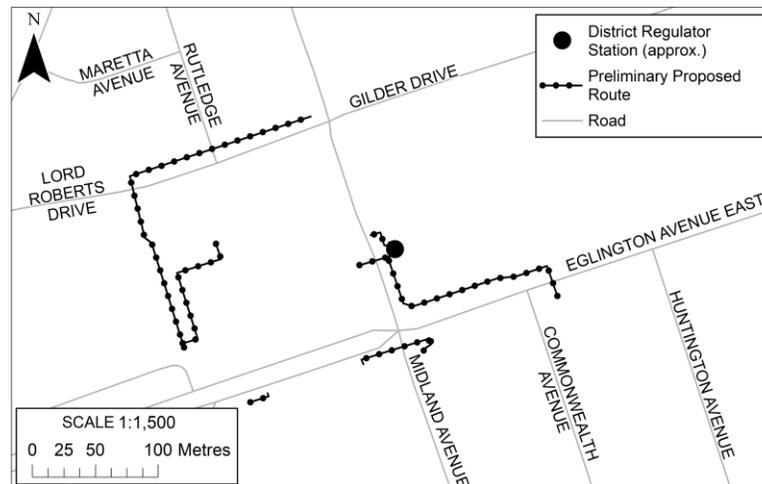
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Appendix H

Virtual Information Session Presentation and Video Transcript

Scarborough Subway Extension- Kennedy Station Relocation Project

Virtual Information Session

May 4, 2022 – May 17, 2022



Welcome!

This Virtual Information Session will be live for 2 weeks from Wednesday, May 4, 2022 to Tuesday, May 17, 2022.



You can provide your input on the Scarborough Subway Extension-Kennedy Station Relocation Project by completing the questionnaire available on the Virtual Information Session website at www.KennedyStationProject.com. Please submit your comments by **June 3, 2022**.



After Tuesday, May 17, 2022, this presentation, accompanying video transcript, and the questionnaire will be available for download on the Enbridge Gas website at www.enbridgegas.com/KennedyStationProject

Enbridge Gas Commitment

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 will carefully consider all input. They are committed to involving community members and will provide up-to-date information in an open, honest, and respectful manner.



Enbridge Gas is committed to environmental stewardship and conducts all of its operations in an environmentally responsible manner.



Enbridge Gas 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.

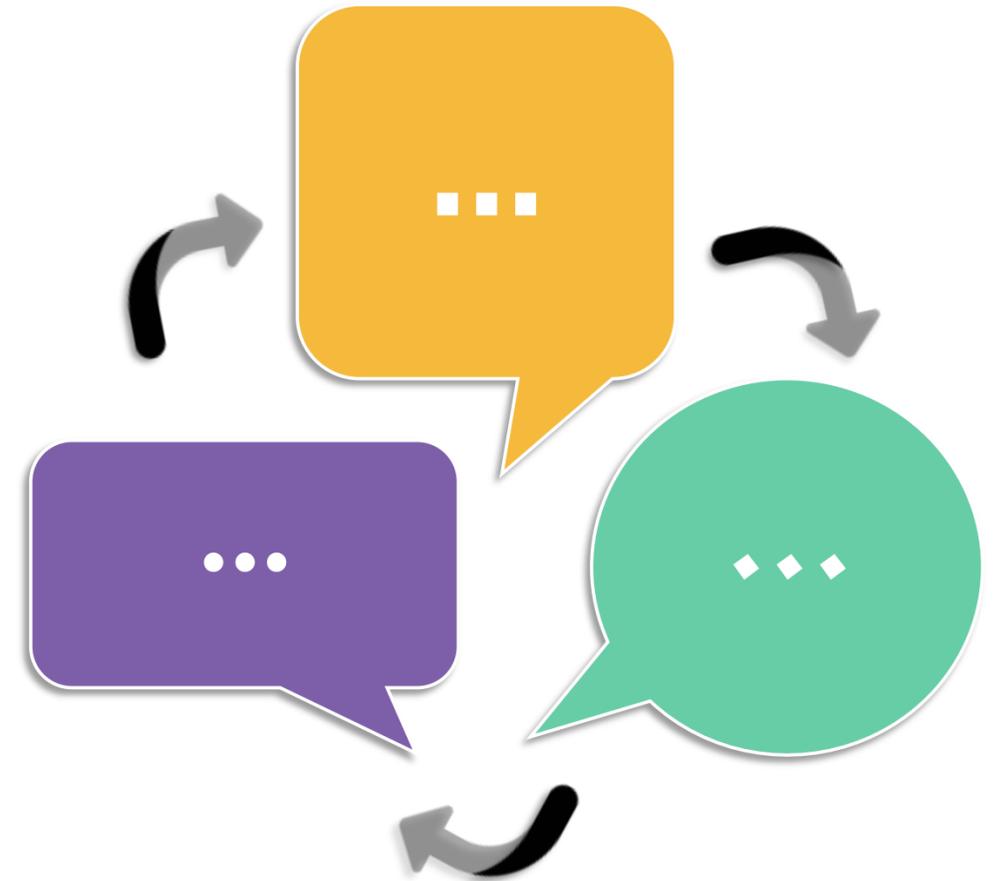
Our goal is to have no workplace incidents and to mitigate, to the extent feasible, impacts on the environment. To achieve this goal, Enbridge Gas will work with our stakeholders, peers, and others to promote responsible environmental practices and continuous improvement.

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.

Purpose of the Virtual Information Session

- ✓ Provide information on the project purpose and illustrate the preliminary preferred route
- ✓ Provide a safe alternative to an in-person meeting
- ✓ Inform landowners, Indigenous communities, municipalities, stakeholders, and regulatory authorities about the Project and gather feedback about the preliminary preferred route
- ✓ Give everyone the chance to participate during the process of completing the Environmental Report, which will be included in the Ontario Energy Board application
- ✓ Provide an opportunity to identify any unknown constraints and review draft plans to mitigate impacts to the local community and the environment
- ✓ Create a space for you to ask questions and/or provide comments to Enbridge Gas or Dillon Consulting



Consultation Approach



We are committed to a comprehensive consultation process and want to hear from you about this project.

Our consultation approach is:

- ✓ **Inclusive** – reaching out to all who may be interested or affected and providing opportunities to become informed and get involved.
- ✓ **Transparent** – providing access to information and clear explanations for decisions.
- ✓ **Accountable** – explaining how your input will be used in the decision-making process.

As an important part of the consultation process, we will work with all stakeholders to identify and resolve potential project-related issues.

Land Acknowledgement

We respectfully acknowledge that the proposed Project area is located in Treaty 20 and in the traditional territory of the Michi Saagiig (Mississauga) and Chippewa Nations, collectively known as the Williams Treaties First Nations, which include: Curve Lake First Nation, Hiawatha First Nation, Alderville First Nation, Mississaugas of Scugog Island First Nation, Chippewas of Rama First Nation, Beausoleil First Nation, and Chippewas of Georgina Island First Nations.

The Project area is also located on the ancestral lands of the Huron-Wendat Nation.

Enbridge Gas' Indigenous Peoples Policy

Enbridge Gas recognizes the diversity of Indigenous Peoples who live where they work and operate. They 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 from 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 Gas will govern itself by the following principles.

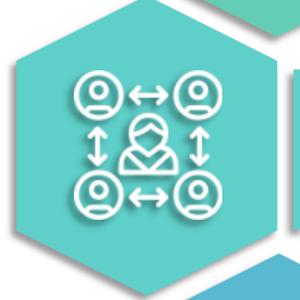
Enbridge Gas **recognizes** the legal and constitutional rights of Indigenous Peoples, and the importance of the relationships between Indigenous Peoples and their traditional lands and resources. They commit to working with Indigenous communities in a manner that recognizes and respects those legal and constitutional rights and the traditional lands and resources to which they apply. Enbridge Gas commits to ensuring that Enbridge Gas projects and operations are carried out in an environmentally responsible manner.



Enbridge Gas **engages** in forthright and sincere consultation with Indigenous Peoples about their projects and operations through processes that seek to achieve early and meaningful engagement. Indigenous engagement helps define projects that may occur on lands traditionally occupied by Indigenous Peoples.



Enbridge Gas **fosters** an understanding of the history and culture of Indigenous Peoples among their employees and contractors, in order to create better relationships between Enbridge Gas and Indigenous communities.



Enbridge Gas **understands** the importance of the United Nations Declaration of 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.

Enbridge Gas **commits** to working with Indigenous Peoples to achieve benefits for them resulting from Enbridge Gas' projects and operations, including opportunities in training and education, employment, procurement, business development, and community development.

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

Project Overview

The project includes the following improvements in the vicinity of Eglinton Avenue East, Midland Avenue, and Lord Roberts Drive in Scarborough:

- Approximately 330m of natural gas pipeline, up to 8-inch diameter, relocated at Eglinton Ave. E & Midland Ave.
- Approximately 16m of natural gas pipeline, up to 6-inch diameter, relocated at Eglinton Ave. E & Midland Ave.
- Approximately 25m of natural gas pipeline, up to 4-inch diameter, relocated at Eglinton Ave. E & Midland Ave.
- Approximately 310m of natural gas pipeline, up to 4-inch diameter, relocated at Lord Roberts Dr. & Midland Ave.
- Approximately 120m of natural gas pipeline header, up to 2-inch diameter, relocated at 2480 Eglinton Ave. E.
- District Regulator Station to be relocated onto Metrolinx private property easement.



Due to the highly congested corridor, property constraints, and location of proposed subway infrastructure, Enbridge has identified the preliminary preferred route as the most feasible alternative that resolves the conflict with the subway while minimizing the total length and cost of a gas main relocation in order to reinstate the network and maintain service to existing Enbridge customers. Any other alternative would result in additional unnecessary lengths of pipe to be relocated resulting in higher costs and additional environmental effects to otherwise achieve the same result. The pipeline will be approximately 800 m in length and installed within the municipal road rights-of-way, where possible.



See project overview map on next slide

Project Overview Map



 District Regulator Station (Approx.)

 Preliminary Preferred Route (Approx.)

SCALE 1:1,500

0 20 40 80 m

MAP DRAWING INFORMATION:
DATA PROVIDED BY: MNRF, ENBRIDGE, ESRI, DILLON CONSULTING
MAP CREATED BY: DDR
MAP CHECKED BY: AM / AL
MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N
PROJECT: 223650
STATUS: DRAFT
DATE: 2022-04-12

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Natural Environment Considerations

A natural environment field survey of the Project Footprint* was conducted by a Dillon biologist on April 7, 2022.

**The Project Footprint is defined as the preliminary preferred route identified by Enbridge Gas, plus 125 m on either side of the road right-of-way*

The Project Footprint is located within a highly urbanized neighbourhood consisting of the local transportation network, low and high density residential, businesses, and parkland.



There were no species at risk identified in the project area and due to the highly urbanized area with little green space, natural environment impacts are not expected to occur.



Example Mitigation Measures:

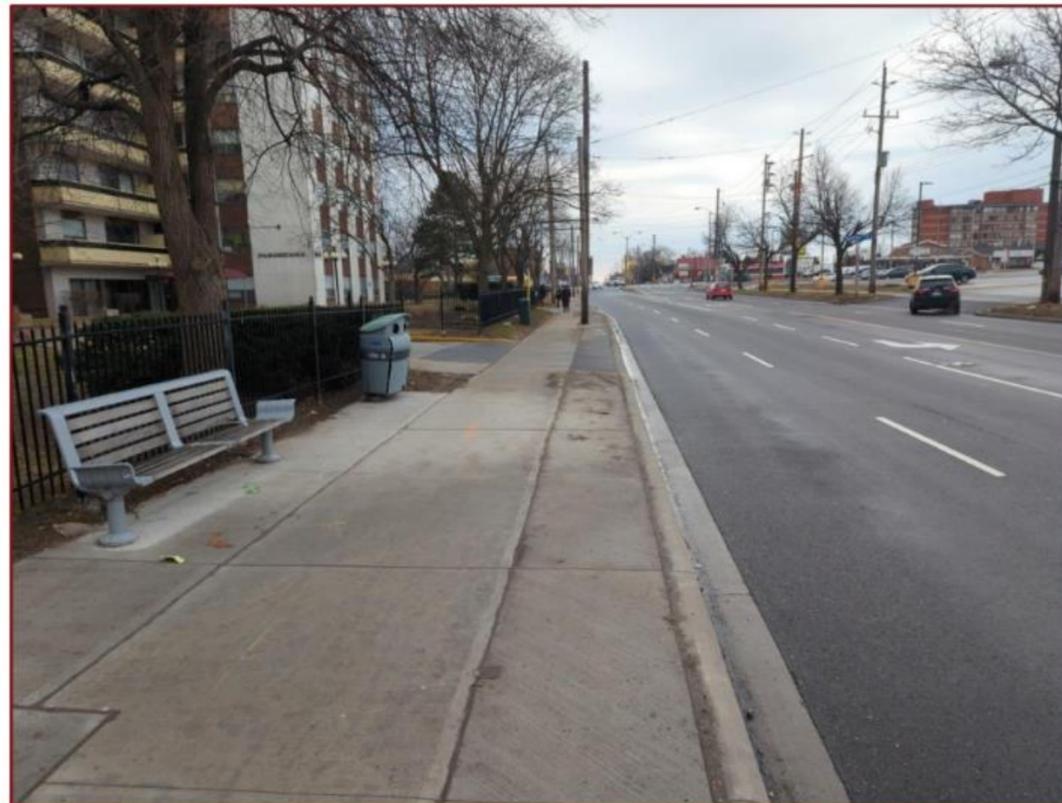
- Minimize the width of the construction area to reduce the amount of natural features affected.
- Document wildlife and SAR encounters and notify appropriate regulatory authorities, where required.

Socio-Economic Considerations

The Project is located in a highly urbanized area of Scarborough that supports low and high density residential, and a variety of commercial and retail activities including clothing stores, automotive, health and wellness, restaurants, personal services, along with grocery stores. This urban area is reliant on various transportation methods including personal vehicles, public transit, and bicycles

Potential Effects:

- Temporary increase in nuisance noise during construction.
- Temporary traffic disruptions during construction.
- Temporary increase in wastes during construction.



Example Mitigation Measures:

- Construction activities will be carried out in compliance with municipal noise by-laws with respect to noise and construction equipment usage. Applicable noise by-law exemptions will be sought if construction activities cannot be avoided on Statutory Holidays, Sundays or at night.
- Traffic access will be maintained, where possible, during construction. Good management and best practices will be implemented during construction to minimize traffic disruption. If required, temporary detour routes will be provided to reduce potential impacts to commuters.
- Solid waste will be collected and disposed of appropriately in accordance with applicable regulations at a licensed waste facility.

Archaeology and Cultural Heritage Considerations

A Stage 1 Archaeological Assessment was conducted on April 5, 2022 to evaluate the current conditions and determine if any areas of archaeological potential remained intact within the Project area. Based on the evaluation the following was determined:

Areas of Previous Assessment

- All previously assessed portions of the Project area do not require further assessment

Areas of Low Archeological Potential

- All portions of the Project area identified as extensively disturbed do not retain archaeological potential and do not require further assessment



Pipeline Design, Construction and Safety

Pipeline Design

The proposed 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 Authority (TSSA).



Pipeline Construction

Our construction work is temporary and transitory – once the pipe is laid, the area is restored to as close to pre-construction condition as possible.



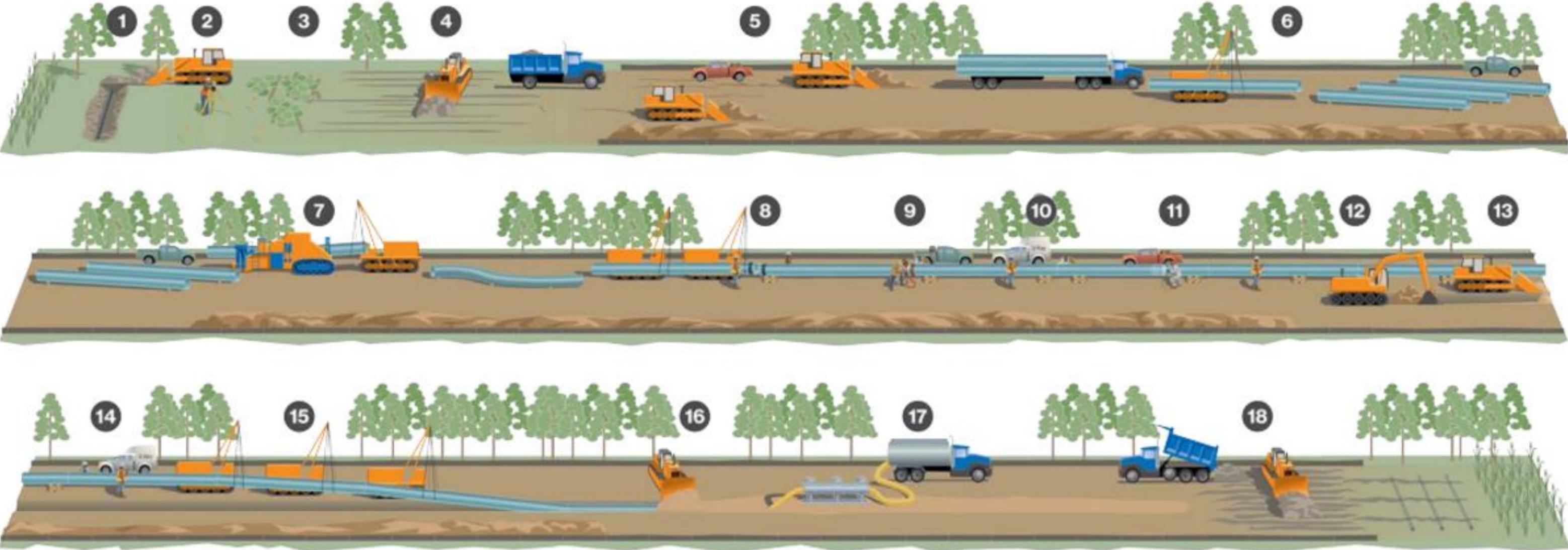
Pipeline Safety and Integrity

Enbridge Gas takes many steps to safely and reliably operate their network of natural gas pipelines, such as:

- ✓ Designing, constructing, and testing our pipelines to meet or exceed requirements set by industry standards and regulatory authorities.
- ✓ Ensuring that any work is respectful of community activities, regulations and bylaws.
- ✓ Continuously monitoring the entire network.
- ✓ Performing regular field surveys to detect leaks and confirm corrosion prevention methods are working as intended.

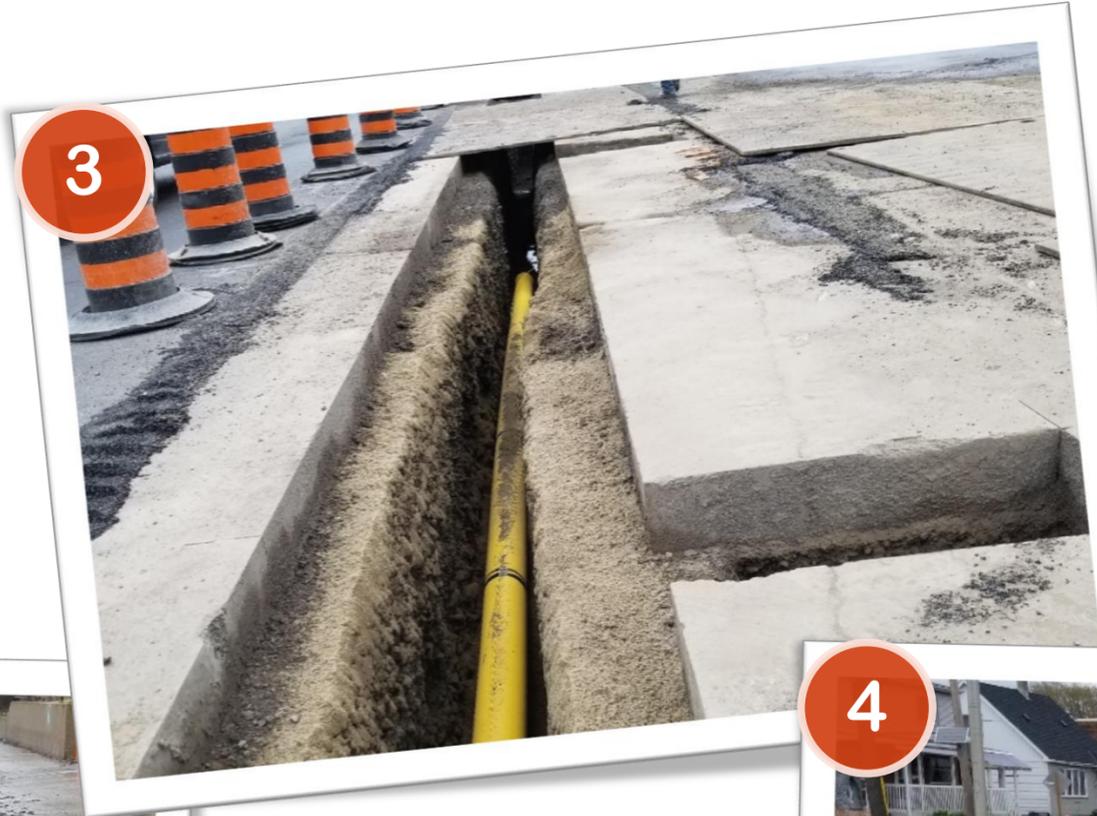


General Construction Overview

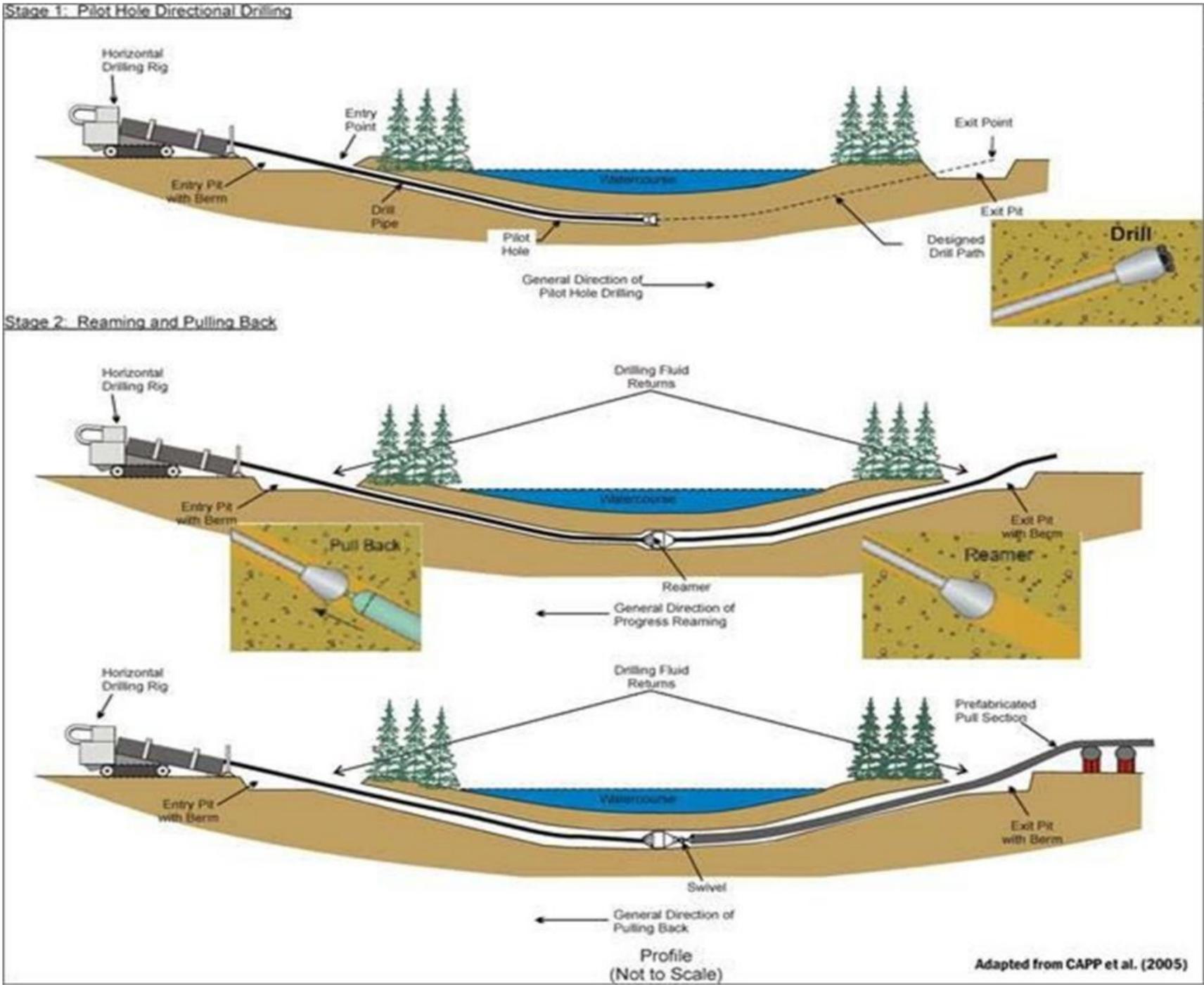


- 1. Pre-construction tiling
- 2. Surveying and staking
- 3. Clearing
- 4. Right-of-way topsoil stripping
- 5. Front-end grading
- 6. Stringing pipe
- 7. Field bending pipe
- 8. Lining-up pipe
- 9. Welding process
- 10. X-ray or ultrasonic inspection, weld repair
- 11. Field coating
- 12. Digging the trench
- 13. Padding trench bottom
- 14. Final inspection and coating repair
- 15. Lowering pipe
- 16. Backfilling
- 17. Hydrostatic testing
- 18. Site restoration and post-construction tiling

Example Photos of Pipeline Installation in Road Allowance



Horizontal Directional Drilling (HDD)



Mitigation and Monitoring

Enbridge Gas is committed to working with the community on construction planning, mitigation, and post-construction monitoring. Post-construction monitoring will be conducted so that impacted areas are restored to as close to pre-construction conditions as possible.



Enbridge Gas recognizes that the construction of the pipeline may result in short-term adverse impacts and they commit to applying mitigation measures to reduce these impacts and work with the municipality and landowners so that issues are resolved in a timely manner.

Regulatory Framework

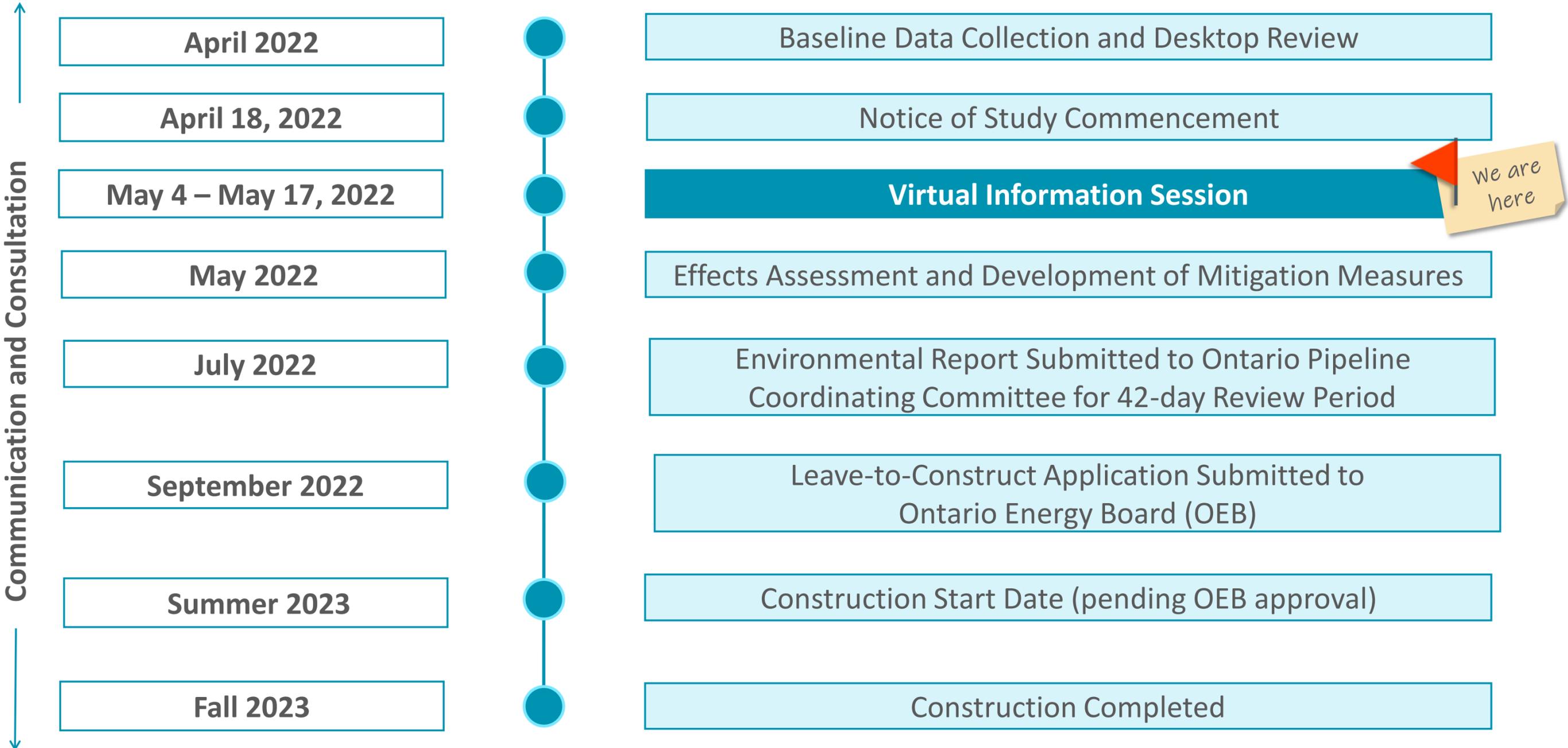
For the project to proceed, approval from the Ontario Energy Board (OEB) is required. The OEB requires that Enbridge Gas complete an environmental assessment and route selection study.



Role of the Ontario Energy Board:

- ✓ Reviews the Environmental Report (including details of consultation) as part of the application, known as the “Leave-to-Construct” Application.
- ✓ Once the Leave-to-Construct Application is submitted to the OEB, any party with an interest in the project may apply to the OEB to become intervenors or interested parties.
- ✓ Provides a public forum during the review of the Leave-to-Construct Application for people to participate in the decision-making process.
- ✓ Determines whether a proposed pipeline is in the public interest.

Environmental Assessment Process and Project Schedule



Continuous Stakeholder Engagement

Enbridge Gas is committed to open dialogue throughout the environmental assessment and the OEB Leave-to-Construct Application process. Stakeholders will have the opportunity to remain engaged in the process after the environmental assessment is completed, through:

- ✓ Participation in the OEB hearing as an intervenor or interested party (details can be found at www.oeb.ca)
- ✓ Contacting project team members (project contact information provided on next slide)
- ✓ Visiting the Enbridge Gas project website at www.enbridgegas.com/KennedyStationProject/



Thank you for participating in our Virtual Information Session!



We want to hear from you! Please complete the Project questionnaire on the Virtual Information Session website at www.KennedyStationProject.com



After Tuesday, May 17, 2022, this presentation, accompanying video transcript, and the questionnaire will be available for download on the Enbridge Gas website at www.enbridgegas.com/KennedyStationProject/



Please submit your feedback by **June 3, 2022** so it can be considered in the Environmental Report that will be submitted to the Ontario Energy Board.

Project Contact Information:



KennedyStationProject@dillon.ca



519-438-1288, ext. 1268

Staying Informed

Scarborough Subway Extension-Kennedy Station Relocation Project – Virtual Information Session Presentation Transcript

Slide No.	Slide Title	Transcript
1	N/A –Title Slide	<p>Hello and welcome to the Virtual Information Session for the Enbridge Gas Scarborough Subway Extension-Kennedy Station Relocation Project!</p> <p>At any time, you can press pause or stop this presentation. You will also have the opportunity to download the transcript to this video on our Virtual Information Session website, or on the Enbridge Gas project website. Links are provided on the next slide and at the end of the presentation.</p>
2	Welcome	<p>This Virtual Information Session will be live for 2 weeks, beginning Wednesday, May 4th and ending Tuesday, May 17th.</p> <p>Dillon Consulting has been hired to conduct an environmental study to assess the potential environmental and socio-economic effects that may result from the proposed Scarborough Subway Extension-Kennedy Station Relocation Project. This presentation will provide you with information about the proposed project, preliminary preferred pipeline route and Ontario Energy Board process, and will outline how you can stay informed and participate.</p> <p>You can provide your input on the project by completing the questionnaire available on the Virtual Information Session website at www.KennedyStationProject.com. Please submit your comments by June 3.</p> <p>After Tuesday, May 17, this presentation, the accompanying video transcript, and the questionnaire will be available for download on the Enbridge Gas website at www.enbridgegas.com/KennedyStationProject/.</p>
3	Enbridge Gas Commitment	<p>Enbridge Gas provides safe and reliable delivery of natural gas to more than 3.8 million residential, commercial, and industrial customers across Ontario.</p> <p>Enbridge Gas will carefully consider all input on the project and is committed to involving local communities and affected stakeholders throughout the regulatory process. Enbridge Gas commits to providing up-to-date information in an open, honest, and respectful manner.</p> <p>Enbridge Gas is committed to environmental stewardship and conducts all of its operations in an environmentally responsible manner.</p>
4	Enbridge Gas 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 workplace incidents and to mitigate, to the extent feasible, impacts on the environment. To achieve this goal, Enbridge Gas will work 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>
5	Purpose of the Virtual Information Session	<p>The purpose of this Virtual Information Session is to:</p> <ul style="list-style-type: none"> • Provide information on the project purpose and illustrate the preliminary preferred route • Provide a safe alternative to an in-person meeting • Inform landowners, Indigenous communities, municipalities, stakeholders, and regulatory authorities about the Scarborough Subway Extension-Kennedy Station Relocation Project and gather feedback about the assessment of the pipeline routes • Give everyone the chance to participate during the process of completing the Environmental Report, which will be included in the Ontario Energy Board application • Provide an opportunity to identify any unknown constraints and review draft plans to mitigate impacts to the local community and the environment • Create a space for you to ask questions and/or provide comments to Enbridge Gas or Dillon Consulting
6	Consultation Approach	<p>We are committed to a comprehensive consultation process and want to hear from you. Our consultation approach is:</p>

		<ul style="list-style-type: none"> • Inclusive – by reaching out to all who may be interested or affected and providing opportunities to become informed and get involved. • Transparent – by providing access to information and clear explanations for decisions. • Accountable – we do this by explaining how your input will be used in the decision-making process. <p>As an important part of the consultation process, we will work with all stakeholders to identify and resolve potential Project-related concerns.</p>
7	Land Acknowledgement	<p>We respectfully acknowledge that the proposed Project area is located in Treaty 20 and in the traditional territory of the Michi Saagiig (Mississauga) and Chippewa Nations, collectively known as the Williams Treaties First Nations, which include: Curve Lake First Nation, Hiawatha First Nation, Alderville First Nation, Mississaugas of Scugog Island First Nation, Chippewas of Rama First Nation, Beausoleil First Nation, and Chippewas of Georgina Island First Nations.</p> <p>The Project area is also located on the ancestral lands of the Huron-Wendat Nation.</p>
8	Enbridge Gas' Indigenous Peoples Policy	<p>Enbridge Gas recognizes the diversity of Indigenous Peoples who live where they work and operate. They 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 from 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 Gas will govern itself by the principles listed on this slide. You may pause this video if you wish to review this slide further.</p>
9	Project Overview	<p>In order to accommodate the Metrolinx Scarborough Subway Extension, the Project involves the relocation of natural gas pipeline in the vicinity of Eglinton Avenue East, Midland Avenue, and Lord Roberts Drive in Scarborough:</p> <ul style="list-style-type: none"> • Approximately 330m of natural gas pipeline, up to 8-inch diameter, relocated at Eglinton Ave. E & Midland Ave. • Approximately 16m of natural gas pipeline, up to 6-inch diameter, relocated at Eglinton Ave. E & Midland Ave. • Approximately 25m of natural gas pipeline, up to 4-inch diameter, relocated at Eglinton Ave. E & Midland Ave. • Approximately 310m of natural gas pipeline, up to 4-inch diameter, relocated at Lord Roberts Dr. & Midland Ave. • Approximately 120m of natural gas pipeline header, up to 2-inch diameter, relocated at 2480 Eglinton Ave. E. • District Regulator Station to be relocated onto Metrolinx private property easement <p>The pipeline will be approximately 800 m in length and installed within the municipal road rights-of-way, where possible.</p> <p>Due to the highly congested corridor, property constraints, and location of proposed subway infrastructure, Enbridge Gas has identified the preliminary preferred route as the most feasible alternative that resolves the conflict with the subway while minimizing the total length and cost of a gas main relocation in order to reinstate the network and maintain service to existing Enbridge customers. Any other alternative would result in additional unnecessary lengths of pipe to be relocated resulting in higher costs and additional environmental effects to otherwise achieve the same result.</p>
10	N/A –Map	<p>This figure provides an overview of the project components. Please refer to the legend in the bottom right hand corner of the map to reference the preliminary preferred route and district regulator station, with the colour you see on the map. You may pause this video at any time if you need additional time to review the map. An interactive version of the map is also provided on the Virtual Information Session website (www.KennedyStationProject.com).</p>
11	Natural Environment Considerations	<p>A natural environment field survey of the Project Footprint was conducted by a Dillon biologist on April 7, 2022. The Project Footprint is defined as the preliminary preferred route identified by Enbridge Gas, plus 125 m on either side of the road right-of-way</p> <p>The Project Footprint is located within a highly urbanized neighbourhood consisting of the local transportation network, low and high density residential, businesses, and parkland.</p> <p>There were no species at risk identified in the project area and the project will be constructed within the municipal road allowance. The Project area is highly urbanized with little green space, therefore natural environment impacts are not expected to occur.</p> <p>In the unlikely event of a natural environment impact, this slide lists examples of potential mitigation measures that may be considered in the environmental assessment.</p>
12	Socio-Economic Considerations	<p>The Project is located in a highly urbanized area of Scarborough that supports low and high density residential, and a variety of commercial and retail activities including clothing stores, automotive, health and wellness, restaurants, personal services, along with grocery stores.</p> <p>This urban area is reliant on various transportation methods including personal vehicles, public transit, and bicycles.</p>

		This slide lists examples of potential effects on the socio-economic environment and the types of mitigation measures that may be considered in the environmental assessment. Measures will be implemented during construction to reduce noise, control dust, and minimize impacts to traffic flow on affected roads.
13	Archaeology and Cultural Heritage Considerations	<p>The Stage 1 background study included a review of current land use, historic and modern maps, registered archaeological sites and previous archaeological studies, past settlement history for the area and a consideration of topographic and physiographic features, soils and drainage.</p> <p>As the Project contained several features signaling archeological potential, a Stage 1 Archeological Assessment was conducted on April 5, 2022 to evaluate the current conditions of the Project area and determine if any areas of archaeological potential remained intact within the Project area.</p> <p>Based on the evaluation the following was determined:</p> <ul style="list-style-type: none"> • All previously assessed portions of the Project area do not require further assessment • All portions of the Project area identified as extensively disturbed do not retain archaeological potential and do not require further assessment
14	Pipeline Design, Construction, and Safety	<p>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 built in compliance with all provincial safety requirements for pipeline design and operation. Enbridge Gas has an extensive pipeline integrity management program to ensure that once installed, their pipelines remain in safe operating condition. This includes regular monitoring of the inside and outside of transmission pipelines for corrosion, leaks, or any other potential damage.</p> <p>The high-grade steel pipeline material that will be used for the Project is designed to meet or exceed the regulations of the Canadian Standards Association and the applicable regulations of the Technical Standards and Safety Authority. Pipeline construction work is temporary and transitory. Once the pipe is laid, the area is restored to as close to pre-construction condition as possible. Enbridge takes many steps to ensure safe, reliable operations of their network of natural gas pipelines.</p>
15	General Construction Overview	This slide shows a figure depicting a typical pipeline construction sequence in a rural setting. Steps 1-5 (Site Preparation) may not necessarily apply to this project, since the pipeline is going to be installed within the existing municipal road allowance; however, it still provides a useful illustration of the general steps in the pipeline construction process. You may wish to pause the video at this time, in order to review the construction phases illustrated here.
16	Example of Pipeline Installation in Road Allowance	The photos on this slide show a typical pipeline construction sequence in a road right-of-way, from stringing, to lowering in, and site restoration.
17	Horizontal Directional Drilling (HDD)	The photos on this slide shows the typical process for Horizontal Directional Drilling, or HDD. HDD is a construction technique whereby a tunnel is drilled under a designated area and a pipeline is pulled through the drilled underground tunnel. HDD construction is considered suitable for site-specific situations because it minimizes the impact on the area above the drill. Although land around the drill entry and exit locations is temporarily disturbed during HDD activities, it will be restored to its pre-drill state following construction.
18	Mitigation and Monitoring	Enbridge Gas is committed to working with the community on construction planning, mitigation, and post-construction monitoring. Post-construction monitoring will be conducted so that impacted areas are restored to as close to pre-construction conditions as possible. Enbridge Gas recognizes that the construction of the pipeline may result in short-term adverse impacts and commits to applying mitigation measures to reduce these impacts and work with the municipality and landowners so that issues are resolved in a timely manner.
19	Regulatory Framework	<p>For the Project to proceed, approval from the Ontario Energy Board is required. The Ontario Energy Board requires that Enbridge Gas complete an Environmental Report, which consists of an environmental assessment and route selection study. This report will also be submitted to the Ontario Pipeline Coordinating Committee for review and comment.</p> <p>The Ontario Energy Board will review the Environmental Report for the Project (including details of consultation) as part of what is known as a “Leave-to-Construct” Application. Once Enbridge Gas submits a Leave-to-Construct Application to the Ontario Energy Board, any party with an interest in the Project may apply to the Board to become intervenors or interested parties in order to participate in the decision-making process. Following their review of the Leave-to-Construct Application, the Ontario Energy Board will make a determination about whether the proposed Project is in the public interest.</p>
20	Environmental Assessment Process and Project Schedule	This slide outlines the general timeline and environmental assessment process for the Project, beginning with the collection of baseline data, through to submission of a Leave-to-Construct Application to the Ontario Energy Board and anticipated construction commencement and completion.
21	Continuous Stakeholder Engagement	<p>Enbridge Gas is committed to open dialogue throughout the environmental assessment and the Ontario Energy Board Leave-to-Construct Application process. Stakeholders will have the opportunity to remain engaged in the process after the Environmental Report is completed through the methods listed on this slide, including:</p> <ul style="list-style-type: none"> • Participation in the Ontario Energy Board hearing as an intervenor or interested party – you can find details on the Ontario Energy Board website at www.oeb.ca • Contacting Enbridge Gas or Dillon Consulting project team members via the contact information provided at the end of this presentation • Visiting the Enbridge Gas project website at www.enbridgegas.com/KennedyStationProject/
22	Staying Informed	Thank you for participating in our Virtual Information Session!

We want to hear from you! Please complete the project questionnaire on the Virtual Information Session website at www.KennedyStationProject.com to provide your input and opinion of the Project. If you would prefer, you can also download the comment form and submit your feedback by email at KennedyStationProject@dillon.ca.

After Tuesday, May 17, this presentation, the accompanying video transcript, and questionnaire will be available for download on the Enbridge Gas website at www.enbridgegas.com/KennedyStationProject/.

Please submit your feedback by June 3, 2022 so it can be considered in the Environmental Report that will be submitted to the Ontario Energy Board.

For more information, or to submit comments or questions, please use the contact information provided on this slide to contact a member of the project team.

Appendix I

Public Comment Form

Virtual Information Session – Comment Form

We want to hear from you! We encourage you to review the Virtual Information Session material and then fill out and submit this comment form by **June 3, 2022** if you have comments, questions, or feedback about the project. Your input is welcome and appreciated.

You can also provide your input by email until **June 3, 2022**. Please download the online comment form from the Virtual Information Session website (www.KennedyStationProject.com) and submit the completed form by email to KennedyStationProject@dillon.ca.

After Tuesday, May 17, this comment form will be available for download from the Enbridge Gas project website at www.enbridgegas.com/KennedyStationProject/

Should you have any questions, or would like more information, please contact:

Adele Mochrie
Environmental Assessment Project Manager
Dillon Consulting Limited
Suite 1400 - 130 Dufferin St
London, ON N6A 5R2



KennedyStationProject@dillon.ca



519.438.1288 ext. 1268

Disclaimer:

Under the Freedom of Information and Protection of Privacy Act, all comments and questions submitted regarding this Project will be used for the purposes of creating an Environmental Assessment Report that will be a part of the public record and will be made available to individuals or organizations with an interest in this Project. Personal

information such as name and address will not be included in the Environmental Assessment Report but will be released, if requested, to any person as part of the review of the Environmental Assessment Report.

Contact Information and General Questions

If you would like to be added to the Project's mailing list and receive Project updates, please provide your contact information.

1. Name

2. Email Address

3. Mailing Address

4. How would you like to receive future updates about the Project? (please choose one answer)

- By email
- By standard mail (Canada Post)
- I do not want to receive updates

5. When did you visit our Virtual Information Session website?

DD/MM/YYYY

**6. How did you hear about the Scarborough Subway Extension-Kennedy Station Relocation Project?
(select all that apply)**

- Received Notice via Email
- Received Notice via Standard Mail (Canada Post)
- Newspaper
- From a Friend or Neighbour
- Facebook
- Twitter
- Other, please specify:

7. Do you own property, live, or work beside (select all that apply):

- Preliminary Preferred Route (Eglinton Avenue East, Midland Avenue, Lord Roberts Drive)
- I do not own property, live, or work along any of the routes but I am interested in the Project

8. Please explain your interest in the Project.

9. Which group represents you the most? (please choose one answer)

- I am a member of an Indigenous community
- I am a landowner or resident in the study area
- I am a member of a community interest group
- I am a government employee or official
- Other, please specify:

10. What is your view of the proposed Project?

- I am supportive
- I am not supportive
- No opinion at this time (Go to Question 12)

11. Please explain your view (supportive or not supportive).

12. Are there any environmental, socio-economic, or cultural heritage features along the potential routes that you would like to identify? Please indicate which route option or street you are commenting on.

13. Are there any potential effects (e.g., to you, your property, business, or otherwise) and any mitigation measures that Enbridge Gas should consider and address prior to Project construction? Please indicate which route option or street you are commenting on.

14. Please provide any additional comments, questions, or feedback that you may have with regards to the Project. If applicable, please indicate which route option or street you are commenting on.

Feedback on the Virtual Information Session

15. Was sufficient information about the Project provided on the Virtual Information Session website and in the presentation slides?

Yes (Go to Question 17)

No

16. Please describe the additional information you would have liked to see.

17. Was sufficient information provided on the Ontario Energy Board and Environmental Assessment process?

Yes (Go to Question 19)

No

Partly

18. Please tell us what else you would like to know about the Ontario Energy Board and Environmental Assessment process.

19. How did you like the Virtual Information Session format versus having an in-person drop-in style Open House? Do you have any suggestions to help us improve on this virtual format?

Thank you for participating in the Virtual Information Session for the
Scarborough Subway Extension-Kennedy Station Relocation Project!

If you require further information about the Project, please contact:

Adele Mochrie
Environmental Assessment Project Manager
Dillon Consulting Limited
Suite 1400 - 130 Dufferin St
London, ON N6A 5R2



KennedyStationProject@dillon.ca



519.438.1288 ext. 1268

You can also stay up-to-date on the Project by visiting the Enbridge Gas website at:

www.enbridgegas.com/KennedyStationProject/

Appendix J

Indigenous Consultation Logs

**Enbridge Gas Inc. ("Enbridge Gas") Scarborough Subway Extension-Kennedy Station Relocation Project
Indigenous Engagement Log**

Log updated as of June 23, 2022

Alderville First Nation (AFN)		
Date	Method	Summary
April 8, 2022	Email	<p>Enbridge Gas representative emailed AFN representative to provide an introduction to the project letter regarding the Scarborough Subway Extension-Kennedy Station Relocation Project ("Project"). The Project notification letter provided an overview of the Project and requested information on any potential adverse impacts the Project may have on Aboriginal and treaty rights. The Enbridge Gas representative advised that capacity funding was available to support AFN's engagement on the Project. The Enbridge Gas representative requested feedback regarding the Project by June 3, 2022, if possible.</p> <p>On the same day, the AFN representative replied to the Enbridge Gas representative to ask a question regarding the depth of excavation for the pipeline installation.</p> <p>On April 14, 2022, the Enbridge Gas representative emailed the AFN representative to provide the excavation depth and noted a Stage 1 Archaeological Assessment will be completed.</p>
April 18, 2022	Email	<p>The Enbridge Gas representative emailed the AFN representative a letter along with the Notice of Study Commencement for the Project highlighting the Virtual Information Session occurring from May 4 to May 17, 2022. The Enbridge Gas representative invited the AFN representative to get in touch if they would like to discuss the Project further.</p> <p>On April 19, 2022, the AFN representative replied to the Enbridge Gas representative and stated that they do not have any issues with the project as long as there is no archaeological disturbance and requested a copy of the studies completed for the project.</p> <p>On April 21, 2022, the Enbridge Gas representative emailed AFN representative to thank them for their response.</p>
May 2, 2022	Email	<p>The Enbridge Gas representative emailed the AFN representative to provide the Stage 1 Archaeological Assessment Report for the Project and requested feedback by June 6, 2022.</p> <p>On the same day, the AFN representative replied to the Enbridge Gas representative stating that they have no comments on the Stage 1 Archeological Assessment Report.</p> <p>On May 3, 2022, the Enbridge Gas representative emailed the AFN representative to thank them for their response.</p>
May 10, 2022	Email	The Enbridge Gas representative emailed the AFN representative to provide a reminder regarding the Project Virtual Information Session in case the information was misplaced.
May 25, 2022	Email	The Enbridge Gas representative provided a general reminder email regarding the review the Stage 1 Archaeological Assessment report and thanked representatives that already provided comments.
Beausoleil First Nation (BFN)		
Date	Method	Summary
April 8, 2022	Email	The Enbridge Gas representative sent an email to the BFN representative providing a notification letter regarding the Scarborough Subway Extension-Kennedy Station Relocation Project ("Project"). The Project notification letter provided an overview of the Project and requested information on any potential adverse impacts the Project may have on Aboriginal or treaty rights. The Enbridge Gas representative advised that capacity funding was available to support CFN's engagement on the Project. The Enbridge Gas representative requested feedback regarding the Project by June 3, 2022, if possible.
April 18, 2022	Email	The Enbridge Gas representative sent the BFN representatives a letter along with the Notice of Study Commencement for the Project highlighting the Virtual Information Session occurring from May 4 to May 17, 2022. The Enbridge Gas representative invited BFN representatives to get in touch if they would like to discuss the Project further.
May 2, 2022	Email	The Enbridge Gas representative emailed the BFN representative to provide the Stage 1 Archaeological Assessment Report for the Project and requested feedback by June 6, 2022.
May 10, 2022	Email	The Enbridge Gas representative emailed the BFN representative to provide a reminder regarding the Project Virtual Information Session in case the information was misplaced.
May 25, 2022	Email	The Enbridge Gas representative provided a general reminder email regarding the review the Stage 1 Archaeological Assessment report and thanked representatives that already provided comments.
Chippewas of Georgina Island First Nation (CGIFN)		
Date	Method	Summary
April 8, 2022	Email	The Enbridge Gas representative sent an email to the CGIFN representative providing a notification letter regarding the Scarborough Subway Extension-Kennedy Station Relocation Project ("Project"). The Project notification letter provided an overview of the Project and requested information on any potential adverse impacts the Project may have on Aboriginal or treaty rights. The Enbridge Gas representative advised that capacity funding was available to support CGIFN's engagement on the Project. The Enbridge Gas representative requested feedback regarding the Project by June 3, 2022, if possible.
April 18, 2022	Email	The Enbridge Gas representative sent the CGIFN representatives a letter along with the Notice of Study Commencement for the Project highlighting the Virtual Information Session occurring from May 4 to May 17, 2022. The Enbridge Gas representative invited the CGIFN representatives to get in touch if they would like to discuss the Project further.
May 2, 2022	Email	The Enbridge Gas representative emailed the CGIFN representative to provide the Stage 1 Archaeological Assessment Report for the Project and requested feedback by June 6, 2022.
May 10, 2022	Email	The Enbridge Gas representative emailed the CGIFN representative to provide a reminder regarding the Project Virtual Information Session in case the information was misplaced.
May 25, 2022	Email	The Enbridge Gas representative provided a general reminder email regarding the review the Stage 1 Archaeological Assessment report and thanked representatives that already provided comments.

		<p>On May 30, 2022, the CGIFN representative replied to the Enbridge Gas representative to thank them for the reminder and state that if they do not provide an email response then they do not have comments.</p> <p>On May 31, 2022, the Enbridge Gas representative emailed the CGIFN representative to thank them for their email and advised them to reach out if they had any further questions.</p>
Chippewas of Rama First Nation (CRFN)		
Date	Method	Summary
April 8, 2022	Email	The Enbridge Gas representative sent an email to the CRFN representative providing a notification letter regarding the Ridge Landfill RNG Project ("Project"). The Project notification letter provided an overview of the Project and requested information on any potential adverse impacts the Project may have on Aboriginal or treaty rights. The Enbridge Gas representative advised that capacity funding was available to support CRFN's engagement on the Project. The Enbridge Gas representative requested feedback regarding the Project by June 3, 2022, if possible.
April 18, 2022	Email	The Enbridge Gas representative provided the CRFN representative with the Notice of Study Commencement for the Project highlighting the Virtual Information Session occurring from May 4 to May 17, 2022. The Enbridge Gas representative invited the CRFN representative to get in touch if they would like to discuss the Project further.
May 2, 2022	Email	<p>The Enbridge Gas representative emailed the CRFN representative to provide the Stage 1 Archaeological Assessment Report for the Project and requested feedback by June 6, 2022.</p> <p>The CRFN representative replied to the Enbridge Gas representative on the same day, to state they have reviewed the Stage 1 Archaeological Assessment Report and have no comments or concerns at this time.</p> <p>On May 3, 2022, the Enbridge Gas representative thanked the CRFN representative for their email and asked that they advise if concerns come up.</p>
May 10, 2022	Email	The Enbridge Gas representative emailed the CRFN representative to provide a reminder regarding the Project Virtual Information Session in case the information was misplaced.
May 25, 2022	Email	The Enbridge Gas representative provided a general reminder email regarding the review the Stage 1 Archaeological Assessment report and thanked representatives that already provided comments.
Curve Lake First Nation (CLFN)		
Date	Method	Summary
April 8, 2022	Email	The Enbridge Gas representative sent an email to the CLFN representative providing a notification letter regarding the Scarborough Subway Extension-Kennedy Station Relocation Project ("Project"). The Project notification letter provided an overview of the Project and requested information on any potential adverse impacts the Project may have on Aboriginal or treaty rights. The Enbridge Gas representative advised that capacity funding was available to support CLFN's engagement on the Project. The Enbridge Gas representative requested feedback regarding the Project by June 1, 2022, if possible.
April 18, 2022	Email	The Enbridge Gas representative provided the CLFN representative with the Notice of Study Commencement for the Project highlighting the Virtual Information Session occurring from May 4 to May 17, 2022. The Enbridge Gas representative invited the CLFN representative to get in touch if they would like to discuss the Project further.
May 2, 2022	Email	The Enbridge Gas representative emailed the CLFN representative to provide the Stage 1 Archaeological Assessment Report for the Project and requested feedback by June 6, 2022.
May 10, 2022	Email	The Enbridge Gas representative emailed the CLFN representative to provide a reminder regarding the Project Virtual Information Session in case the information was misplaced.
May 25, 2022	Email	The Enbridge Gas representative provided a general reminder email regarding the review the Stage 1 Archaeological Assessment report and thanked representatives that already provided comments.
June 9, 2022	Email	<p>The Enbridge Gas representative emailed the CLFN representative provide a reminder regarding the review of the Stage 1 Archeological Assessment report. Enbridge Gas representative requested acknowledgement of their email being received.</p> <p>On the same day, the CLFN representative replied to the Enbridge Gas representative, thanking them for the reminder email and requested an extension for comment submission.</p> <p>On June 13, 2022, the Enbridge representative emailed the CLFN representative to request a new timeline for their comment submission.</p>
June 17, 2022	Email	<p>The CLFN representative emailed the Enbridge Gas representative to provide a Level 2 letter as it pertains to the Project.</p> <p>On June 23, 2022 the Enbridge Gas representative emailed the CLFN representative to thank them for the letter and advise that they will work with the environmental team to provide a response.</p>
Hiawatha First Nation (HFN)		
Date	Method	Summary
April 8, 2022	Email	The Enbridge Gas representative sent an email to the HFN representative providing a notification letter regarding the Scarborough Subway Extension-Kennedy Station Relocation Project ("Project"). The Project notification letter provided an overview of the Project and requested information on any potential adverse impacts the Project may have on Aboriginal or treaty rights. The Enbridge Gas representative advised that capacity funding was available to support HFN's engagement on the Project. The Enbridge Gas representative requested feedback regarding the Project by June 3, 2022, if possible.
April 18, 2022	Email	The Enbridge Gas representative sent the HFN representatives a letter along with the Notice of Study Commencement for the Project highlighting the Virtual Information Session occurring from April 25 to May 8, 2022. The Enbridge Gas representative invited the HFN representatives to get in touch if they would like to discuss the Project further.

May 2, 2022	Email	The Enbridge Gas representative emailed the HFN representative to provide the Stage 1 Archaeological Assessment Report for the Project and requested feedback by June 6, 2022.
May 10, 2022	Email	The Enbridge Gas representative emailed the HFN representative to provide a reminder regarding the Project Virtual Information Session in case the information was misplaced.
May 25, 2022	Email	The Enbridge Gas representative provided a general reminder email regarding the review the Stage 1 Archaeological Assessment report and thanked representatives that already provided comments.
June 9, 2022	Email	<p>The Enbridge representative emailed HFN representative provide a reminder regarding the review of the Stage 1 Archeological Assessment report. The Enbridge Gas representative requested acknowledgement of their email being received.</p> <p>On June 16, 2022, the HFN representative emailed the Enbridge Gas representative to state that they are new to the project and asked if CLFN has been engaging in regards to the Stage 1 Archaeological Assessment report.</p> <p>On the same day, the Enbridge Gas representative emailed the HFN representative to confirm that CLFN has been engaging about the Stage 1 Archaeological Assessment report and asked that the HFN representative provide their comments once they review the report.</p>

Huron-Wendat Nation (HWN)

Date	Method	Summary
April 8, 2022	Email	The Enbridge Gas representative sent an email to the HWN representative providing a notification letter regarding the Scarborough Subway Extension-Kennedy Station Relocation project ("Project"). The Project notification letter provided an overview of the Project and requested information on any potential adverse impacts the Project may have on Aboriginal or treaty rights. The Enbridge Gas representative advised that capacity funding was available to support HWN's engagement on the Project. The Enbridge Gas representative requested feedback regarding the Project by June 3, 2022, if possible.
April 18, 2022	Email	<p>The Enbridge Gas representative provided the HWN representative with the Notice of Study Commencement for the Project highlighting the Virtual Information Session occurring from May 4 to May 17, 2022. The Enbridge Gas representative invited the HWN representative to get in touch if they would like to discuss the Project further.</p> <p>On April 22, 2022, the HWN representative emailed the Enbridge Gas representative to inquiry about archaeological studies and fieldwork for the project.</p> <p>On April 25, 2022, the Enbridge representative emailed the HWN representative stating that they will provide them with an update regarding archeological studies and fieldwork for the project.</p>
May 2, 2022	Email	The Enbridge Gas representative emailed the HWN representative to provide the Stage 1 Archaeological Assessment Report for the Project and requested feedback by June 6, 2022.
May 10, 2022	Email	The Enbridge Gas representative emailed the HWN representative to provide a reminder regarding the Project Virtual Information Session in case the information was misplaced.
May 25, 2022	Email	The Enbridge Gas representative provided a general reminder email regarding the review the Stage 1 Archaeological Assessment report and thanked representatives that already provided comments.
June 9, 2022	Email	The Enbridge Gas representative emailed the HWN representative provide a reminder regarding the review of the Stage 1 Archeological Assessment report. The Enbridge Gas representative requested acknowledgement of their email being received.

Kawartha Nishnawbe` (KN)

Date	Method	Summary
April 21, 2022	Email	The Enbridge Gas representative provided the KN representative with the Notice of Study Commencement for the Project highlighting the Virtual Information Session occurring from May 4 to May 17, 2022. The Enbridge Gas representative invited the KN representative to get in touch if they would like to discuss the Project further.
May 2, 2022	Email	The Enbridge Gas representative emailed the KN representative to provide the Stage 1 Archaeological Assessment Report for the Project and requested feedback by June 6, 2022.
May 10, 2022	Email	The Enbridge Gas representative emailed the KN representative to provide a reminder regarding the Project Virtual Information Session in case the information was misplaced.
May 25, 2022	Email	The Enbridge Gas representative provided a general reminder email regarding the review the Stage 1 Archaeological Assessment report and thanked representatives that already provided comments.
June 9, 2022	Email	The Enbridge Gas representative emailed the KN representative provide a reminder regarding the review of the Stage 1 Archeological Assessment report. The Enbridge Gas representative requested acknowledgement of their email being received.

Mississauga's of the Credit First Nation (MCFN)

Date	Method	Summary
April 8, 2022	Email	The Enbridge Gas representative sent an email to the MCFN representative providing a notification letter regarding the Scarborough Subway Extension- Kennedy Station Relocation ("Project"). The Project notification letter provided an overview of the Project and requested information on any potential adverse impacts the Project may have on Aboriginal or treaty rights. The Enbridge Gas representative advised that capacity funding was available to support MCFN's engagement on the Project. The Enbridge Gas representative requested feedback regarding the Project by June 3, 2022, if possible.
April 18, 2022	Email	The Enbridge Gas representative provided the MCFN representative with the Notice of Study Commencement for the Project highlighting the Virtual Information Session occurring from May 4 to May 17, 2022. The Enbridge Gas representative invited the MCFN representative to get in touch if they would like to discuss the Project further.
April 20, 2022	Email	The Enbridge Gas representative emailed the MCFN representative to provide the Stage 1 Archaeological Assessment Report for the Project and requested feedback by June 6, 2022.

		On April 25, the MCFN representative emailed the Enbridge Gas representative to state that they have no questions or comments about the Stage 1 Archaeological Assessment conducted and MCFN agrees with the report recommendations.
Mississaugas of Scugog Island First Nation (MSIFN)		
April 8, 2022	Email	The Enbridge Gas representative sent an email to the MSIFN representative providing a notification letter regarding the Scarborough Subway Extension-Kennedy Station Relocation Project ("Project"). The Project notification letter provided an overview of the Project and requested information on any potential adverse impacts the Project may have on Aboriginal or treaty rights. The Enbridge Gas representative advised that capacity funding was available to support MSIFN's engagement on the Project. The Enbridge Gas representative requested feedback regarding the Project by June 3, 2022, if possible.
April 18, 2022	Email	The Enbridge Gas representative provided the MSIFN representative with the Notice of Study Commencement for the Project highlighting the Virtual Information Session occurring from May 4 to May 17, 2022. The Enbridge Gas representative invited the MSIFN representative to get in touch if they would like to discuss the Project further.
May 2, 2022	Email	The Enbridge Gas representative emailed the MSIFN representative to provide the Stage 1 Archaeological Assessment Report for the Project and requested feedback by June 6, 2022.
May 10, 2022	Email	<p>The Enbridge Gas representative emailed the MSIFN representative to provide a reminder regarding the Project Virtual Information Session in case the information was misplaced.</p> <p>On May 11, 2022, the MSIFN representative emailed the Enbridge Gas representative to thank them for the reminder and requested a copy of the Environmental Report and archaeological assessment.</p> <p>On the same day, the Enbridge Gas representative emailed the MSIFN representative stating that they will send them the Environmental Report once available and noted that they previously sent the Stage 1 Archaeological Assessment, and to notify if they had received it.</p> <p>On May 12, 2022, the MSIFN representative emailed the Enbridge Gas representative to provide commentary for their review of the Stage 1 Archaeological Assessment Report, expressing no concerns. The MSIFN representative asked that the Enbridge representative provide updates on the Project as they become available.</p> <p>On the same day, the Enbridge Gas representative thanked the MSIFN representative for their comments, noting that they will continue to provide communication updates regarding the Project.</p>
May 25, 2022	Email	<p>The Enbridge Gas representative provided a general reminder email regarding the review the Stage 1 Archaeological Assessment report and thanked representatives that already provided comments.</p> <p>On May 26, 2022, the MSIFN representative emailed the Enbridge Gas representative to note that they had already provided comments for the Stage 1 Archaeological Assessment report.</p> <p>On the same day, the Enbridge Gas representative emailed the MSIFN representative to state that they did receive their comments and are currently working on responses.</p> <p>On the same day, the Enbridge Gas representative emailed the MSIFN representative thanking them for their comments and to note that additional reports will be provided as they become available.</p>

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