



**Overlea Station
Relocation Project:
Environmental Report**

Final Report

Prepared for:

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Executive Summary

Enbridge Gas Inc. (Enbridge Gas) is proposing to construct the Overlea Station Relocation Project (the “Project”) located in the community of East York to accommodate the construction of the Metrolinx Ontario Line Subway Expansion Transit Project.

Enbridge Gas currently has existing natural gas infrastructure in the Overlea Boulevard area; however, Enbridge Gas is required to accommodate the construction of the Metrolinx Ontario Line Subway Expansion Transit Project while maintaining existing service to Enbridge Gas customers. As a result, the Project will involve the construction of two new Stations, abandonment of one existing station and the construction/ relocation of approximately 1.4 km of natural gas distribution pipeline, ranging from 4-inch to 8- inch. The Project is planned to be mainly located in an existing municipal road allowance with the potential for Temporary Working Space. One Header Station will be installed along Leaside Drive as well as a District Station along Thorncliffe Park Drive. The existing District Station along Millwood Road will be abandoned. Approximately 360 m of 4-inch natural gas pipeline between Overlea Boulevard and Banigan Drive will be relocated onto Metrolinx owned private property.

As part of the planning process, Enbridge Gas has retained Stantec Consulting Ltd. (Stantec) to undertake an Environmental Study for the Project. The Environmental Study will fulfill the requirements of the OEB’s *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 8th Edition (2023)* (OEB Environmental Guidelines 2023).¹

Enbridge Gas is also required to obtain additional permits and approvals from federal, provincial, and municipal agencies that have jurisdiction in the Study Area as required. This Environmental Report (ER) will serve to support these permit and approval applications.

¹ The OEB Released the 8th Edition of the Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario in March 2023



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An engagement and consultation program was conducted for the Project with Indigenous communities, federal and provincial agencies, municipal personnel and elected officials, special interest groups, the general public, and residents and businesses. The engagement and consultation program included development and maintenance of various Project Contact Lists which were used to distribute the required notices, Virtual Information Session information, and provision of feedback to those members of the public who had questions, issues, concerns or positive feedback about the Project. Enbridge is committed to ongoing engagement and consultation with interested and potentially affected parties through detailed design and construction and will respond to Indigenous communities and stakeholder concerns throughout the life of the Project.

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

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

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



Abbreviations

AA	Archaeological Assessment
AAFC	Agriculture and Agri-Food Canada
CEA	Cumulative effects assessment
CER	Canada Energy Regulator
Checklist	MCM Criteria for Evaluating Potential Build Heritage Resources and Cultural Heritage Landscapes
CHVI	Cultural heritage value or interest
COSEWIC	Committee on the Status of Endangered Wildlife in Canada
COSSARO	Committee on the Status of Species at Risk in Ontario
DFO	Fisheries and Oceans Canada
EASR	Environmental Activity and Sector Registry
ECCC	Environment and Climate Change Canada
Enbridge Gas	Enbridge Gas Inc.
END	Endangered
EIAR	Environmental Impact Assessment Report
ER	Environmental Report
ESA	<i>Endangered Species Act, 2007</i>
ESC	Erosion and Sediment Control
HATP	Health Access Thorncliffe Park
HVA	Highly Vulnerable Aquifer
Hydro One	Hydro One Networks Inc.



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IAAC	Impact Assessment Agency of Canada
IPZ	Intake Protection Zone
km	Kilometre(s)
km ²	Kilometres(s) squared
LIO	Land Information Ontario
m	Metre(s)
MBCA	<i>Migratory Birds Convention Act, 1994</i>
MBR	<i>Migratory Birds Regulation, 2022</i>
MCFN	Mississaugas of the Credit First Nation
MCM	Ministry of Citizenship and Multiculturalism
MECP	Ministry of the Environment, Conservation and Parks
MNR	Ministry of Natural Resources
MNRF	Ministry of Natural Resources and Forestry
MOE	Ministry of Energy
MENDM	Ministry of Energy, Northern Development and Mines
MOECC	Ministry of the Environment and Climate Change
MTCS	Ministry of Tourism, Culture and Sport
MTO	Ministry of Transportation
NHIC	Natural Heritage Information Centre
OBBA	Ontario Breeding Bird Atlas
OEB	Ontario Energy Board
OEB Environmental Guidelines	Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 8th Edition (2023)



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OGS	Ontario Geological Survey
OHA	Ontario Heritage Act
OL	Ontario Line
OMOF	Ontario Minister of Finance
OPCC	Ontario Pipeline Coordinating Committee
O. Reg.	Ontario Regulation
ORAA	Ontario Reptile and Amphibian Atlas
PPR	Preliminary Preferred Route
PR	Preferred Route
PSW	Provincially Significant Wetland
ROW	Right-of-Way
SAR	Species at Risk
SARA	<i>Species at Risk Act, 2002</i>
SARO	Species at Risk in Ontario
SC	Special Concern
SWH	Significant Wildlife Habitat
SOCC	Species of Conservation Concern
Stantec	Stantec Consulting Ltd.
The Project	Overlea Station Relocation Project
THR	Threatened
TMHC	Timmins Martelle Heritage Consultants Inc.
TRCA	Toronto & Region Conservation Authority
TRSPA	Toronto & Region Source Protection Authority



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VIS Virtual Information Session

WWR Water Well Record(s)



1 Introduction

1.1 Project Description

Enbridge Gas Inc. (Enbridge Gas) is proposing to construct the Overlea Station Relocation Project, located in the community of East York, to accommodate the construction of the Metrolinx Ontario Line Subway Expansion Transit Project.

Enbridge Gas currently has existing natural gas infrastructure in the Overlea Boulevard area; however, Enbridge Gas is required to accommodate the construction of the Metrolinx Ontario Line Subway Expansion Transit Project while maintaining existing service to Enbridge Gas customers. As a result, the Project will involve the construction of two new natural gas regulating stations, and the decommissioning of one existing natural gas regulating station. One new natural gas regulating station to be constructed will be located on Leaside Park Drive, and the other will be on Thorncliffe Park Drive. The natural gas regulating station to be decommissioned is located on Millwood Road. The project will also include the relocation of approximately 1.4 kilometres (km) of natural gas pipeline, ranging from 4 inches to 12 inches in diameter. In addition, approximately 360 m (metres) of additional pipeline, 4 inches in diameter, will be relocated from its current location between Overlea Boulevard and Banigan Drive onto Metrolinx-owned private property.

As part of the planning process, Enbridge Gas has retained Stantec Consulting Ltd. (Stantec) to undertake an Environmental Study for the Project. The Environmental Study will fulfill the requirements of the Ontario Energy Board's (OEB) *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 8th Edition (2023)* (OEB Environmental Guidelines 2023).

1.2 Environmental Study

1.2.1 Objectives

A multidisciplinary team of environmental planners and scientists from Stantec conducted the Environmental Study. Enbridge Gas provided environmental support and engineering expertise throughout the study.

The Environmental Study was completed in accordance with the OEB *Environmental Guidelines* (2023), as well as relevant federal and provincial environmental guidelines and regulations.



The principal objective of the Environmental Study was to outline various environmental mitigation and protection measures for the construction and operation of the Project while meeting the intent of the OEB *Environmental Guidelines* (2023). To meet this objective, the Environmental Study was prepared to:

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

1.2.2 Process

The Environmental Study was divided into the following two main phases:

- Phase I: Identification and Consultation on a Preliminary Preferred Route
- Phase II: Confirmation of the Preferred Route and Environmental Report

Identification and Consultation on a Preliminary Preferred Route

The Environmental Study began by identifying the Preliminary Preferred Route (PPR). The PPR was determined by Enbridge Gas based on their engineering and tie-in location considerations, maximizing potential servicing locations, as well as consideration of environmental and socio-economic constraints as identified by Stantec.

The Study Area for the Project was then delineated, and the following groups were notified of the Project:

- Indigenous communities
- Federal and provincial agencies and authorities
- Municipal personnel and elected officials
- Special interest groups
- Directly affected landowners
- Residents and businesses in proximity to the PPR

Feedback on the PPR was sought from these groups through social media advertisements, letters, and a Virtual Information Session that was accessible from November 6 to November 20, 2023.



Concurrent with consultation, environmental and socio-economic features in the Study Area were mapped and characterized using relevant published literature, maps, and digital data sources. Geographically based features were incorporated onto a series of digital base maps. Discussions with relevant agencies provided information for compiling the existing conditions inventory and mapping.

The maps produced during the route identification and confirmation process are located in **Appendix A** and maps of existing conditions are located in **Appendix C (see Figures C-1 and C-2)**.

Due to the highly congested corridor in the Study Area, property constraints, and location of proposed subway infrastructure, Enbridge Gas has identified the PPR as the most feasible alternative. This route selection resolves the conflict with the subway construction while reducing the total length and cost of a gas main relocation in order to reinstate the network. 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 installed in the municipal road allowance, where possible, with the potential for temporary workspaces.

1.2.3 The Environmental Report

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

The ER is organized into the following sections:

- **Introduction:** provides a description of the Project and the Environmental Study
- **Consultation and Engagement Program:** provides a description of consultation and engagement activities that were undertaken during the Environmental Study
- **Existing Conditions:** describes the existing conditions of the physical, biophysical, and socio-economic features in the Study Area
- **Route Identification and Confirmation:** provides an overview of the pipeline route identification and confirmation process
- **Potential Impacts, Mitigation, and Protective Measures:** predicts potential effects and impacts the Project may have upon the existing conditions; describes the mitigation and protective measures to eliminate or reduce the potential effects and impacts of the Project on physical, biophysical, and socio-economic features that have been assessed in the Study Area
- **Cumulative Effects Assessment:** provides an analysis of potential cumulative effects associated with the proposed Project



- **Monitoring and Contingency Plans:** describes monitoring and contingency plans to address potential environmental impacts of the proposed Project
- **Conclusion:** provides a discussion and consideration of the potential environmental impacts associated with the proposed Project

The ER also includes references and appendices for documentation.

1.2.4 The OEB Regulatory Process

Once complete, the ER is circulated directly to Indigenous communities, agencies, affected municipalities, conservation authorities, and to the Ontario Pipeline Coordinating Committee (OPCC) for their review and comment. The OPCC is an inter-ministerial committee that includes provincial government ministries, boards, and authorities with potential interest in the construction and operation of hydrocarbon transmission and storage facilities. The ER is also circulated directly to interested parties and is made available on the Enbridge Gas Project webpage for the public and landowners to review. The ER will accompany a future Enbridge Gas 'Leave-to-Construct' application to the OEB for the proposed Project.

Upon receiving the application, the OEB will hold a public hearing. Communication about the hearing will include notices in local newspapers and letters to directly affected landowners, both of which will outline how the general public and landowners can get involved with the hearing process. If, after the public hearing, the OEB finds the Project is in the public interest, it will approve construction of the Project. The OEB typically attaches conditions to approved projects. Enbridge Gas must comply with these conditions at all stages of the Project, including during construction and site restoration.

1.2.5 Additional Regulatory Processes

Enbridge Gas will also be required to obtain additional environmental permits, approvals, and notifications from federal, provincial, and municipal agencies as outlined in Table 1.1 below. This ER will serve to support these permit and approval applications and notifications.



Table 1.1: Summary of Potential Environmental Permit and Approval Requirements

Type of Approval	Permit/Approval	Administering Agency	Description
Federal Permits and Approvals	Clearing of vegetation in accordance with the <i>Migratory Bird Convention Act, 1994</i> (MBCA) and <i>Migratory Birds Regulation 2022</i> (MBR)	Environment and Climate Change Canada (ECCC)	<p>ECCC does not require a permit to be issued for vegetation clearing, however, precautions need to be taken so that breeding birds or their nests are not harmed or destroyed during the bird nesting season as a result of construction of the Project.</p> <p>Avoid vegetation clearing during the bird nesting season, (April 1 to August 31) to avoid impacts to bird nests. Nest sweeps may be implemented in simple habitats (e.g., hedgerows, urban parks) during the active season per ECCC (2022). Nest sweeps are recommended a maximum of seven days prior to removal with the risk of incidental take increasing with habitat complexity and time between surveys.</p>
	<i>Species at Risk Act</i> (SARA) (2002) (amended in February 2023)	Fisheries and Oceans Canada (DFO) (aquatic species) ECCC (terrestrial species)	Permits are required by those persons conducting activities that may affect species listed on Schedule 1 of the SARA as extirpated, endangered, or threatened and which contravene the Act’s general or critical habitat prohibitions in watercourses (aquatic species) or on federal lands (terrestrial species).



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Type of Approval	Permit/Approval	Administering Agency	Description
Provincial Permits and Approvals con't.	Permitting or registration (e.g., Ontario Regulation [O.Reg.] 242/08, 830/21) under the <i>Endangered Species Act</i> (ESA) (2007) (amended in October 2021)	Ministry of the Environment, Conservation, and Parks (MECP)	<p>An ESA permit or Registration is required for activities that could impact species protected under the ESA. Consultation will occur with the MECP to determine ESA permitting requirements.</p> <p>As indicated in Section 9 (1) a of the ESA (2007), “No person shall kill, harm, harass, capture or take a living member of a species that is listed on the Species at Risk in Ontario List as an extirpated, endangered or threatened species.”</p> <p>As indicated in Section 17 (1), “the Minister may issue a permit to a person that, with respect to a species specified in the permit that is listed on the Species at Risk in Ontario List as an extirpated, endangered or threatened species, authorizes the person to engage in an activity specified in the permit that would otherwise be prohibited by Section 9 or 10.”</p>
	Wildlife Scientific Collector’s Authorization under the <i>Fish and Wildlife Conservation Act</i> (1997) (amended in June 2021)	Ministry of Natural Resources and Forestry (MNRF)	Permit required to relocate wildlife encountered during construction activities.



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Type of Approval	Permit/Approval	Administering Agency	Description
Provincial Permits and Approvals con't.	Archaeological acceptance under the <i>Ontario Heritage Act</i> (OHA) (amended in January 2023)	Ministry of Citizenship and Multiculturalism (MCM)	Archaeological assessment(s) are required for areas of archaeological potential. Archaeological concerns have not been addressed until MCM's letter has been received indicating that all reports have been entered into the Ontario Public Register of Archaeological Reports and those reports recommend that: <ul style="list-style-type: none"> • The archaeological assessment of the project area is complete. • and all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48 (3) of the Ontario Heritage Act) or that mitigation of impacts has been accomplished through an excavation or avoidance and protection strategy.
	Review of Built Heritage and Cultural Heritage Landscapes under the OHA	MCM	A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment will be undertaken for the entire study area and submitted for review and comment to the MCM and other interested parties. The final CHR should be completed by the end of March 2024.



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Type of Approval	Permit/Approval	Administering Agency	Description
Provincial Permits and Approvals con't.	Development Permit under <i>O. Reg. 166/06 for Development, Interference with Wetlands and Alteration to Shoreline and Watercourses</i> , as per Section 28.1 - <i>Conservation Authorities Act</i> (1990) (amended in 2024)	Toronto and Region Conservation Authority (TRCA)	TRCA permits will be required at the detailed design stage for the proposed work to take place within TRCA Regulated Areas.
Municipal Permits/Approvals	Right of Way Permit	City of Toronto	Required for all works (e.g., utility construction, curb cut, road closure) being performed on Road Allowances, and Right of Ways (ROWs).
	Public Tree By-Law- Toronto Municipal Code Chapter 813.	City of Toronto	May be required to remove trees during construction as outlined in the City of Toronto Municipal Code Chapter 813.
Municipal Permits/Approvals con't.	Noise By-Law- Toronto Municipal Code Chapter 591-2.3 Exemption Permit - 591-3.2.	City of Toronto	Required if construction activities will occur during the prohibited times as outlined in the City of Toronto Municipal Code Chapter 591.



2 Engagement and Consultation Program

2.1 Objectives

Consultation is an important component of the OEB *Environmental Guidelines* (2023). As noted by the OEB (2023), consultation is the process of identifying interested and potentially affected parties and informing them about the Project, soliciting information about their values and local environmental and socio-economic circumstances, and receiving input into key Project decisions before those decisions are finalized.

Stantec used knowledge of the existing Study Area from previous projects as well as conducting a windshield survey to flag buildings and structures that could potentially be of cultural significance and are referred to as Cultural Heritage Values or Interests (CHVIs). The CHVI's identified in the Project area were evaluated against the criteria prescribed in O. Reg. 9/06 of the *Ontario Heritage Act*. If one of the structure or properties meets two or more of the criteria, a Statement of Cultural Heritage Value or Interest is then provided including a list of heritage attributes.

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

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

- Identify interested, and potentially affected parties early in the process
- Inform and educate interested parties about the nature of the Project, potential impacts, proposed mitigation measures, and how to participate in the engagement and consultation program
- Provide a forum for the identification of issues
- Identify how input will be used in the planning stages of the Project
- Summarize issues for resolution, and resolve as many issues as feasible
- Revise the program to meet the needs of those being consulted, as feasible

Develop a framework for ongoing communication and engagement during the construction and operation phases of the Project A consultation program was undertaken for the Project and is described in Sections 2.2 – 2.4 below.



2.2 Identifying Interested and Potentially Affected Parties

As part of the engagement and consultation process, Indigenous and stakeholder Contact Lists (including agency, municipal, and interest groups, third-party utility owners/operators, and directly impacted and surrounding landowners), were developed.

2.2.1 Identifying Indigenous Communities

Engagement with Indigenous communities was guided by the OEB *Environmental Guidelines* 2023), as noted above, but also by the Enbridge Inc. Indigenous Peoples Policy.

Indigenous engagement commenced with the submission of a Project description to the Ministry of Energy (MOE), formerly the Ministry of Energy, Northern Development and Mines (MENDM).² This submission to the MOE provided details on the Project location and sought to determine the requirements of the duty to consult. In **Appendix B.1**, potentially impacted Indigenous nations were identified by the MOE in a Letter of Delegation dated June 29, 2023.

The Letter of Delegation confirmed that the MOE would be delegating the procedural aspects of consultation in respect to the Project and that, based on the Crown's assessment, the following Indigenous nations should be consulted:

- Mississaugas of the Credit First Nation

2.2.2 Identifying Interested and Potentially Affected Parties

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

The parties listed below were among those considered when developing the initial stakeholder Contact List:

- Federal and provincial agencies and authorities
- Municipal personnel and elected officials
- Special interest groups and third-party utility owners/operators

² On June 18, 2021, the Ontario government implemented changes to several ministries. The Ministry of Energy will continue to handle matters pertaining to delegation of Duty to Consult, while the rest of the MENDM has been combined with the former MNRF to become the Ministry of Northern Development, Mines, Natural Resources and Forestry.



As the Environmental Study progressed, the initial stakeholder Contact List evolved, and updates were made in response to changes in personnel, correspondence, and feedback gathered from the Notice of Study Commencement and Information Sessions. Updates to the Contact List also included adding directly impacted or surrounding landowners who had received the Notice of Study Commencement and Information Sessions and who had contacted the Project Team. The Project's Contact Lists are provided in **Appendix B.2**.

2.3 Communication Methods

2.3.1 Letters and Emails

2.3.1.1 Notice of Upcoming Project, Notice of Study Commencement and Virtual Information Session

Notice of Upcoming Project letters were sent via email to all parties identified on the Indigenous Contact List on September 7, 2023; to parties identified on OPCC, provincial officials, municipal officials, agencies, and third-party stakeholders on September 8, 2023. Copies of these letters were mailed out to landowners located within a minimum of 1 km of the proposed pipeline route via Canada Post on September 11, 2023. The letters contained a project description and figure of the Study Area and project contact information. A project description was included along with Stantec contact information and figure of the Study Area.

Notice of Study Commencement and Virtual Information Session (VIS) letters were mailed out to landowners located within a minimum of 1 km of the proposed pipeline route via Canada Post on October 26, 2023. The letters contained a project description and the timing for the Virtual Information Session period and project website. Appended to these letters and emails was a map of the Study Area, including the PPR.

Additional public outreach was completed through notifications within social media advertisements, as further discussed within **Section 2.3.2**, as well as with copies of the Notice of Study Commencement placed at the Toronto Public Library located at 48 Thorncliffe Park Drive.

Notice of Study Commencement letters were also sent via email all parties identified on the Indigenous Contact List on November 2, 2023; to parties identified on OPCC and, municipal official, agencies, and third-party stakeholders on October 27, 2023. A correction regarding the date of the VIS period was re-sent on October 30, 2023.

Generic copies of the letters noted above are included in **Appendix B.3**.



2.3.2 Social Media Advertisements

Facebook and Instagram advertisements for the VIS ran from November 6 to November 20, 2023. The ad was targeted to the geographical area around Thorncliffe Park. The ad displayed the date of the VIS and contained a link to the VIS materials and questionnaire.

A copy of the advertisement is included in **Appendix B.3**

2.3.3 Virtual Information Session – Display Boards, Presentation Slides, Interactive Map and Exit Questionnaire

Display boards and presentation slides were developed for the VIS. These provided information on the Project, the OEB regulatory process, Environmental Study process, the PPR anticipated environmental and socio-economic impacts and mitigation, and next steps. A voiceover recording was paired with the presentation slides for the VIS.

Following the VIS slideshow presentation, a link to an exit questionnaire and an interactive map were provided. A downloadable version of the presentation slides, script, and the exit questionnaire was provided in the “Resources” tab on the VIS Project webpage (as described below). The exit questionnaire requested feedback on potential impacts, important features along the proposed pipeline route, and the content of the VIS. The interactive map allowed attendees to view the proposed pipeline route and Study Area on a web-based map. A search function was made available on the interactive map to locate a specific address, and to review natural environment map layers such as waterbodies and wooded areas.

Copies of the questionnaire and display boards that were used for the VIS are provided in **Appendix B.4**.

2.3.4 Project Webpage

Information on the Project, the OEB regulatory process, Environmental Study process, and Enbridge Gas’ commitment to the environment was provided on the two webpages created for the Project:

The first webpage, referred to in this ER as the VIS webpage, was developed using the ArcGIS StoryMaps platform (<https://www.solutions.ca/OverleaEA/>) to host the VIS presentation. This webpage contained a “Resources” tab with a link to a downloadable version of the presentation slides, the exit questionnaire, and the presentation voiceover script.

A second webpage was developed on the Enbridge Gas website (<https://www.enbridgegas.com/overleaproject>) and was designed to provide information on the Project and a link to the VIS. Once the In-person and VIS were complete, copies of the display boards, presentation slides, the exit questionnaire and the presentation



voiceover script were made available. Upon completion of this ER, it will be posted on the Enbridge Gas website.

The Project webpages were communicated to interested and potentially affected parties in the letters, emails, and online VIS.

2.4 Consultation Events

2.4.1 Meetings

Meetings regarding the Project may occur, if required or requested, between Enbridge Gas and Indigenous communities, agencies, the municipality, key stakeholders, third-party utilities owners and operators, and directly impacted and surrounding landowners, and will continue as the Project progresses towards detailed design and construction. Beginning in October 2022 to 2024, bi-weekly meetings with Ontario Line (OL), Metrolinx and Enbridge have been held online to discuss OL Projects including OL-North which interacts with the Study Area. A log of these meetings can be found in Appendix B.5.

2.4.2 Virtual Information Sessions

The VIS was hosted for the Project as described above. The VIS was accessible from November 6, 2023 to November 20, 2023.

A Project email address and phone number were provided in the VIS for attendees to ask questions and leave comments. For the month of November, Stantec's ArcGIS StoryMaps (<https://www.solutions.ca/OverleaEA/>) received 1,233 unique visitors to the main page while the recorded VIS presentation had nine (9) visitors. Following the VIS, two (2) questionnaires were submitted via either the Project email address or through the questionnaire link in the presentation. Based on the feedback received from the VIS and with only one feasible route, it was determined that an additional open house or VIS was not required.

2.5 Input Received

The engagement and consultation program allowed interested or potentially affected parties to provide input into the Project. Input was evaluated and where applicable, integrated into the ER and Project. Comment-response summary tables are provided in **Appendix B.5**



2.5.1 Indigenous Input

Enbridge Gas is committed to creating processes that support meaningful engagement with potentially affected Indigenous groups. Enbridge Gas works to build an understanding of project related interests, ensure regulatory requirements are met, mitigate, or avoid project-related impacts on Indigenous interests including rights, and provide mutually beneficial opportunities where possible.

Throughout the consultation process, the Mississaugas of the Credit First Nation (MCFN) had opted out of attending meetings with Enbridge and has not shown interest to the Project at this time. Enbridge Gas will continue to meaningfully engage through phone calls, virtual and in-person meetings, and email communications. During these engagement activities, Enbridge Gas representatives will provide an overview of the Project, respond to questions and concerns, and address any interests or concerns expressed by Indigenous communities to appropriately mitigate any Project-related impacts. Enbridge Gas will continue to work with Indigenous groups following the distribution of the ER.

To accurately document Indigenous engagement activities and ensure follow-up, applicable supporting documents are tracked. The Indigenous Consultation Report, which includes the comment-response summary table and corresponding comment records will be submitted to the OEB upon the filing of the Project application.

2.5.2 Public Input

Six (6) comments were received via email, as of January 17, 2024, that included two (2) completed questionnaires. The main areas of comment on the Project include:

- Landowners inquired about the design, location, and size of the two new stations
- Concerns about noise, dust, and traffic during construction
- Concern regarding impact on community art projects and structures during construction
- Identification and consideration for protection of trees and public spaces

2.5.3 Agency Input

Federal Agencies and Authorities

Two (2) comments have been received as of January 18, 2024 from federal agencies and authorities and were considered in the preparation of this ER. A summary of the comments received is provided below:

- Transport Canada indicated the proponent self assess the Project using links they provided, what to do if lands are on federal property, and a list of common Acts that apply to projects in an EA context.



- Impact Assessment Agency of Canada (IAAC) indicated that the proposed Project does not appear to include physical activities as described in *The Physical Regulations* (the Regulations).

Provincial Agencies and Authorities

Six (6) comments have been received as of January 18, 2024 from provincial agencies and authorities and were considered in the preparation of this ER. A summary of the comments received is provided below:

- MOE provided a Letter of Delegation detailing the Indigenous communities whose Aboriginal and treaty rights may be impacted by the Project.
- MNRF noted that no screening of natural heritage or other resource values has been completed for the Project at this time. Guidance was provided on how to identify natural heritage and other resources.
- Hydro One Networks Inc. (Hydro One) indicated through their preliminary assessment that there are no existing Hydro One Transmission assets in the subject area.
- MCM provided initial guidance and indicated that the Stage 1 AA Report submission will not require a full technical review and has been moved to the public register.
- TRCA confirmed the types of Source Water Protection datasets that can be provided for the Study Area and stated that a slope stability assessment is required to assess an erosion hazard (further discussed in section 3.3.7). TRCA also stated that the Project Area is located in an Intake Protection Zone (IPZ) as well as a Highly Vulnerable Aquifer (HVA).
- Infrastructure Ontario noted the Study Area overlaps with the Thorncliffe Park Transit Oriented Community.

2.5.4 Municipal Input

Two (2) comments were received as of January 18, 2024. The main comments are as follows:

- The City of Toronto- Senior Urban designer commented via questionnaire:
 - Enbridge utility relocation should allow for horizontal and vertical clearances to accommodate Metrolinx’s expansion in the Study Area.
 - Coordination with Metrolinx and Infrastructure Ontario during the planned relocation should be conducted.
- The Toronto Police indicated that they wanted to discuss the project via email. Stantec replied and has not heard back.



2.5.5 Interest Group Input and Third-Party Utility Owners/Operators

No comments were received from interest groups and third-party utility owners/operators as of January 18, 2024.

2.6 Issues Resolution

Through the engagement and consultation program, no input was received that remains unresolved. Should feedback occur that cannot immediately be resolved, Enbridge Gas will endeavor to reach a resolution through meetings and discussions as appropriate and will inform the OEB where there are issues that have not been resolved.

2.7 Refinements Based on Input

At each stage of the engagement and consultation program, input received was compiled, reviewed, and incorporated into the Environmental Study process. Responses were provided, as applicable, to questions and comments received. Responses to comments received can be found in **Appendix B.5**. No comments or concerns were received to cause a change in the Project and the PPR was confirmed as the PR.

Enbridge Gas has committed to on-going engagement and consultation with directly affected and interested parties through detailed design and construction and will continue to respond to concerns through the life of the Project. Input was reviewed and considered during the identification of potential impacts and determination of mitigation and protective measures.



3 Existing Conditions

3.1 Study Area

A Study Area is the area in which direct or indirect interactions with the physical, biophysical, and socio-economic environment could occur. For the purposes of the Environmental Study, the extents of the Study Area were determined by applying an approximate buffer of 100 m from the centre line of the PR (**see Appendix A, Figure A-1**). A smaller 100 m buffer was determined to be appropriate to assess the potential impacts for this Study Area because the area is heavily urbanized and has no natural features in proximity to the proposed construction.

3.2 Data Sources

Information requests were made to agencies and municipalities. Information collected assisted in identifying environmental and socio-economic features located in the Study Area.

The existing conditions figures (**Appendix C**) have been generated from data obtained from Ontario GeoHub, formerly known as Land Information Ontario (LIO) and Conservation Authority regulated area data obtained from TRCA. Stantec has digitally reproduced features added to the base maps. Additional mapping sources are identified on the respective figures and in the references section. Other background documents and information sources that were reviewed to identify the physical, biophysical, and socio-economic features present in the Study Area will be discussed in Sections 3.3 to 3.5.

For the socio-economic elements of the assessment, the most recent economy and employment statistics were extracted from the 2016 and 2021 Census of Population (Statistics Canada 2023). The selected census divisions included Ontario and the City of Toronto (Statistics Canada 2023).

A roadside survey was conducted of the route in September 2023, to confirm, where possible, results of the background review and document existing natural features and conditions in the Study Area.



3.3 Physical Features

3.3.1 Bedrock Geology and Drift Thickness

The bedrock geology in the Study Area is comprised of a range of material types which include varying shale, sandstone and varying degrees of limestone ranging from minor, nodular and black laminate (Armstrong and Dodge 2007). This variance in material is caused by a mix of three formations: Georgian Bay, Blue Mountain, and Billings in addition to the Collingwood Member (Armstrong and Dodge 2007).

To determine the drift thickness in the Study Area, general depth from the soil surface to the bedrock was reviewed. In the Study Area, drift thickness ranges from 0 to 262 m (Ministry of Mines 2022). A review of available Water Well Records (WWRs) identified 79 WWRs in the Study Area which had bedrock depths that ranged from 6.1 m to 53.3 m (MECP 2021).

3.3.2 Physiography and Surficial Geology

The Study Area is within Clay Plains physiographic region of southern Ontario, more specifically the Sand Plains (Chapman and Putnam 1984; Ministry of Mines 2022). The Sand Plains consists of till plains that have over time been smoothed over by shallow deposits of lacustrine clay and glacial lakes (Chapman and Putnam 1984; Ministry of Mines 2022).

The surficial geology of the Study Area consists undifferentiated older till and stratified sediments which are comprised of shale, limestone, dolostone and siltstone (Ministry of Mines 2022). The areas to the south of the Study Area surrounding the Don River contains modern alluvial deposits (Ministry of Mines 2022).

3.3.3 Groundwater

For the purposes of this section, Source Water Protection Vulnerable Areas and significant drinking water threats will be discussed. Based on provincial mapping, the Study Area is located in the Toronto & Region Source Protection Authority (TRSPA) Ontario GeoHub 2023e). Based on correspondence during consultation, TRCA stated that the Study Area is in an Intake Protection Zone (IPZ) as well as a Highly Vulnerable Aquifer (HVA). The TRSPA also has designated the Study Area as part of the Built-up Area which have traditionally consisted of industrial and commercial land-use, but are now including more residential areas (TRSPA 2022) (See **Appendix C, Figure C-2 and C-3**). A high-density urban environment with a history of industrial and commercial activities suggests a greater possibility of discovering contamination.



A small portion of the Study Area located on Millwood Drive is located in an IPZ- 3. An IPZ- 3 is a zone that could potentially transport contaminants (ie: from a spill) to an intake that could result in negatively impacting the quality of drinking water. In the event of a spill, the steep slopes in this area of the Study Area could potentially transport surface runoff and enter the Don River.

HVAs are areas that are susceptible to contamination moving from the surface into the groundwater. Where present, surficial aquifer unites in the Project Footprint are typically comprised of coarse-textured unconsolidated (overburden) sand and gravelly sediments. Based on the Overburden Thickness map (TRSPA) and a typical cross-section along Don River Watershed (West Don River) provided by TRCA as part of the Don River Watershed Plan: Geology and Groundwater Resources – Report on Current Conditions (TRCA 2009), the overburden thickness in the Project Footprint is approximately 20 to 90 m, with thinner overburden deposits observed along the river valleys, and the southern portion of the Project Footprint. As a result, the Study Area is located in a zone that is considered low and the threat of impact is low (TRSPA 2007).

There are 79 WWRs in the Study Area. The following is a breakdown of each well designation:

- 21 – Monitoring
- 10 – Monitoring and Test hole
- 4 – Test Hole
- 40 – Use not identified
- 4 – Not in use

Given the breakdown presented above, the majority of wells in the Study Area are currently unidentified followed by wells used for monitoring purposes.

3.3.4 Aggregates and Petroleum Resources

The City of Toronto’s Official Plan (2019) indicates that there are no aggregate or petroleum resources in the City of Toronto.

In reference to Ontario GeoHub (2019) and (2021), the nearest active aggregate sites are located approximately 30 km north and 31 km southwest of the Study Area and the nearest petroleum well is located approximately 2 km southwest of the intersection between Millwood Road and Overlea Boulevard.



3.3.5 Soil and Soil Capability

The soil type in the Study Area is classified as urban which are described as soil that has been disturbed by agriculture (Agriculture and Agri-Food Canada 2019). This material was not classified due to an absence of information or unusual activity such re-development over an extended period of time.

Soil capability for agriculture is mapped by Agriculture and Agri-Food Canada (AAFC) (2013). Lands classified as Class 1 are the most agriculturally productive, while those classified as Class 7 have the lowest capability for agriculture. Class 1 to 5 agricultural lands are generally arable, while classes 1 through 3 are defined by the Ontario Ministry of Agriculture, Food and Rural Affairs to be prime agricultural soils for common field crop production. The soil in the Study Area is classified as unavailable due to the extensive urban development in the City of Toronto.

3.3.6 Agricultural

No agricultural tile drainage systems have been identified in the Study Area as the city has been heavily developed.

3.3.7 Regulated Area and Natural Hazards

Natural hazards are elements of the physical environment that have the potential to affect a project in an adverse manner. Potential natural hazards in the Study Area may include flooding, seismic hazard, and tornados. The western extent of the Study Area is located in TRCA regulated areas and permits will be required at the detailed design stage under Section 28.1 of the Conservation Authorities Act (**see Appendix C, Figure C-2 and C-3**).

TRCA has indicated that they will require a slope stability assessment for erosion hazard in the Millwood Road portion of the Study Area. The PPR on Millwood Road is within the steep slope on the south side of the roadway. The pipeline will need to be placed outside of the Long-Term Stable Top of Slope setback to reduce risk and impact from the erosion hazard and slope instability. (TRCA 2007). Stantec is completing a slope stability assessment, and the report is currently underway. The results of this report will accompany the permit applications to TRCA.

The Study Area lies in the Southern Great Lakes Seismic Zone (Natural Resources Canada 2021). This zone has a low to moderate level of seismicity when compared to the more active seismic zones to the east, such as the Western Quebec Seismic Zone which captures the area along the Ottawa River and in Quebec. (Natural Resources Canada 2021). According to data from Natural Resources Canada (2021), over the last 30 years, on average, 2 to 3 magnitude 2.5 or larger earthquakes have been recorded in the Southern Great Lakes region. By comparison, over the same period, the smaller region of Western Quebec experienced 15 magnitude 2.5 or greater earthquakes per



year (Natural Resources Canada 2021). Three moderately sized (magnitude 5) events have occurred in the 250 years of European settlement of this region, all of them in the United States – 1929, Attica, New York, 1986, near Cleveland, Ohio, and 1998, near the Pennsylvania/Ohio border. All three earthquakes were widely felt but caused no damage in Ontario (Natural Resources Canada 2021).

Under the Conservation Authorities Act, O.reg. 166/06 requires TRCA to undertake floodplain mapping. Floodplain management helps identify ways to mitigate flooding based on historical development and protects residents' safety. The entire Study Area is located within a Highly Vulnerable Aquifer (HVAs) while the western extent of the Study Area is located within Intake Protection Zone Type 3 (IPZ-3) (TRCA 2018. See **Appendix C-2**) HVAs are large sources for drinking water which can be affected by contamination from human activities. An IPZ 3 is an area that has been modelled to demonstrate how contaminants can be released during an event and how they can be transported to other intake areas and cause adverse effects on water quality.

3.4 Biophysical Features

3.4.1 Terrestrial Resources

Stantec has previously completed an Environmental Impact Assessment Report (EIAR) for Ontario Line in April of 2022 (Stantec 2022). This project included Thorncliffe Park and the areas surrounding the Study Area. The EIAR also included information pertaining to the natural heritage features and species at risk (SAR) previously identified. This information, in addition to publicly accessible information, was used for the following chapter.

3.4.1.1 Designated Natural Features

Results of the background review identified that there are no natural heritage features in the Study Area. As the Study Area has been extensively developed, the trees in the greenspaces and in the road allowances are ornamental. There are no watercourses or identified wetlands in the Study Area.

The natural areas in the Don River Valley around Millwood Road and E.T. Seton Park are part of the City of Toronto's Natural Heritage System and Ravine and Natural Feature Protection By-law Area, as well as TRCAs Terrestrial Natural Heritage System and regulation limits (City of Toronto 2020). There is one environmentally significant area in E.T. Seton Park, located north of Overlea Boulevard outside of the Study Area.

3.4.1.1.1 Forest and Vegetation Cover

The Study Area falls in the Ecoregion 7E known as the Lake Erie- Lake Ontario (MNR 2022). This ecoregion is contained in the Deciduous Forest Region, Niagara Forest Section which typically include tree species such as hickory, oak, sugar maple, American beech, white ash, white pine and eastern hemlock (MNR 2022). Due to the historical development in southern Ontario, many forests and vegetation cover have been cut, developed, or utilized for agriculture. As urban sprawl continues to decrease the amount of woodland areas in southern Ontario, many cities such as the City of Toronto are incorporating the protection of natural heritage systems planning including green corridors into their Official Plan and zoning.

3.4.1.1.2 Vegetation Communities

The Study Area is a mix of residential, industrial, and commercial properties. Woodlands were only identified outside of the Study Area on the east, south and west boundaries of the Study Area along the Don River (**see Appendix C, Figure C-1**). The City of Toronto does not identify significant woodlands or significant valleylands in their Official Plan (2019). The remaining trees located in the Study Area are ornamental and are typically found along road allowances, in greenspaces such as parks, or along the edges of parking lots.

3.4.1.2 Wetlands

The Ontario Wetland Evaluation System is used to identify Provincially Significant Wetlands (PSWs). An evaluated wetland may be one contiguous unit or may be a series of smaller wetlands functioning as a whole. Evaluated wetlands that do not qualify as provincially significant may be designated locally significant and may be protected through local planning and policy measures. A review of LIO (MNR 2023a) natural heritage mapping did not identify mapped wetlands, including PSWs, in the Study Area.

3.4.1.3 Significant Wildlife Habitat

Wildlife habitat is defined as an area where plants, animals and other organisms live, including areas where species concentrate at a vulnerable point in their life cycle and that are important to migratory and non-migratory species (MNR 2010). Wildlife habitat is considered significant if it is ecologically important in terms of features, functions, representation, or amount, and contributing to the quality and diversity of an identifiable geographic area or Natural Heritage System (MNR 2010).

Significant Wildlife Habitat (SWH) are grouped into four categories:

- Seasonal concentration areas
- Rare vegetation communities or specialized habitat for wildlife



- Habitats of species of conservation concern
- Animal movement corridor

The presence of SWH in the Study Area was determined in three ways. Firstly, publicly available Natural Heritage Information Centre (NHIC) data was reviewed for SWH (MNRF 2023a) potential SWH was identified comparing the Significant Wildlife Habitat Criteria Schedules for Ecoregions 7E (MNRF 2015), and air photo interpretation, where required. The presence of SWH categories are discussed in **Table 3.1**. Summaries of the significant wildlife assessments are detailed below.

3.4.1.3.1 Seasonal Concentration Areas

Seasonal Concentration Areas are sites where large numbers of a species gather at one time of the year, or where several species congregate. Only the best examples of these concentration areas are typically designated as SWH. Candidate Bat Maternity Colonies may be the only possible seasonal concentration area within the Study Area. Bat accessible buildings or adjacent woodlands near Millwood Road may be suitable.

3.4.1.3.2 Rare Vegetation Communities or Specialized Habitat for Wildlife

Rare vegetation communities or specialized habitats are defined as separate components of SWH. Rare vegetation communities are habitats that are considered rare or uncommon in the ecoregion, as defined in the SWH Criteria Schedule (MNRF 2015). These habitats may support wildlife species that are considered significant. Specialized habitats are microhabitats that are critical to some wildlife species. The majority of the Study Area includes developed residential and commercial areas with vegetation limited to streetscapes (e.g., street trees, City parks, manicured lawns). Some natural areas present adjacent to Millwood Road may be specialized habitat for wildlife, however the size of the land in the Study area is very small.

3.4.1.3.3 Habitat for Species of Conservation Concern

There are four types of Species of Conservation Concern (SOCC): those which are rare, those whose populations are significantly declining, those which have been identified as being at risk from certain common activities and those with relatively large populations in Ontario compared to the remainder of the globe. The Significant Wildlife Habitat Criteria Schedule for Ecoregions 7E identifies marsh, open country and shrub/early successional bird breeding habitat, terrestrial crayfish, and special concern and rare wildlife species (MNRF 2015) in this category.



Rare species are considered at five levels: globally rare, federally rare with designations by the Committee on the Status of Endangered Wildlife in Canada (COSEWIC), provincially rare with designations by the Committee on the Status of Species at Risk in Ontario (COSSARO), regionally rare (at the Site Region level), and locally rare (in the municipality or Site District). This is also the order of priority that should be assigned to maintaining species.

Species designated as special concern provincially or federally are included as species of conservation concern. S-Ranks are status rankings (see list below) assigned for the province by the MNRF and available in the NHIC database. Provincially rare species are those with S-Ranks of S1, S2, or S3 (MNRF 2022):

- S1 – Critically Imperiled
- S2 – Imperiled
- S3 – Vulnerable
- S4 – Apparently Secure
- S5 - Secure

Exact locations of species occurrences are not available from databases or atlases, and the potential for species to be present is limited by habitat suitability and availability. Therefore, the identified species recorded from these databases may not occur in the Study Area.

Table 3.1 below provides a summary of the SOCC that have been identified during the background review, and whether potential habitat for these species is present in the Study Area.

Table 3.1: Terrestrial Species of Conservation Concern Potential Occurring in the Study Area

Terrestrial Species	Common Name	Scientific Name	SRANK	Provincial Status (COSSARO)	National Status (COSEWIC)	Source	Potential Habitat in the Study Area?
Reptiles	Eastern Milksnake	<i>Lampropeltis triangulum</i>	S4	NAR	SC	ORAA,	Yes – edge habitat present
Birds	Barn Swallow	<i>Hirundo rustica</i>	S4B	SC	THR	OBBA, iNaturalist	Yes- anthropogenic features
	Common Nighthawk	<i>Chordeiles minor</i>	S4B	SC	THR	OBBA, eBird	Yes- gravel top roofs, unvegetated ground
	Eastern Wood-Pewee	<i>Contopus virens</i>	S4B	SC	SC	OBBA, eBird	Yes – deciduous forest present by Millwood Road.
	Red-headed Woodpecker	<i>Aythya americana</i>	S2B, S4N			OBBA, iNaturalist, ebird	Yes - forest present
	Wood Thrush	<i>Hylocichla mustelina</i>	S4B	SC	THR	OBBA	Yes- Millwood Road area possible habitat
Insects	Monarch	<i>Danaus plexippus</i>	S4B, S2N	SC	END	iNaturalist	Yes - anthropogenic features and gardens



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Notes:

Statutes

END: Endangered- a species that is a serious risk of becoming extinct

THR: Threatened - a species that is at risk of becoming endangered

SC: Special Concern - a species with characteristics that make it sensitive to human activities or natural events

S1: Critically Imperiled - Critically imperiled in the province (often 5 or fewer occurrences)

S2: Imperiled - Imperiled in the province, few populations (often 20 or fewer)

S3: Vulnerable - Vulnerable in the province, relatively few populations (often 80 or fewer)

S4: Apparently Secure - Uncommon but not rare

S?: Rank Uncertain

S#B: Breeding status rank

S#M: Migration status rank

Resources

eBird: eBird Canada

iNaturalist: iNaturalist Canada

OBBA: Ontario Breeding Bird Atlas

ORAA: Ontario Reptile and Amphibian Atlas



3.4.1.3.4 Animal Movement Corridors

Animal movement corridors are elongated, naturally vegetated parts of the landscape used by animals to move from one habitat to another (MNR 2000). Rivers, creeks, and drains may be used as amphibian movement corridors to/from breeding habitat. In Ecoregion 7E (where the Project is located) there is one type of SWH for animal corridors, which is amphibian. The Don River would most likely provide suitable habitat, however, there are no watercourses or habitat for amphibians in the Study Area.

3.4.1.4 Species at Risk

SAR are those species given status rankings, by COSEWIC and/or COSSARO), as threatened or endangered according to federal or provincial legislation. Endangered and threatened species receive general habitat protection under the ESA 2007. Special concern species are not afforded habitat protection and have been summarized as species of conservation concern above.

Based on the desktop resource review, **Table 3.2** summarizes the potential SAR to be found in the Study Area. Exact locations of species occurrences are not available from background resources, and the potential for species to be present is limited by habitat suitability and availability. Therefore, the identified species recorded from may not occur in the Study Area.

Table 3.2: Terrestrial Species at Risk Potentially Occurring in the Study Area

Terrestrial Species	Common Name	Scientific Name	SRANK	Provincial Status (COSSARO)	National Status (COSEWIC)	Source	Potential Habitat in the Study Area?
Reptiles	Butler's Gartersnake	<i>Thamnophis butleri</i>	S2	END	END	NHIC, ORAA	Yes – edge habitat, anthropogenic ponds
Birds	Bank Swallow	<i>Riparia riparia</i>	S4B	THR	THR	OBBA, eBird	Yes – banks possible along Millwood Road.
	Bobolink	<i>Dolichonyx oryzivorus</i>	S4B	THR	THR	OBBA, eBird,	No – breeding habitat absent
	Chimney Swift	<i>Chaetura pelagica</i>	S3B	THR	THR	OBBA, NHIC, eBird	Yes – anthropogenic structures
	Eastern Meadowlark	<i>Sturnella magna</i>	S4B, S3N	THR	THR	OBBA, NHIC,	No – breeding habitat absent
	Red-headed Woodpecker	<i>Melanerpes erythrocephalus</i>	S3	END	END	NHIC, eBird, INaturalist, OBBA,	Yes – forest present near Millwood Road



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Terrestrial Species	Common Name	Scientific Name	SRANK	Provincial Status (COSSARO)	National Status (COSEWIC)	Source	Potential Habitat in the Study Area?
Mammals	Eastern Small-footed Myotis	<i>Myotis leibii</i>	S2S3	END		SARO	Yes – adjacent to Study Area and buildings possible.
	Little Brown Myotis	<i>Myotis lucifugus</i>	S3	END	END	SARO	Yes – adjacent to Study Area and buildings possible.
	Northern Myotis	<i>Myotis septentrionalis</i>	S3	END	END	SARO	Yes – adjacent to Study Area and buildings possible.
	Tri-colored Bat	<i>Perimyotis subflavus</i>	S3?	END	END	AMO COSEWIC SARO	Yes – adjacent to Study Area and buildings possible.

Notes:

END: Endangered - a species facing imminent extinction or extirpation

Statuses

THR: Threatened - a species that is at risk of becoming endangered

SC: Special Concern - a species with characteristics that make it sensitive to human activities or natural events

NS:

S1: Critically Imperiled - Critically imperiled in the province (often 5 or fewer occurrences)

S2: Imperiled - Imperiled in the province, few populations (often 20 or fewer)

S3: Vulnerable - Vulnerable in the province, relatively few populations (often 80 or fewer)

S4: Apparently Secure - Uncommon but not rare



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S?: Rank Uncertain

S#B: Breeding status rank

S#M: Migration status rank

Resources

COSSARO: Committee on the Status of Species at Risk in Ontario

COSEWIC: Committee on the Status of Endangered Wildlife in Canada

ECCC: Environment and Climate Change Canada

eBird: eBird Canada

iNaturalist: iNaturalist Canada

NHIC: Natural Heritage Information Centre

OBBA: Ontario Breeding Bird Atlas

ORAA: Ontario Reptile and Amphibian Atlas

SARO: Species at Risk in Ontario List



The proposed pipeline routes are located in an existing road allowance that is periodically disturbed for maintenance work. Potential impacts and mitigation measures for areas where construction of the pipeline may interact with wildlife and wildlife habitat, including SAR, are noted in **Table 5.1**.

The following SAR have a high probability of occurring in the Study Area:

- Barn Swallow
This species was observed foraging within the Millwood Road area.
- Chimney Swift
Chimney swift was recorded foraging in the Millwood Road area which suggests that they may be nesting nearby.
- Butternut
This species is listed as endangered and receives protection under the ESA. Two butternuts were identified in the Millwood Road Area.

The following SAR have a medium probability of occurring in Study Area:

- Bank Swallow
This species is listed as threatened and receives protection under the ESA, as well as the MBCA. There were two sites where several burrows (ranging from 6 to 30) were observed in the Millwood Road Area.
- Bat SAR, including Eastern Small-footed Myotis, Little Brown Myotis, Northern Myotis and Tri-coloured Bat
Bat SAR are listed as Endangered and receive protection under the ESA. There were no hibernacula previously identified; however, maternity roosting habitats may be present. Buildings with potential entry or exit points within the Study Area may be used by bat SAR for roosting.

The remaining SAR recorded in the Study Area have low probability of occurrence due to lack of habitat:

- Bobolink; and
- Eastern meadowlark



3.5 Socio-Economic Environment

3.5.1 Demographics

The Project is located in the community of Thorncliffe Park formerly East York, located in the City of Toronto. Thorncliffe Park’s boundaries extend to Eglinton Avenue to the north, the West Don River to the east and south, and Millwood Road on the west (City of Toronto 2022b). The Study Area is approximately 200 metres north of the Don River.

The population breakdown of the City of Toronto and York, in comparison to the Province of Ontario is presented in **Table 3.3** below.

Table 3.3: Population, 2021

Location	Total Population	Land Area (km ²)	Population Density per (km ²)
Ontario	14,223,942	892,411.8	15.9
City of Toronto	2,794,356	631.10	4,427.8

Source: Statistics Canada, 2023

As shown in **Table 3.4**, the City of Toronto’s population increased from 2,731,571 to 2,794,356 from 2016 to 2021 (2.3 % increase) (Statistics Canada 2023).

Table 3.4: Population Growth from 2016-2021

Location	Total Population 2016	Total Population 2021	Population Percentage Change (%)
Ontario	13,448,494	14,223,942	5.8
City of Toronto	2,731,571	2,794,356	2.3

Source: Statistics Canada, 2023

Between 2016 and 2021, the City of Toronto saw an increase in its population (2.3%) (Statistics Canada 2023). In 2021, 46.6% of the population of the City of Toronto consisted of immigrants while the nation’s immigrant population was at 23% (City of Toronto 2022a). Thorncliffe Park is home to a culturally diverse population consisting of an immigrant population of 19% (City of Toronto 2016).

According to population projections (OMOF 2022), the population for Ontario is projected to increase by 35.8% (approximately 5.3 million) over the next 26 years. The City of Toronto’s Official Plan (OP) states that the GTA is expected to increase by 2.7 million residents by 2031 (City of Toronto 2019).



Infrastructure Ontario is currently planning significant Transit Oriented Communities (TOC) development within the Study Area that will result in residential population growth in the Thorncliffe Park Employment Area on the north side of Overlea Boulevard (Teles, 2024). The current proposal envisions 2,664 residential units on the properties along Overlea Boulevard as well as numerous commercial units on the ground level of mixed-use high-rise buildings.

3.5.2 Economy and Employment

The most recent economic and employment statistics are provided in the 2021 Census of Population (Statistics Canada 2023). **Table 3.5** summarizes the unemployment and employment rate, participation rate, and the median income of persons over the age of 15 captured at the time of census in Ontario and the City of Toronto.

Table 3.5: Labour Characteristics for Persons > 15 years, 2021³

Location	Total Population 15 years and Over	Labour Force	Employed	Participation Rate (%)	Employment Rate (%)	Unemployment Rate (%)
Ontario	11,782,820	7,399,200	6,492,895	62.8	55.1	12.2
City of Toronto	2,377,950	1,518,420	1,308,110	63.9	55.0	13.9

Source: Statistics Canada (2023)

³ Table 4.6 data for Total – Population aged 15 years and over by labour force status was 25% sampled data. The data also refers to whether a person aged 15 years and over was employed, unemployed or not in the labour force during the week of Sunday, May 2 to Saturday, May 8, 2021. For information on the comparability of the 2021 Census labour force status data with those of the Labour Force Survey, see Appendix 2.11 of the Dictionary, Census of Population, 2021.



As shown in **Table 3.5**, in 2021, the City of Toronto has nearly the same employment rate as the province, but an unemployment rate 1.7% higher (Statistics Canada 2023).

Median income for households and individuals is presented in **Table 3.6**.

Table 3.6: Median Income of households and individuals, 2020

Location	Median Total Income of Households	Median Total Income of Individuals
Ontario	\$91,000	\$41,200
City of Toronto	\$84,000	\$39,200

Source: Statistics Canada (2023)

As shown in **Table 3.6**, the 2021 Census Profile for these census divisions referred to the 2020 calendar year for Median Total Income of Households and Individuals. In 2020, the median income of households in Toronto was less than the provincial median by \$7,000 and less than the provincial median income of individuals by \$2,000 (Statistics Canada 2023).

The top three occupation classifications in Ontario were sales and service occupations (26.9%), business, finance and administration occupations (24.7%) and occupations in education, law and social, community and government services (16.4%) (Statistics Canada 2023). Similarly in Toronto in 2021 were business, finance and administration occupations (25.9%), sales and service occupations (24.8%) and occupation was education, law and social, community and government services (16.1%) (Statistics Canada 2023). Both of the top three service occupations for the City of Toronto and Ontario contain the same top three occupations.

3.5.3 Community Services & Municipal Infrastructure

Permanent and Temporary Accommodations

The City of Toronto Official Plan sets out a vision and direction for future growth and development to create a livable, healthy, prosperous, and sustainable city (City of Toronto 2019). Chapters 1 to 5 of the Official Plan contain city-wide policies that guide new development and related decision-making. As a municipal document, the Official Plan reflects provincial policies, plans, and initiatives for effective implementation at the city level. The City of Toronto is currently undertaking a review to update the City's Official Plan to conform to the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (MMAH 2020). This includes promoting dwellings that can support high density units which are found in the Thorncliffe Park neighbourhood with most of its residents living in apartment buildings.



In 2021, there were 1,253, 238 occupied private dwellings in the City of Toronto. Most houses were in apartment buildings with five or more stories (542,625) followed by single-detached houses (270,490) (Statistics Canada 2023). 51.9% of occupants were owners with 48.1% of occupants as renters (Statistics Canada 2023). The average household size was 2.4 persons (Statistics Canada 2023). Toronto is in the Provincial Tourism Region 5 (Greater Toronto Area) (MTCS 2022). The commercial accommodations in this region are mostly dominated by Recreational Hotels and Motels. In 2022, the occupancy rate at Hotels in Region 5 was 67% which was an increase from 40.9% occupancy rate in 2021. However, the occupancy rate for short-term rentals in Region 5 was 52% in 2022 which is a decrease from 57.7% in 2019 (pre-pandemic) (MTCS 2022). These trends are on a healthy recovery after experiencing devastating declines from the coronavirus disease (COVID-19). There are no commercial accommodations in the Study Area, however the closest hotels are between 4 and 5 kilometres southeast and northeast respectively.

Municipal Services and Infrastructure

Infrastructure identified for the purpose of this Project includes roads, railways, and electrical transmission corridors. A Hydro One Facility and a railway line are north and northwest of the Study Area (Ontario GeoHub 2017). There are no major provincial highways operated by the Ministry of Transportation (MTO) located in the Study Area. The Study Area contains only local roads.

In reviewing the Ontario GeoHub's Utility Line Interactive Map (2022c), there are no major utility lines (e.g., hydro line, unknown transmission line, unknown pipeline, submerged hydro line, natural gas pipeline, submerged communication line) identified in the Study Area. A variety of buried and overhead utilities (e.g., telephone, low-voltage hydroelectric) are expected to be found in the road allowances throughout the Study Area.

Toronto's Solid Waste Management Services Division is the governmental agency that provides solid waste management services for the City of Toronto (City of Toronto n.d.,a)

Toronto's garbage collection services occur on a bi-weekly basis (City of Toronto 2024a). For example, one week, garbage and green bin wastes will be collected, and the following week, recycling, yard waste and green bin wastes will be collected. Items such as Large Items and Furniture (e.g. box springs, mattresses, couches) are accepted on garbage collection day but not household chemical waste, and construction materials (e.g. lumber, drywall, tile). Electronics can be left at curbside drop off but must be stored in a clear bag. The items that cannot be accepted, need to be disposed of at one of the six Public Drop Off Depots around the city.



The City of Toronto also offers many forms of public transportation on the expanding subway lines, bus routes, streetcars and trains. The Toronto Transit Commission operates the third largest system in North America and helps over 300,000 passengers daily (City of Toronto, n.d.,b).

Hydro services in the Toronto are provided by Toronto Hydro while natural gas is supplied through Enbridge Gas. Toronto Water is responsible for Toronto's drinking water, wastewater and stormwater management and manage a large number of facilities across the city (City of Toronto, n.d.,c). The Toronto Water division maintains, inspects and repairs existing water distributions and waste water systems and is responsible for building new connections. Toronto Water also treats, stores and distributes drinking water to residents while complying with Drinking Water Regulations. The North Toronto Wastewater Treatment Plant is the closest treatment facility located to the Study Area located at 21 Redway Road approximately 1.8 kilometres southwest.

Health and Education Services

The City of Toronto has many walk-in clinics including the Thornlea Medical Centre and Walk-In-Clinic located at 62 Overlea Boulevard and the East York Medical Centre located at 45 Overlea Boulevard (inside the East York Town Centre). Also located in the lower level of the East York Town Centre is Health Access Thorncliffe Park (HATP) which provides health and wellness services to the community. Based on the culturally diverse population in this neighbourhood, HATP offers their services to those without a health card and also offers language interpretation (Thorncliffe Park Community Hub 2023). The nearest hospital for residents in the Study Area is Michael Garron Hospital located 825 Coxwell Avenue, approximately 4.5 kilometres southeast of the Study Area.

Two schools are located in the Study Area which include Thorncliffe Public School on Thorncliffe Park Drive and the Overlea Language Instruction for Newcomers to Canada on Overlea Boulevard.

Roads, Highways and Culverts

The City of Toronto Engineering & Construction Services is responsible for the design, construction and project management relating to all municipal infrastructure. These projects fall into work relating to water treatment facilities, streetcar ways, bridges, structures and roads. Toronto currently owns and maintains the City's roads and the Don Valley Parkway the Gardiner, however, in November 2023 it was announced that they will both be uploaded to the province (Carter 2023). Additionally, the 400 series highways are also owned by the province.

Policing, Fire and Emergency Response Services

The Toronto Police Service is the main agency for providing law enforcement for the City. The Study Area is enforced by the 53 Toronto Police Division which is located at 75 Eglinton Avenue (Toronto Police Service 2024).

Toronto Fire Services is the City of Toronto's main emergency response organization which is the largest fire service in Canada and the fifth largest in North America (City of Toronto, 2019). Toronto's Paramedic Services provides both emergency and non-emergency transport and care to and in between hospitals. Fire Station 224 and Toronto Paramedic Station 41 are located on 1313 Woodbine Avenue and 1300 Pape Avenue in East York approximately 4 and 1.5 kilometers, respectively, outside of the Study Area.

3.5.4 Culture, Tourism and Recreational Facilities

There are a range of community resources in the Study Area include daycares, supportive housing, non-profit organizations, and business associations.

The Jenner Jean-Marie Community Centre, the nearest recreational centre, is located outside of the Study Area on Thorncliffe Park Drive and includes a gymnasium, meeting rooms, and public library. Leaside Park is located in the Study Area south of Overlea Boulevard and Millwood Road. Leaside Park features a baseball diamond, outdoor pool, six tennis courts, soccer field, children's playground, community garden. The park borders a woodland that is part of the Don Valley River Park which has numerous walking and biking trails. There is also a golf course west of the Study Area in Flemington Park.

There are numerous restaurants and shopping centres in and around the Study Area. The Ontario Science Centre which is approximately 2 kilometres northwest of the Study Area.

The Islamic Society of Toronto's (IST) new mosque and community centre located at 20 Overlea Boulevard is currently under construction and will be a major cultural facility for the Thorncliffe Park community. This building will be replacing existing facilities in the neighbourhood that have been displaced by the work conducted by Ontario Line.

3.5.5 Air Quality and Noise

According to the Environmental Noise Guideline (MOECC 2021), the Study Area is located in an urban area, which would most likely be categorized as Class 1. The Study Area would be classified as a Class 2 area which is considered as "an area with an acoustical environment typical of a major population centre, where the background sound level is dominated by the activities of people, usually road traffic, often referred to as "urban hum" (MOECC 2021).



The Study Area is expected to experience a moderate traffic volume with surges during the rush hour that results in a moderate source of noise.

3.5.6 Indigenous Interests, Land Use and Traditional Knowledge

The Study Area is located in the Toronto Purchase Treaty (No. 13) which is with the MCFN the descendants of the Credit River Mississaugas. Ontario, as the Crown, has a legal duty to consult with Indigenous peoples regarding projects or decisions that may adversely impact constitutionally protected Indigenous or treaty rights. The Indigenous nations who were identified through provision of a Project Summary to the MOE on June 29, 2023 (see Appendix B.1) confirmed that MCFN were to be consulted. The MCFN Indigenous Reserve is located in New Credit in southwestern Ontario between Brant and Haldimand Counties. New Credit (New Credit 40A, 06223) occupies 2392.60 hectares (about 24 km² and is located approximately 122 kilometres from the Study Area (Government of Canada, 2021).

Enbridge Gas and Stantec respectfully acknowledge the value of traditional knowledge and oral history that is shared among Indigenous communities is acknowledged and welcomed and provides context and background to the findings of archaeological studies. We recognize that Indigenous communities have strong ties to their lands and that the use of these lands, from a development, ecosystems, and sustainability perspective, is of vital importance to communities.

We also recognize that the worldviews shared by Indigenous communities contain a rich knowledge of rare plants and animals. An Indigenous worldview is one that is developed through a mutually beneficial relationship, where one sees themselves as deeply connected to the natural world. This ER and the studies and databases that influence the findings within, are the product of Western knowledge and a Western worldview. In this vein, we acknowledge that the discussions in this Report on Provincially and Federally protected species, for instance, do not capture the full breadth of the value these species have to Indigenous communities.

At this time MCFN has only acknowledged the receipt of notice emails. We welcome the opportunity for Indigenous nations to share context and background to the findings of both the archaeological studies as well as the natural heritage studies completed for the Project so that we may gain a sense of the full value of the species and ecosystems (and subsequent impacts) discussed in this Report.



3.5.7 Land Use

The City of Toronto's Official Plan (2019) discusses the six land designation categories found in the Study Area which include apartment neighbourhoods, mixed use areas, natural areas, parks general employment areas and core employment areas (City of Toronto, 2019). The Official Plan (2019) also indicates that all existing facilities and the development of any new facilities associated with a gas distribution company, shall be permitted in the designations within the Study Area.

The Thorncliffe Park community contains a variety of existing uses, from residential and commercial, to office and industrial, and a network of institutional uses and open spaces. The land use and built character of these communities reflect the eras in which they were developed. While Employment Areas are generally homogenous, there is a great degree of variety in residential development which ranges from row housing and townhomes to high-rise apartments.

Some of the notable local landmarks in the vicinity of the Study Area include:

- Leaside Bridge;
- Charles H. Hiscott Bridge;
- East York Town Centre;
- Lower Don Valley;
- Leaside Park;
- E.T. Seton Park; and
- Don River West Branch.

The Thorncliffe employment area is comprised of lands north of Overlea Boulevard, between Millwood Road and the Charles H. Hiscott Bridge. The majority of lands in this area are designated Employment Area and Utility Corridor, with pockets of Natural Areas throughout. The Employment Area runs along the majority of Overlea Boulevard and Beth Nelson Drive and backs onto both the Utility Corridor and Natural Areas associated with the Don River West Branch and E.T. Seton Park.

Towards the south side of Overlea Boulevard is the residential and mixed-use areas, which also stretches from Millwood Road to Charles H. Hiscott Bridge. This area is comprised mainly of land designated as Apartment Neighbourhoods with a cluster of Mixed-Use Areas fronting Overlea Boulevard. Several large parks are designated towards the centre and western edges of the neighbourhood. The neighbourhood is bound to the west, south, and east by Natural Areas including woodland areas along the Don River Valley.



Further to the Official Plan's city-wide policies, the Official Plan refers to Secondary Plans, which discuss more detailed local development policies to guide growth and change in a defined area of the City (City of Toronto 2019). Each Secondary Plan focuses on a key area to implement visions and objectives specific to these areas. All the policies of the Official Plan apply to the areas subject to Secondary Plans except in the case of a conflict, where the Secondary Plan policy will prevail.

As previously mentioned in Section 3.5.1, Infrastructure Ontario is currently planning significant Transit Oriented Communities (TOC) development within the Study Area that will result in residential population growth in the Thorncliffe Park Employment Area on the north side of Overlea Boulevard (Teles, 2024). The current proposal envisions 2,664 residential units on the properties along Overlea Boulevard as well as numerous commercial units on the ground level of mixed-use high-rise buildings. This new development will be permitted by way of a Minister's Zoning Order.

The Employment Area is located on the north side of Overlea Boulevard, between Millwood Road and Don Mills Road contains predominately employment uses, ranging from more industrial uses such as electric power distribution, storage and manufacturing facilities, to low-rise industrial offices and business parks. Examples include the Costco development and integration of the former Coca Cola headquarters heritage building on the site. These employment uses are primarily contained in 1-2 storey buildings built in the 1960s and 1970s on larger lots. The majority of buildings have large footprints, are set back from Overlea Boulevard, and are oriented along a network of side and secondary streets. Commercial and retail uses such as the East York Town Centre are dispersed throughout the area to support the employment uses. This mall and associated plaza are situated in the centre of the neighbourhood and comprise a large portion of the Study Area. The Mall is set back from the street and surrounded by large areas of surface parking.

The majority of buildings in this area are oriented toward the street yet largely set back from the right-of-way by landscaping or parking lots. Setbacks are larger along Overlea Boulevard than they are along Thorncliffe Park Drive. Some residential uses along Thorncliffe Park Drive are oriented internally off of cul-de-sacs or driveways, creating courtyard-like spaces between buildings.

Public realm characteristics in the Thorncliffe Employment area reflect the nature of employment uses and industrial activity. Although buildings are oriented toward the street, they are often set back 15 to 20 metres from the street edge or sidewalk (when present) and separated from the street by landscaping or parking lots. While these large setbacks contribute to the streetscapes along Millwood Road and Overlea Boulevard; they are left unplanted along other streets in Study Area.



There are no policies in the City of Toronto Official Plan (2019) indicating the development of natural gas pipelines is not permitted in the Study Area. The City of Toronto's Official Plan (2019) cites that utility corridors (where transmission of natural gas is classified under) are to be designed in a manner that minimizes potentially negative impacts as much as possible.

3.5.8 Archaeological Resources

A Stage 1 Archaeological Assessment (Stage 1 AA) was undertaken for the Project's Study Area (under Project Information Form [PIF] number P256-0768-2023). Stage 1 AAs are conducted in compliance with the provincial standards and guidelines set out by the MCM in the 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011). A Stage 1 AA provides information about a Study Area's geography, history, previous AAs, and includes a property inspection by a licensed archaeologist to assist in the evaluation of a Study Area's archaeological potential. Its purpose is to identify areas of archaeological potential and recommend further AAs necessary (i.e., Stage 2). The Study Area has been quite developed over the years and therefore has undergone several archaeological assessments for various projects that overlap (**see Appendix D**).

The Study Area is approximately 200 metres south of an unnamed tributary of the Don River, likely Walmsley Brook (Lost Rivers n.d.) and is also approximately 200 metres north of the Don River. Ancient and/or relic tributaries of other primary and secondary water sources may have existed but are not identifiable today and are not indicated on historical mapping. Soil texture can also be an important determinant of past settlement, usually in combination of other factors such as topography. As stated previously, soils within the Study Area are unclassified due to extensive urban disturbance but, generally, would have been suitable for early agriculture. A review of the Ministry's Ontario Archaeological Sites Database identified registered Indigenous archaeological sites within one kilometre of the Study Area (Government of Ontario 2023a).

In 2016, Timmins Martelle Heritage Consultants Inc. (TMHC) conducted a Stage 1 and 2 AA on behalf of Hydro One Networks Inc of a proposed circuit between Leaside Transfer Station, Todmorden Junction, Lumsden Junction, and the Mai Transfer Station on the Don Valley/ Danforth area (TMHC 2016). TMHC's 2016 assessment covers a portion of the Study Area noted that parts of the assessment area retained archaeological potential, however, were further explored by AECOM on behalf of Hydro One Networks Inc. in 2020. A Stage 1 AA was completed as part of the north segment of the Ontario Line Project and conducted a property inspection in 2020 (AECOM 2020). The Stage 1 AA confirmed the TMHC 2016 recommendations and also evaluated that most of the current Study Area as disturbed, with smaller pockets of land retaining archaeological potential.



In 2023, Stantec also completed a Stage 1 archaeological assessment report for the Ontario Line Project (Stantec 2023a). As it relates to the current Study Area, the Stantec (2023) report carried forward evaluations of archaeological potential noted in AECOM (2020) and TMHC (2016).

Stantec completed Stage 2 archaeological assessment for the Don Valley Works associated with the Ontario Line Project (Stantec 2023). Portions of the Stantec (2023) Study Area overlap with the current Study Area. Within the areas of overlap, Stantec (2023) completed test pit survey and photo documentation of areas of low to no archaeological potential. No archaeological resources were identified by Stantec (2023) during the test pit survey of lands overlapping with the current Study Area. The Stantec (2023b) assessment also evaluated some lands as retaining archaeological potential and carried forward other evaluations of archaeological potential noted in AECOM (2020).

Stantec completed Stage 2 archaeological assessment for additional lands for the Don Valley Works, a small area around Banigan Drive and at 10 Overlea Boulevard associated with the Ontario Line Project (Stantec 2023). Portions of the Stantec (2023) study areas overlap with the current Study Area for the Project, however no new evaluations or assessments of the overlapping lands were completed. No archaeological resources were identified by Stantec (2023) during the test pit survey of lands overlapping with the current Study Area.

Stantec also completed a Stage 1 archaeological assessment of Basement Flooding Study Areas 46 and 47 in support of a Municipal Class Environmental Assessment for the City of Toronto (Stantec 2023). Portions of the Stantec (2023) Study Area, specifically portions of the municipal road rights-of-way of Millwood Road, Overlea Boulevard, Leaside Park Drive, and Banigan Drive, overlap with the current Study Area. Stantec (2023) determined that these areas of overlap had been either previously assessed as retaining low to no archaeological potential (i.e., AECOM 2020) or were evaluated in that study as retaining low to no archaeological potential by way of a property inspection.

In summary, the Stage 1 AA involving background research, determined that portions of the Project's Study Area retain low to no potential as it has been fully subjected to previous archaeological assessment. As stated in Appendix 7, a Stage 2 archaeological assessment is not required for the Project's Study Area.

3.5.9 Built Heritage Resources and Cultural Heritage Landscapes

As part of this Environmental Study, Cultural heritage values or interests (CHVIs) were examined using the MCM *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (2022; the Checklist). Stantec used knowledge of the existing Study Area from previous projects to identify possible CHVIs. These CHVI's were then confirmed using criteria prescribed in O. Reg. 9/06 of the *Ontario Heritage*



Act. If one of the structure or properties meets two or more of the criteria in the Checklist, a Statement of Cultural Heritage Value or Interest is then provided including a list of heritage attributes. The Checklist can be found in **Appendix E**. Many of the buildings in the Study Area are over 40 years of age, including the gates to Thorncliffe Park at the intersection of Millwood Road and Overlea Blvd and add character to the neighbourhood and are of cultural interest to the community. Two properties with structures were also identified to retain CHVI. Firstly, the transformer station located at 1080 Millwood Road is located on Provincial Heritage Property. This property is located outside of the PPR and should not be impacted by construction. The second property contains a former Coca-Cola Building and is located at 42-46 Overlea Boulevard which has been designated under Part IV of the Ontario Heritage Act and also includes an interpretive plaque. This building should not be negatively impacted as the PPR is planned to stay within the road allowance. Additionally, there is a Costco Wholesale Warehouse directly adjacent to the building.

Based on the findings of the Checklist criteria, the development of a Cultural Heritage Report was required. Stantec conducted and submitted a Cultural Heritage Report (CHR) to the MCM for review on March 27, 2024. The CHR identified identified four potential built heritage resources and one previously identified built heritage resource (42-46 Overlea Boulevard) within the Study Area. Following an assessment of impacts, potential indirect impacts from land disturbance were identified for BHR-2, the Thorncliffe Park entrance marker, at the northeast corner of Overlea Boulevard and Millwood Road. The position of the marker within seven metres of the Project has the potential for indirect impacts resulting from vibration damage during construction activities.

The preferred option is to avoid BHR-2 by establishing a 50 metre buffer zone around the resource within which Project activity should be avoided. This should use appropriate preventive measures such as mapping on construction maps or plans and temporary fencing. Staging and laydown areas should also be selected to be non-invasive and avoid the built heritage resource. Where avoidance is not feasible, the alternative option should be applied.

The alternative option is that a qualified person(s) should be retained to complete a pre-construction vibration assessment to determine acceptable levels of vibration given the site-specific conditions (including soil conditions, equipment proposed to be used, and structure characteristics). Should BHR-2 be determined to be within the zone of influence, additional steps should be taken to secure the structure from experiencing negative vibration effects (i.e., adjustment of machinery or establishment of buffer zones).



4 Route Identification and Confirmation

4.1 The Process

The route identification and confirmation process was undertaken as per the *OEB Environmental Guidelines* (2023), which identify the environmental and socio-economic features to take into consideration and the routing principles to be considered. Enbridge Gas identified a PPR. No alternate routes were proposed due to the location of existing infrastructure and the purpose of the project being to service the predetermined location and the residents with natural gas.

4.2 Study Area

The Study Area is considered the area within which direct interactions with the socio-economic and natural environment could occur. As such, the Study Area was established as the area within 120 m on either side of the PPR (**see Appendix A, Figure A-1**). It is in this area that desktop information on socio-economic and environmental features has been collected to assess the potential impacts of the Project.

4.3 Confirmation of the Preferred Route

Input on the PPR was sought through consultation (see Section 2). Comments received were mainly concerning the removal of valued trees near apartments and condominiums. With most of the PR occurring within the road allowance, it is not anticipated that these trees will be required to be removed. If a tree must be removed, a tree permit from the City of Toronto must be obtained. Between the minor tree concerns and the lack of other route options due to existing infrastructure, the PPR was confirmed as the PR. The PR is currently illustrated within a general location and does not represent the final Project scope and/or design that will provide access to natural gas to end-use customers. Enbridge Gas will undertake detailed design to determine the exact location of the running line and temporary land use requirements. Stantec reviewed comments from the consultation program, aerial mapping along the PR, and provided advice on environmental and socio-economic constraints. It is understood that Enbridge Gas will consider the above advice during detailed design as well as the other recommendations made in the ER. Detailed design will also be influenced by supplemental studies (including environmental studies) and site-specific requests from landowners and agencies. This information will be used to locate the pipeline to further reduce environmental and socio-economic impacts. Additional information on the detailed design will be provided in the LTC application to the OEB.



5 Potential Impacts, Mitigation and Protective Measures and Net Impacts

5.1 Methodology

The potential effects and impacts of the Project on physical, biophysical, and socio-economic features have been assessed in the Study Area upon review of the existing conditions outlined in Sections 3.3-3.5. With an understanding of pipeline construction and operation activities (see Sections 5.1.1 and 5.1.2, respectively) the assessment:

- Describes the environmental and socio-economic components
- Predicts the effects and associated impacts of construction and operation activities
- Recommends supplemental studies, mitigation and protective measures (including construction methods and timing, site-specific mitigation, environmental protection measures, and compensation measures)
- Outlines the net impacts that are likely to remain

The determination of effects, impacts, and mitigation and protective measures considered:

- Comments expressed during the consultation program
- Information available from published and unpublished literature
- Maps and digital data
- Mitigation guidance documents
- The pipeline development experience of Enbridge Gas and Stantec

By necessity, the analysis, integration, and synthesis of the data is an iterative process since information becomes available at various stages of the study and at different mapping scales. The level of detail of data and mapping increases as the study moves from analysis of the Study Area to a site-specific survey of features in the Project footprint. The data available at the current stage of the Environmental Study is appropriate for predicting effects and potential impacts and recommending mitigation and protective measures.

Specific information requests were made to several agencies throughout the Project. The information collected assisted in identifying environmental features and constraints located on and adjacent to the PR, the potential presence of SAR and their habitat, predicting effects and potential impacts, and developing mitigation and protective measures. Where agencies requested that information be kept confidential, such as the precise location of rare, threatened, vulnerable or endangered species and



archaeological sites, such information has been withheld from the report or mapped in such a way that specific site locations cannot be determined.

The existing conditions maps in **Appendix C** have been generated from data obtained from Ontario GeoHub/LIO, TRCA, and other sources as indicated on the maps and in the references. Scales have been adjusted from the original source to better represent the features mapped. Stantec has digitally reproduced features added to the base maps.

There are instances where field investigations are recommended before construction. Given the location of the Project components and experience of Stantec in providing environmental services for natural gas pipelines, these supplemental studies are not expected to change the conclusions regarding potential adverse residual impacts. The environmental and socio-economic information presented in the ER is based on sources cited throughout.

Table 5.1 below notes the potential impacts, mitigation, and protective measures, including recommended supplemental studies, and net impacts for the existing conditions as described in Sections 3.3 – 3.5.

5.1.1 Construction

The pipeline construction process includes various activities as described below:

- **Site Preparation and Clearing:** The first activity is typically the survey and staking, which delineate the boundaries of the right-of-way (ROW) and temporary work areas. Next, the ROW and temporary work areas are cleared of any vegetation, if necessary. Safety fence is installed at the edge of the construction ROW where public safety considerations are required, and aspects of the Traffic Control Plan are implemented (i.e., signs, vehicle access). Silt fence is installed at required locations.
- **Pipeline Installation:** Following site preparation and clearing, the pipeline may be installed by any one of two methods:
 - Horizontal Directional Drilling (HDD): This trenchless pipeline installation method involves creating entry and exist pits on either side of a feature (such as watercourses), drilling a pilot hole with the aid of drilling fluid, and then pulling the pipeline back through the hole.
 - Trenching: This pipeline installation method involves excavation of a trench, lowering the pipeline into place, and then backfilling the trench. During backfilling the originally excavated subsoil is placed over the pipe in the trench. In stony areas, the pipe may be sand padded to protect the coating. In shallow water table areas, the pipeline may be weighted to provide negative buoyancy.



- **Pressure Testing:** The pipeline is pressure tested by filling the pipe with air or nitrogen and holding it at a high pressure for a set period of time, per the requirements of CSA Z662-19 Clause 8 and applicable Enbridge Gas specifications for pressure testing.
- **Clean-Up and Restoration:** Clean-up is the restoration of the ROW and other work areas. In natural areas, clean-up will include restoring disturbed areas (road embankment) to pre-existing conditions and re-seeding of the ROW. Erosion and sediment controls (ESC) installed during construction may be removed if necessary. Clean-up will also include landscaping, and/or laneways and driveway rehabilitation. Some section of the project will be temporary restored as per Metrolinx provided directions.

The station related construction and decommissioning process includes various activities as described below:

- **Site Preparation and Clearing:** The first activity is typically the survey and staking, which delineate the boundaries of the ROW and temporary work areas. Next, the ROW and temporary work areas are cleared any vegetation, if necessary. Safety fence is installed at the edge of the construction ROW where public safety considerations are required, and aspects of the Traffic Control Plan are implemented (i.e., signs, vehicle access). Silt fence is installed at required locations.
- **Stripping and Grading:** Next, the grading crew prepares the construction area for access by construction equipment. Existing concrete, landscaping etc. may also be removed, and dewatering undertaken, where necessary
- **Station building:** underground and above-ground infrastructure will be installed as required.
- **Station decommissioning:** all above-ground equipment will be excavated and removed. The equipment will be purged\cleaned prior to removal. All removed materials will be capped and wrapped, as applicable, and transported off-site for disposal at an approved landfill or salvaged via scrap metal facilities. Heavy equipment will be used, such as excavators, bulldozers.
- **Clean-Up and Restoration:** Clean-up is the restoration of the ROW and other work areas. In natural areas, clean-up will include restoring disturbed areas (road embankment) and re-seeding of the ROW. ESC installed during construction may be removed if necessary. Clean-up will also include landscaping, and/or laneways and driveway rehabilitation.



5.1.2 Operation and Maintenance

Pipeline operation consists of pressurized natural gas flowing through the pipeline. Mainline valves located at the valve sites will serve to shut off and isolate the pipeline for maintenance and security purposes. Additional above-ground facilities along the pipeline include post-mounted signs identifying the pipeline, aerial patrol signs for aircraft patrols, fence stiles, foot bridges for ditch crossings (if applicable).

Once the Project is operational, the following maintenance activities will be undertaken as required:

- Completing a 'line walk' of the entire pipeline by Enbridge Gas personnel per the maintenance program to check for exposed pipelines, evidence of damage to aboveground equipment and piping, evidence of damage to underground piping and gas leaks, and identify any unassociated construction activity near the pipeline ROW.
- Checking cathodic corrosion protection – a low voltage electric circuit that runs along the length of the pipeline to prevent the development of external corrosion is completed on an annual basis (steel section only).
- Completing regular checks and maintenance at pipeline facilities such as valve sites.
- Completing depth of cover surveys, so that the amount of soil cover over the pipeline is maintained.
- Performing periodic inspection by running electronic tools through the interior of the pipeline to assess for the presence of corrosion or dents and the need for repairs.
- Completing class location surveys.



5.2 Summary Table

Table 5.1: Potential Impacts and Recommended Mitigation and Protective Measures

Feature Types	Environmental Feature(s)	Potential Impact(s)	Mitigation and Protective Measures	Net Impacts
Physical Features	Bedrock Geology and Drift Thickness <i>Section 3.3.1</i>	The planned excavation depth for the Project is approximately 1.2 m Below Ground Surface with the potential to exceed this depth for road crossings and other sensitive features. Based on the depth of excavations bedrock is not likely to be encountered.	<ul style="list-style-type: none"> As no impacts are anticipated, no mitigation or protective measures are recommended. 	As no impacts are anticipated, no net impacts will occur.
	Physiography and Surficial Geology <i>Section 3.3.2</i>	In areas of shallow drift thickness, disturbance to the overburden in the Study Area may cause surface soil erosion and trench slumping during construction.	<p>Erosion and sediment control mitigation measures that should be followed include:</p> <ul style="list-style-type: none"> Surface soil erosion can occur in the absence of vegetative cover. Where there is potential for soil erosion, the need for and location of ESC measures should be determined by an inspector with appropriate qualifications and installed prior to the commencement of work in the area. When land is exposed, the exposure should be kept to the shortest practical period. Natural features should be preserved to the extent practical. Temporary vegetation and mulching should be used to protect areas as appropriate. Where required, natural vegetation should be re-established as soon as practical. The contractor must obtain adequate quantities of materials to control erosion. Additional supplies should be maintained in a readily accessible location for maintenance and contingency purposes. ESC structures should be monitored to maintain their effectiveness throughout the life of construction and post-construction rehabilitation. Even with ESC measures, extreme precipitation events could result in collapse of silt fencing, overflow or bypass of barriers, and other situations which could lead to erosion. When site conditions permit, permanent protection measures should be installed on erosion susceptible surfaces. If the erosion is resulting from a construction-related activity, the activity should be halted immediately until the situation is rectified. <p>Note: Permits obtained under O. Reg. 166/06 from TRCA may contain conditions pertaining to ESC.</p>	With the implementation of the mitigation and protective measures, no significant adverse residual impacts are anticipated.

Feature Types	Environmental Feature(s)	Potential Impact(s)	Mitigation and Protective Measures	Net Impacts
Physical Features con't	Groundwater Section 3.3.3	<p><u>Dewatering</u> Where trenches encounter shallow groundwater conditions or following a large precipitation event, removing water from the trench (known as dewatering) may be necessary. During trench dewatering, discharge water will be released to the environment. An uncontrolled discharge of water could cause downstream flooding, erosion, sedimentation, or contamination. Other potential effects of uncontrolled discharge may include introduction of hazardous materials or pollutants to soils or bodies of water.</p> <p><u>Source Water Protection</u> There is an IPZ-3 (surface water intake protection zone) and HVA in the Study Area. The handling and storage of large volumes of liquid fuel poses a significant drinking water threat in the Event Based Area where the Project is located.</p>	<p><u>Dewatering</u></p> <ul style="list-style-type: none"> For groundwater dewatering, the MECP allows registration under the Environmental Activity and Sector Registry (EASR) for construction dewatering projects where groundwater takings will be greater than 50,000 L/day and less than 400,000 L/day; however, should groundwater takings exceed 400,000 L/day, a Permit to Take Water may be required from the MECP. A dewatering report will be prepared for the Project as part of the EASR which will provide a more in-depth analysis to determine the risks associated with the Project being constructed as it relates to the IPZ-3 and Source Water Protection. To reduce the potential for erosion and scouring at discharge locations during construction dewatering, energy dissipation techniques should be used. Discharge piping should be free of leaks and should be properly anchored to prevent bouncing or snaking during surging. Protective measures may include dewatering at low velocities, dissipating water energy by discharging into a filter bag or diffuser and utilizing protective riprap or equivalent. If energy dissipation measures are found to be inadequate, the rate of dewatering should be reduced or dewatering discontinued until satisfactory mitigation measures are in place. Discharge should be monitored to make sure that no erosion or flooding occurs. <p><u>Source Water Protection</u> The primary concern to surface water quality is the potential for a contaminant spill during a large storm event. To address this concern, the following mitigation measures are proposed:</p> <ul style="list-style-type: none"> Refueling of equipment should be undertaken outside of the Event Based Area (typically 100 m from wetlands and watercourses) to reduce potential impacts to surface water and groundwater quality if an accidental spill occurs. If a 100 m refueling distance is not possible, under approval from on-site environmental personnel, special refueling procedures for sensitive areas should be undertaken that include, at a minimum, using a two-person refueling system with one worker at each end of the hose. Spill containment devices and absorbent material shall be on hand and readily available. To reduce the impact of potential contaminant spills, the contractor should implement spill management protocols such as secondary containment of any temporary fuel storage and preparation of a spill response plan. Work should be limited or stopped during and immediately following significant precipitation events (i.e., 100-year storm event), at the discretion of on-site environmental personnel. 	<p>With the implementation of the mitigation and protective measures, no significant adverse residual impacts on groundwater are anticipated.</p>



Feature Types	Environmental Feature(s)	Potential Impact(s)	Mitigation and Protective Measures	Net Impacts
Physical Features con't			<ul style="list-style-type: none"> • Bulk fuel trucks, service vehicles and pick-up trucks equipped with box mounted fuel tanks shall carry spill prevention, containment and clean up materials that are suitable for the volume of fuels or oils carried. Spill contingency material carried on bulk fuel and service vehicles shall be suitable for use on land and water. • Employ the following measures to reduce the risk of fuel spills: <ul style="list-style-type: none"> - all containers, hoses, nozzles are free of leaks; - all fuel nozzles are equipped with automatic shut-offs; and - always have operators stationed at both ends of the hose during fueling. • An impervious tarp shall be in place underneath equipment/vehicles when servicing equipment/vehicles with the potential for accidental spills (e.g., oil changes, servicing of hydraulic systems, etc.) in accordance with regulatory conditions. • The contractor shall prepare a Spill Response Plan prior to construction. • If fuel is handled or stored above the volume limit to be a significant drinking water threat within the Event Based Area, a Risk Management Plan will be required, which will be established with the Risk Management Official at the TRSPA. The Risk Management Plan will outline any measures that need to be taken by Enbridge Gas to help reduce the risk the Project could have on contaminating municipal drinking water (TRSPA 2015). 	
	Aggregates and Petroleum Resources <i>Section 3.3.4</i>	As there are no aggregates areas or petroleum resources in the Study Area, potential impacts are not anticipated.	As no impacts are anticipated, no mitigation or protective measures are recommended.	As no impacts are anticipated, no net impacts will occur.
	Soil and Soil Capability <i>Section 3.3.5</i>	The detailed design of the pipe is planned to include construction mostly in road allowances. Previously disturbed soils, as found in many road allowances, can be found in a range of conditions. Some areas in the road allowances are anticipated to have been stripped and regraded with a graveled or paved surface or rehabilitated to a vegetated surface. As well, it is anticipated that some areas of the PR will have natural undisturbed soils.	<p>The following soil erosion mitigation measures are recommended:</p> <ul style="list-style-type: none"> • As an initial stage of construction, standard ESC measures should be implemented on all active areas. ESC features should be regularly inspected and maintained. Additionally, ESC features should be improved or added to in areas requiring more protection. • To the extent feasible, construction activities should occur during drier times of the year. Construction activities should be temporarily halted on lands where excessively wet soil conditions are encountered. Enbridge Gas's on-site inspection team should determine when construction activities may be resumed. • During construction activities, weather should be monitored to identify the potential onset of high wind conditions which can cause wind erosion. In the event that high winds occur, dust suppressants should be applied. • In conjunction with the above measures, all required materials and equipment should be readily accessible and available for use as required. 	With the implementation of the mitigation and protective measures, no significant adverse residual impacts on soil or soil capability are anticipated.



Feature Types	Environmental Feature(s)	Potential Impact(s)	Mitigation and Protective Measures	Net Impacts
Physical Features con't		<p>During construction, soils with no vegetative cover are more prone to erode. This can result in soil erosion from water and wind. Soil susceptibility to water erosion depends on many variables, including: intensity and duration of rainfall events, antecedent soil moisture, surface soil cover, slope, soil texture, soil structure and organic matter content. Similarly, the susceptibility of soils to wind erosion depends on wind speed, surface soil cover, soil texture, soil structure and organic matter levels. Water and wind erosion both can result in a significant loss of topsoil.</p> <p>Excess soil may be generated on site from construction activities that will require off-site management. Construction activities have the potential to affect soil quality.</p>	<ul style="list-style-type: none"> If clean-up is not practical during the construction year, it should be undertaken in the year following construction, starting in May or June once the soils have sufficiently dried. Interim soil protection measures should be undertaken in sensitive areas to stabilize the ROW for over-wintering. <p>The MECP has regulations for the movement of excess soils in the province of Ontario. Enbridge Gas should retain or consult with a qualified person who is knowledgeable in the current excess soils guidelines, in order to make recommendations for the management of excess soils.</p>	
	Agricultural Tile Drainage <i>Section 3.3.6</i>	As there are no agricultural tile drainage systems in the Study Area, potential impacts are not anticipated.	As no impacts are anticipated, no mitigation or protective measures are recommended.	As no impacts are anticipated, no net impacts will occur.

Feature Types	Environmental Feature(s)	Potential Impact(s)	Mitigation and Protective Measures	Net Impacts
<p>Physical Features con't</p>	<p>Regulated Area and Natural Hazards <i>Section 3.3.7</i></p>	<p>The probability of significant seismic activity in the Study Area is low; therefore, no potential impacts are anticipated from seismic activity.</p> <p>The area south on Millwood Road within the Study Area has been identified as Steep Slope and Erosion Hazard.</p> <p>TRCA has indicated that they will require a slope stability assessment for erosion hazard in the Millwood Road portion of the Study Area.</p> <p>The likelihood of a flooding event interfering with Project construction is reduced by construction occurring outside of the spring freshet. A flooding or tornado event during construction could result in construction delays, soil erosion, sedimentation of a watercourse, trench slumping, and damage or loss of construction equipment and contamination of a watercourse as a result of equipment entering a watercourse. The nature of these impacts would depend on the spatial extent, duration, and magnitude of the event.</p>	<ul style="list-style-type: none"> • If flooding necessitates a change in the construction schedule, affected landowners and regulatory agencies should be notified and construction should continue at non-affected locations. • All work in the floodplain will be subject to a permit under O. Reg. 166/06 from TRCA. Permits will be required at the detailed design stage under Section 28.1 of the Conservation Authorities Act • Temporary workspaces should be located above the floodplain to the extent practical, unless necessary for the watercourse crossing. • A Slope Stability Assessment for the erosion hazard on Millwood Road is required. The pipeline will need to be placed outside of the Long-Term Stable Top of Slope setback to reduce risk from erosion and slope stability. 	<p>With the implementation of the mitigation and protective measures and on-going consultation/permitting with TRCA occurs, no significant adverse residual impacts from natural hazards or to the regulated areas are anticipated.</p>



Feature Types	Environmental Feature(s)	Potential Impact(s)	Mitigation and Protective Measures	Net Impacts
Physical Features con't	Forest and Vegetation Cover <i>Section 3.4.1.1.1</i>	<p>Vegetative cover in the road allowance generally consists of common, hardy, ornamental plant species that are adaptable to disturbed environments. The Study Area is a mix of residential properties, commercial properties, and industrial areas. There are no woodlots in the Study Area except for a small section adjacent to Millwood Road.</p> <p>Without appropriate mitigation measures, construction activities can adversely impact trees and other vegetation through soil compaction, removal of topsoil and equipment encroachment, causing irreversible damage to roots or trunks and destroying the structural integrity of vegetation or soils. Any filling, excavation, grading or trenching (if required) in the root area of a tree has the potential to cause irreversible damage.</p> <p>Where there is natural vegetation within or adjacent to the Project components, potential impacts include the removal of native vegetation, introduction or spread of invasive species, and indirect effects such as dust, erosion, and accidental spills.</p>	<p>The following mitigation measures, or equivalent, should be implemented to reduce impacts on designated natural areas and vegetation cover:</p> <ul style="list-style-type: none"> • Construction traffic should be restricted to the existing road allowance where possible to avoid potential compression damage to the root zones of trees located adjacent to the road allowance. • Limits of the temporary workspace should be clearly marked to reduce encroachment into the adjacent wooded area south of Millwood Road and avoid unnecessary tree removal. Erosion-prone areas of the road allowance should be revegetated with suitable protective cover during and post-construction. • Clearing should be reduced to the extent possible in sensitive areas such as woodlands. • Clearing should be done during dry soil conditions to the extent practical to limit disturbance to vegetation and terrain and to reduce erosion. • Construction traffic should be restricted to the existing road allowance where possible to avoid potential compression damage to the root zones of trees located adjacent to the road allowance. • High-traffic or erosion-prone areas of the road allowance should be revegetated with suitable protective cover during and post-construction. • Construction activities, including equipment maintenance and refueling, should be controlled to prevent entry of petroleum products or other deleterious substances, including any debris, waste, rubble or concrete material, into natural vegetated features. • A re-vegetation program should be developed and implemented for vegetated temporary work areas. Enbridge Gas should consult with landowners and the City to confirm replanting plans. • Seeding of the disturbed temporary work areas and the permanent easement should be done with a native seed mix. Replaced soils should contain native seed bank, facilitating successful revegetation. • Reclamation in residential/commercial land areas traversed by the road allowance should involve seeding (or sodding) the disturbed areas and replacement of ornamental trees and shrubs. • One year following construction, planted vegetation should be inspected for survival; in areas of severe dieback, dead and diseased planted vegetation should be replaced. 	<p>With the implementation of the mitigation and protective measures, no significant adverse residual impacts on designated natural areas and vegetation are anticipated.</p>
	Wetlands <i>Section 3.4.1.2</i>	<p>Wetlands are absent from the Study Area based on the background review, therefore, no impacts are anticipated.</p>	<p>As no impacts to wetlands are anticipated, no mitigation or protective measures are recommended.</p>	<p>As no impacts are anticipated, no net impacts will occur.</p>



Feature Types	Environmental Feature(s)	Potential Impact(s)	Mitigation and Protective Measures	Net Impacts
Physical Features con't	Wildlife Habitat, Wildlife, and Species at Risk <i>Section 3.4.1.3 – 3.4.1.4</i>	New pipeline construction impacts on wildlife populations are associated with vibration and compaction of the ROW as well as direct mortality from animal-vehicle collisions as a result of increased construction traffic, temporary avoidance behavior due to the presence of humans and equipment and direct loss of habitat (e.g., destruction of nests or alteration of nesting habitat). No new lands or natural areas are anticipated to be assumed for this Project. Because the Project will be working within a road allowance, mitigation will be primarily targeted at SOCC and ESA 2007 protected species that are known to occur in the area such as bats, snakes, and birds. The preferred habitat for SOCC and ESA 2007 protected species is generally not present in the road allowance; however, this may not be the case for all species (e.g., snakes).	<p>General Mitigation</p> <ul style="list-style-type: none"> Mitigation measures with regulatory requirements (if any) for SAR to be determined by the MECP. Food waste and other debris should be properly contained and should be collected and removed from the site on a daily basis to an approved disposal facility. Detailed design of the Project components, including location of temporary workspaces, should be reviewed to avoid and reduce the likelihood of impact upon wildlife habitat to the extent possible, and in particular habitats of endangered, rare, special concern, and threatened species. SAR sightings should be reported immediately to the Environmental Inspector followed by MECP, as required. On-site construction personnel should be informed of the potential presence of the SAR identified in the Study Area, obligations under the ESA (Government of Ontario 2007), and recommended actions in the event of an encounter. Fencing should be erected around deep excavations to prevent wildlife entrapment. Equipment and vehicles should yield to wildlife. The contractor should inform their personnel to not threaten, harass or injure wildlife. If wildlife is encountered during construction, personnel are required to move away from the animal and wait for the animal to move off the construction site. ESA 2007 protected species cannot be handled unless authorized by MECP and MNRF. A Wildlife Scientific Collector's Permit (MNRF authorization) will be required to handle wildlife. Should on-site personnel be unable to allow an incidentally encountered SAR individual to disperse from the active construction area under its own ability, measures developed in consultation with MECP will be implemented. SAR individuals that are encountered in the work zone should be reported to the MECP staff in 48 hours of the observation or the next working day, whichever comes first. If an injured or deceased SAR is found, the specimen must be placed in a non-airtight container that is maintained at an appropriate temperature and MECP must be contacted immediately for additional guidance. 	With the implementation of the mitigation and protective measures, no significant adverse residual impacts on wildlife habitat, wildlife, SAR or SWH are anticipated.



Feature Types	Environmental Feature(s)	Potential Impact(s)	Mitigation and Protective Measures	Net Impacts
Physical Features con't			<p>Bats</p> <ul style="list-style-type: none"> Follow encounter protocol outlined above under General Mitigation Measures. Tree removal in potential bat maternity roosting habitat areas should be limited to the extent possible and will be avoided during the active season for bats (March 15 to October 1). If tree removal is required, mitigation recommendations for SAR bats will be prepared in consultation with MECP. <p>Birds</p> <ul style="list-style-type: none"> Follow encounter protocol outlined above under General Mitigation Measures. Locations of habitats of END, THR, SC, rare species, and SWH along the PR will be confirmed during supporting surveys in summer 2024. Additional mitigation measures will be developed as appropriate following these studies. If SAR and/or their habitat are found in the Study Area, Enbridge Gas will undertake consultation with the MECP to identify species specific mitigation and/or permitting requirements under the ESA. Construction activities with the potential to remove migratory bird habitat, such as vegetation clearing, should be avoided during the breeding season, which is generally from April 1- August 31 in southern Ontario (ECCC 2022). Should vegetation clearing activities be unavoidable during this window, a mitigation program should be developed, which includes measures to reduce and avoid impacts to migratory birds and their nests. This program should include preventative and mitigation measures but may also include avoidance of clearing during key sensitive periods and in key locations. If clearing is to be completed during the bird nesting season, nest sweeps should be completed no later than seven days prior to clearing activities. Limit construction to daytime hours to avoid continuous disturbance effects while the nest is active as much as possible. <p>Snakes</p> <ul style="list-style-type: none"> Follow encounter protocol outlined above under General Mitigation. A daily survey of the work area prior to construction commencement each day will occur to determine if snakes have entered the area. Open trenches and stored materials will be thoroughly searched. Equipment and machinery that is left idle for over one hour, or overnight, on the property must be visually examined. Prior to (re)ignition to ensure snakes are not present within the machinery. This visual examination should include all lower components of the machinery, including operational extensions and running gear. If erosion control blankets are required, only wildlife friendly products should be used. 	

Feature Types	Environmental Feature(s)	Potential Impact(s)	Mitigation and Protective Measures	Net Impacts
Physical Features con't			<ul style="list-style-type: none"> Exclusion fencing is recommended to be installed where the Project footprint intercepts naturally vegetated areas and locations that may provide suitable snake habitat where feasible. Fencing is not recommended along areas where multiple driveways occur to avoid ineffective fencing. Exclusion fencing to meet standards outlined in Ministry of Natural Resources <i>Reptile and Amphibian Exclusion Fencing Technical Note</i> (2013). Post snake (or wildlife) crossing signage where vegetated areas or suitable habitat meet roadways to bring awareness of potential snake crossings. <p>Plants</p> <ul style="list-style-type: none"> Confirm plant SAR/SOCC presence/absence through a targeted vegetation survey pre-construction of the Project footprint. 	
Socio-Economic Environment	Demographics <i>Section 3.5.1</i>	No impacts to community demographics are anticipated as a result of the proposed Project. The Project will not result in a large influx of workforce	<ul style="list-style-type: none"> As no impacts to community demographics are anticipated, no mitigation or protective measures are recommended. 	As no impacts are anticipated, no net impacts will occur.
	Economy and Employment <i>Section 3.5.2</i>	<p>Project demands for labour and goods and services can result in both beneficial and adverse effects. Positive effects may not be evenly distributed among populations, with some residents in a better position to receive economic benefits than others. Similarly, adverse effects may affect some residents more than others. Residual effects on employment are related to the Project's labour demand compared to the labour supply. Three types of employment are considered:</p> <ul style="list-style-type: none"> Direct employment: labour that is hired directly for the Project Indirect employment: labour hired by companies in order to produce and provide goods and services needed for the Project Induced employment: labour hired by industries that produce and provide consumer items and services purchased by people who are directly or indirectly employed by the Project 	<ul style="list-style-type: none"> It is expected that the Project will generally result in positive effects on employment by employing local and Indigenous people, and by reducing the unemployment rate in the region. These positive effects do not require mitigation, but Enbridge Gas should identify and implement various mechanisms to enhance project benefits. The potential effects of the Project as a result of purchasing labour, goods, and services is expected to be positive during construction and operation, so no mitigation will be required. However, Enbridge Gas has and will continue to work with local and Indigenous businesses to enhance their potential for successfully bidding on project contracts regarding the supply of goods and services, particularly for the operation phase. One initiative to help encourage further local and Indigenous content on the Project is to post project purchasing requirements in advance, so that businesses can position themselves to effectively bid to supply goods and services needed for construction and operation. Increased participation of local and Indigenous businesses will enhance positive local economic effects. <p>With respect to potential adverse effects on local businesses, the following mitigation and protective measures should be followed:</p> <ul style="list-style-type: none"> Enbridge Gas should engage with landowners, businesses, and the City to address access to the Study Area and any portion of land that will be altered as part of site preparation, and long-term changes. 	With the aforementioned initiatives to encourage local and Indigenous participation on the Project, it is anticipated that the effects from the Project on employment and business will be positive, including creating positive economic activity through new direct, indirect, and induced employment. Project expenditures on local businesses and suppliers also have the potential to positively affect the local economies.



Feature Types	Environmental Feature(s)	Potential Impact(s)	Mitigation and Protective Measures	Net Impacts
Socio-Economic Environment con't		<p>Labour conditions will be affected by direct, indirect, and induced employment during all project phases.</p> <p>The Project could affect business through purchases of labour, goods, and services from local businesses, including businesses owned by Indigenous peoples, and will result in increased local employment income and municipal government revenue. Local businesses will likely benefit from supplying the Project with goods and services.</p>		<p>Consultation with residents and businesses will address any concerns to operation of the Project. With the implementation of the mitigation and protective measures, no significant adverse residual impacts on employment and business are anticipated.</p>
	Community Services and Municipal Infrastructure <i>Section 3.5.3</i>	<p>The presence of temporary workers during the construction period has the potential to cause social stressors such as an increase in the demand for housing and local community services and infrastructure. Non-local Project workers are expected to stay in temporary accommodations. Non-local Project workers may also choose to rent apartments. The vacancy rate for temporary rentals will likely be able to accommodate the temporary increase.</p> <p>The transportation of Project goods, services, and workers has the potential to lead to increased use of existing transportation infrastructure. Also, increased traffic volumes along local road networks could increase travel times and reduce road safety, which might lead to increased use of local emergency services due to potential vehicle accidents and workplace accidents. In addition, the production of Project-related waste could place additional stress on the capacity of local landfills.</p>	<ul style="list-style-type: none"> • Project employees might require medical attention while staying in the area. The contractor and Enbridge Gas should have emergency response equipment and trained personnel on-site during construction. In addition, an Emergency Response Plan will be developed and implemented, which will address field health services, ensuring access to ferry in the event of an emergency, emergency call-out procedures and fire response plans. Safety fencing will be used where necessary to separate the work area. • Environmental mitigation will be in place to reduce the likelihood of emergency events and to prepare for the management of emergency events on site. If an emergency incident were to occur, it is anticipated that the comprehensive mitigation, contingency plans, and safety strategies will result in a localized and low-intensity response. • A Traffic Control Plan will be in place for all roads affected by construction, which at a minimum outlines measures to: <ol style="list-style-type: none"> a. Control the movement of materials and personnel to and from the construction site b. Post signs to warn oncoming motorists of construction activity c. Control traffic at road crossings d. Reduce on-road disturbance and land closures e. Store equipment as far from the edge of the road as practical f. Install construction barricades at road crossings • Traffic disruptions during construction will be reduced by adherence to the Traffic Control Plan. Guidelines will be developed for vehicular use on the ROW and associated access roads to avoid traffic congestion and accidents. Access to existing transportation infrastructure will be addressed through standard mitigation and will be reversible once the construction phase ends. • The capacity of waste disposal sites will be considered and if Project needs are not easily accommodated, alternative disposal locations will be considered. 	<p>Community services and infrastructure appear to have additional capacity to absorb potential increased temporary demands that may result from the Project. Adverse effects on traffic during construction will be increased in the Study Area. Compared to the construction phase, in the operation phase of the Project, traffic will be reduced and return to normal.</p>



Feature Types	Environmental Feature(s)	Potential Impact(s)	Mitigation and Protective Measures	Net Impacts
Socio-Economic Environment con't		<p>Potential to damage infrastructure, compromise the safety of workers and surrounding residents, and cause service disruptions may result from interactions with roads and buried and overhead utilities. During operation, the workforce will remain the same as current operations with no planned changes.</p>	<ul style="list-style-type: none"> • Prior to the commencement of construction Enbridge Gas should continue to consult with other third-party utility owners/operators in the Study Area. • Prior to the commencement of construction Enbridge Gas should obtain subsurface utility engineering data for the proposed pipeline route. The contractor should be responsible for locating existing pipelines and utilities on lands which will be affected by trench excavation. • Machine operators will be informed where electrical transmission lines are present overhead. Lines that may interfere with the operation of construction equipment will be identified with warning poles strung together with rope and suspended red flags. • Measures to mitigate induced voltage effects should be followed. • All necessary third-party utility permits and conditions should be met including road crossings. • Enbridge Gas should provide Project information to local communities and service providers so that they are prepared for any possible demand on community services and infrastructure related to a temporary population increase. Additional correspondence with residents and businesses adjacent to the PR will be held in advance of construction commencement to discuss potential specific impacts to the property or business. Contact information for a designated Enbridge Gas representative should be available to address questions and concerns during construction. Consultation has been initiated and should continue with municipal personnel. 	<p>Given the available capacity of the local community services and infrastructure, along with the implementation of the mitigation and protective measures, no significant adverse residual impacts on community services and municipal infrastructure are anticipated.</p>
	<p>Culture, Tourism and Recreational Facilities <i>Section 3.5.4</i></p>	<p>Construction of the Project may temporarily interfere with the use of cultural and recreational facilities. Potential impacts include noise, dust and equipment exhaust associated with construction activity. Construction activities will temporarily affect the aesthetic landscape of the construction area. Potential safety concerns exist due to the proximity of construction activities to the facilities and their users.</p>	<ul style="list-style-type: none"> • Construction barricades should be considered at all areas of construction activity where pedestrians may be present. • It is recommended that additional consultation with residents and businesses adjacent to the PR occur in advance of construction commencement. Contact information for a designated Enbridge Gas representative should be available prior to and during construction to address questions and concerns. • While pipeline construction activities and machinery have the potential to temporarily affect street aesthetics, restoration of the construction area will leave little evidence that a pipeline exists. Construction should be conducted as expeditiously as possible, to reduce duration of activities. • Access to businesses and residential properties should be maintained always. If required, signs should be used to direct people to correct access. 	<p>With the implementation of the mitigation and protective measures, no significant adverse residual effects on culture, tourism, or recreational facilities are anticipated.</p>

Feature Types	Environmental Feature(s)	Potential Impact(s)	Mitigation and Protective Measures	Net Impacts
Socio-Economic Environment con't	Air Quality and Noise <i>Section 3.5.5</i>	Residential and business properties may experience noise, dust and equipment exhaust associated with construction activity. During operation, no substantial air or noise emissions are anticipated to occur.	<ul style="list-style-type: none"> • During construction, motorized construction equipment should be equipped with appropriate mufflers and silencers as available. Company and construction personnel should avoid excessive idling of vehicles; vehicles and equipment should be turned off when not in use unless required for operation. To the greatest extent practical, activities that could create noise should be restricted to daylight hours and adhere to local noise by-laws. Sources of continuous noise, such as portable generators, should be shielded or located so as to reduce disturbance to residents and businesses. • The contractor should implement site practices during construction that are in line with the Environment Canada document 'Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities' (ChemInfo Services Inc. 2005), which may include: <ul style="list-style-type: none"> • Maintaining equipment in compliance with regulatory requirements • Covering loads of friable materials during transport • Dust suppression of source areas • Watering for dust control must not result in the formation of puddles, rutting by equipment or vehicles, the tracking of mud onto roads or the siltation into storm drains and sewers. 	With the implementation of the mitigation and protective measures, no significant adverse residual impacts from air quality and noise are anticipated.
	Indigenous Interests, Land Use and Traditional Knowledge <i>Section 3.5.6</i>	Impacts on Indigenous Land Use, Traditional Knowledge, and Indigenous interests are still being determined. The ER will be provided to Indigenous communities for their review and comment. Upon their review, Enbridge Gas will work with Indigenous communities to better understand potential impacts and associated mitigation measures.		
	Land Use Designations <i>Section 3.5.7</i>	Natural gas pipelines and their associated facilities/structures are permitted land uses, and there are no proposed changes to land use. Therefore, no impacts are anticipated.	<ul style="list-style-type: none"> • The Project does not propose to change or alter the designated land use. As no change in the proposed land use will occur, and thus, no impacts to land use will occur, no mitigation or protective measures are recommended. • Where work is to occur within conservation authority regulated areas, Enbridge Gas will apply to the TRCA for permits at the detailed design stage as per O. Reg 166/06, Section 28.1. • New regulating stations will be installed that will minimize negative impacts on the natural and visual environment and will enable the presence and growth of vegetation. Regulating stations will match existing stations in size and design to blend in with vegetation and minimize visual disturbance. 	As no impacts are anticipated, no net impacts will occur.
	Archaeological Resources <i>Section 3.5.8</i>	The Stage 1 AA determined that portions of the Study Area retains low to no potential as it has been fully subjected to previous archaeological assessment.	At this time, a Stage 2 AA is not required. The planned construction is scheduled to take place in areas that have already been extensively disturbed and it is unlikely that there is any potential archaeological resources. Should previously undocumented archaeological resources be discovered within the Project's Study Area, it may be considered a new archaeological site which is subjected 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	With the implementation of the AA(s) and mitigation measures, including avoidance and protection/preservation (where feasible) and excavation, low adverse



Feature Types	Environmental Feature(s)	Potential Impact(s)	Mitigation and Protective Measures	Net Impacts
			archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the Ontario Heritage Act.	residual impacts on archaeological resources are anticipated.
Socio-Economic Environment con't			The Funeral, Burial and Cremation Services Act, 2022, S.O. 2022, c.33 requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with Ontario Regulation 30/11 the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery, which administers provisions of the Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.	
	Built Heritage Resources and Cultural Heritage Landscapes <i>Section 3.5.9</i>	<p>The completion of the Checklist identified three indicators of CHVI:</p> <ul style="list-style-type: none"> properties with structures over 40 years of age Transformer station located at 1080 Millwood Road is situated on Provincial Heritage Property. Former Coca-Cola building including a decorative plaque located at 42-46 Overlea Boulevard has been designated under Part IV of the Ontario Heritage Act. <p>The completion of the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR) identified four potential built heritage resources and one previously identified built heritage resource (42-46 Overlea Boulevard) within the Study Area. Following an assessment of impacts, potential indirect impacts from land disturbance were identified for BHR-2, the Thorncliffe Park entrance marker, at the northeast corner of Overlea Boulevard and Millwood Road. The position of the marker within seven metres of the Project has the potential for indirect impacts from vibration due to construction activities.</p>	<p>Planned construction for along the PR is to occur within the ROWs and road allowance and should not impact the existing structures. Additionally, the transformer station is located outside of the PR and should not be affected. If construction cannot be contained within the ROW, Stantec recommends that a site visit be completed, and further discussion is needed to discuss potential impacts.</p> <p>The CHR describes establishing a 50 metre buffer zone around the resource within the Project area using temporary fencing and including buffer area on construction maps. Staging and laydown areas should also be selected to be non-invasive and avoid the built heritage resource. Where avoidance is not feasible, a qualified person(s) should be retained to complete a pre-construction vibration assessment to determine acceptable levels of vibration given the site-specific conditions (including soil conditions, equipment proposed to be used, and structure characteristics). Should BHR-2 be determined to be within the zone of influence, additional steps should be taken to secure the structure from experiencing negative vibration effects (i.e., adjustment of machinery or establishment of buffer zones).</p>	With the implementation of mitigation measures no residual impacts are anticipated.

6 Cumulative Effects Assessment

The recognition of cumulative effects assessment (CEA) as a best practice is reflected in many regulatory and guidance documents. Regarding the development of hydrocarbon pipelines in Ontario, the *OEB Environmental Guidelines (2023)* notes that cumulative effects should be identified and discussed in the ER.

Building upon the intent of the *OEB Environmental Guidelines (2023)*, the OEB has specified that only those effects that are additive or interact with the effects that have already been identified as resulting from the Project are to be considered under cumulative effects. In such cases, it will be necessary to determine whether these effects warrant mitigation measures. The CEA has been prepared with consideration of this direction from the OEB.

6.1 Methodology

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

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

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

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

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



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

6.2 Study Boundaries

Spatial

To make assumptions about the magnitude and probability of effects, an approximate 100 m boundary around the PR was used for the cumulative effects assessment. Since The Study Area is located in a heavily urbanized area with no natural features and the effects from construction will result in a narrow area, a 100 m boundary was deemed adequate to assess potential impacts for the planned activities.

Temporal

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

- ER and technical design – 2024
- Construction - 2024
- Operation and Maintenance – 2025 to 2075*

**Fifty years of operation is used as an assumption, although the pipeline may be operational beyond fifty years.*

Based upon these milestone activities, two time periods were selected for evaluation: 2024 and 2029. The year 2024 was selected to represent the construction period, and the year 2029 was selected to represent the operation and maintenance period. Forecasting beyond 2029 increases the uncertainty in predicting whether projects will proceed, and the effects associated with these projects.

6.3 Project Inclusion List

As part of the study of cumulative effects, projects that are either currently existing, and those that have been approved and are scheduled (or are likely to be scheduled) during the construction period and early operation and maintenance of the Project, were reviewed and added to the project inclusion list. The project inclusion list was developed by reviewing publicly available information for projects and activities with the potential



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for effects to interact with the identified effects of the proposed pipeline within the spatial and temporal study boundaries. The following resources were reviewed:

- Impact Assessment Agency of Canada, Canadian Impact Assessment Registry (IAAC 2023)
- Government of Ontario, Environmental Assessment Projects by Category (Government of Ontario 2023c)
- MTO, Ontario's Highways Program Interactive Map (2022 to 2025) (MTO 2023)
- Canadian Energy Regulator, Major Facilities Applications (CER 2023)
- City of Toronto, Infrastructure & Construction Projects. (City of Toronto, 2024b)
- OEB Applications Currently Before the Board (facilities applications only) (OEB 2023b)

Based on the review of publicly available resources, three projects are proposed in the Study Area. The project inclusion list in **Table 6.1** outlines these projects for consideration or cumulative effects:



Table 6.1: Project Inclusion List for Cumulative Effects

Project Name	Project Location	Proponent	Schedule	Project Description	Interaction with the Proposed Pipeline
Renewing Overlea Boulevard	City of Toronto	City of Toronto	Construction start dates: -Don Mills Rd and Overlea Boulevard 2023-2024 -Overlea Bridge to Thorncliffe Park Drive 2024-2025 Last update in November 2023 – project to go to the Design Review Panel.	-Road reconstruction from Overlea Boulevard from Thorncliffe Park Drive East to Gateway Boulevard. -Cycle track to constructed on Overlea Boulevard from Thorncliffe Park Drive East to Gateway Boulevard. -Bridge deck widening on Overlea Boulevard from Thorncliffe Park Drive East to Gateway Boulevard.	Potential for traffic management issues and congestion due to construction vehicles.



Project Name	Project Location	Proponent	Schedule	Project Description	Interaction with the Proposed Pipeline
Thorncliffe Park Station	City of Toronto	Metrolinx	Storage facility work currently underway	<ul style="list-style-type: none"> -Construction of Maintenance and storage Facility -construction of elevated Ontario Line that will cross Millwood Drive Road and run over Overlea Boulevard -construction of elevated station at Thorncliffe Park Drive and Overlea Boulevard 	<p>Current Project design is to accommodate this project and Enbridge has been in correspondence with the Metrolinx team during the development of the Project.</p> <p>Potential for traffic management issues and congestion due to construction vehicles.</p>
Millwood Road Safety Improvements	City of Toronto	City of Toronto	Construction: 2023-2024	<ul style="list-style-type: none"> -Road repair and preparation for Ontario Line extension. - construction will impact Millwood Road, from Overlea Boulevard to Pape Avenue & Donlands Avenue. 	<p>Potential for traffic management issues and congestion due to construction vehicles.</p>



Project Name	Project Location	Proponent	Schedule	Project Description	Interaction with the Proposed Pipeline
New Islamic Centre	City of Toronto- 20 Overlea Boulevard	Islamic Society of Toronto	Currently under construction	-Convert an existing IST building, at 20 Overlea Boulevard in Thorncliffe Park, into a new Islamic Religious Centre. This building will be replacing the previous building located at 4 Thorncliffe Park Drive.	Potential for traffic management issues and congestion due to construction vehicles.



At the time of writing this ER, no MTO projects occurring in or near the Study Area were identified; however, it is assumed that on-going improvements, upgrades, and maintenance to local and regional roads may overlap with the construction of the preferred pipeline. It is also assumed that on-going improvements, upgrades, and maintenance to private properties such as residences and businesses may occur within the spatial and temporal boundaries.

6.4 Analysis of Cumulative Effects

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

6.4.1 Construction – 2024

Residual project impacts which may occur during project construction outlined in **Table 6.1** to consider the additive and interactive effects at their maximum intensity, the CEA assumes that construction of other unrelated projects and the proposed pipeline construction may also occur concurrently.

Potential cumulative effects resulting from the proposed pipeline construction and the concurrent projects are additive effects on vegetation, wildlife and wildlife habitat, air quality and the acoustic environment, and traffic. Enbridge Gas will continue consultation with the City of Toronto and Metrolinx to reduce the potential for construction activities that may lead to cumulative effects and coordinate plans to reduce resultant effects during construction.

Vegetation

Where there is natural vegetation in or adjacent to the PR, potential impacts include the removal of native vegetation, and indirect effects such as dust, erosion, and accidental spills. However, with the implementation of the mitigation and protective measures outlined in this report, and provided that concurrent projects follow mitigation measures similar to those outlined in this report, adverse cumulative residual effects on vegetation are not anticipated to be significant.

Wildlife and Wildlife Habitat

Potential residual effects on wildlife and wildlife habitat associated with construction of the Project are accidental direct mortality, habitat removal and degradation, and sensory disturbance. Mitigation and protective measures for wildlife and wildlife habitat are outlined in **Table 5.1**. In the event of project-related wildlife mortality, the MNRF or MECP should be contacted. If mortality occurs between concurrent projects for similar



species, the Ministry will be able to note the occurrences and coordinate with Enbridge Gas to adjust construction activities and/or mitigation. Potential cumulative effects resulting from sensory disturbance may result from construction noise, traffic, air pollution, and dust, which are generally discussed below.

Provided that the mitigation and protective measures are undertaken, and provided that concurrent projects follow mitigation measures similar to those outlined in this report, adverse cumulative residual effects on wildlife and wildlife habitat should be of low probability and will be mitigated as coordinated through the MECP. Therefore, adverse cumulative residual effects on wildlife and wildlife habitat are not anticipated to be significant.

Air Quality and Acoustic Environment

Potential residual effects on air quality associated with construction of the Project and concurrent projects are an increase in noise and air pollutants from operation of vehicles and equipment, and an increase in dust from construction activities. Mitigation and protective measures for air quality and the acoustic environment are outlined in **Table 5.1**. Provided that the concurrent projects follow mitigation measures similar to those outlined in this report, cumulative effects should be of low magnitude and reversible. Therefore, adverse residual cumulative effects on air quality and the acoustic environment are not anticipated to be significant.

Traffic

An increase in traffic is anticipated during the potential concurrent construction of the distribution pipeline and concurrent projects. A Traffic Control Plan will be employed during installation of the pipeline as the install will occur within the road allowance. Provided that concurrent projects follow mitigation measures similar to those outlined in this report, cumulative effects should be of low magnitude and reversible. Therefore, adverse residual cumulative effects on traffic are not anticipated to be significant.

6.4.2 Operation and Maintenance – 2029

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

- Road works: Future road rehabilitation and resurfacing
- Water works: Future installation of water and wastewater pipelines
- Pipeline construction and maintenance: Future pipeline construction and maintenance of existing hydrocarbon pipelines
- Completing integrity digs, as needed, to confirm and field verify findings from in-line inspections and to complete maintenance work



Operation and maintenance of the proposed pipeline will have relatively little impact on the environment. On a day-to-day basis there is no operational noise that is anticipated to occur following Project construction. Should an integrity dig necessary, this will be the only anticipated instance when the Project would have potential temporary impacts during its operation.

Consultation will continue with municipal and agency staff, developers and other utilities that intersect with the proposed pipeline to identify new projects that may occur concurrently with the proposed pipeline operation. There is the potential that cumulative effects may occur for residual impacts as outlined in the ER related to accidental spills, erosion and sediment control and residents.

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

6.5 Summary of Cumulative Effects

The potential cumulative effects of the Project were assessed by considering development that has a high probability of proceeding just prior to or concurrent with construction of the Project. A 100 m boundary around the preferred route was used to assess the potential for additive and interactive effects of the Project and other developments on environmental and socio-economic features.

The cumulative effects assessment determined that, provided the mitigation and protective measures outlined in this report are implemented and that concurrent projects implement similar mitigation and protective measures, potential cumulative effects are not anticipated to occur, or if they do occur are not anticipated to be significant.



7 Monitoring and Contingency Plans

7.1 Monitoring

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

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

- Trained personnel should be on-site to monitor construction and should be responsible for checking that the mitigation and protective measures and monitoring requirements in the ER are executed. Enbridge Gas should implement an orientation program for inspectors and contractor personnel to provide information regarding Enbridge Gas' environmental program and commitments, as well as safety measures.
- Construction techniques, procedures and contract provisions that will be applied by the contractor during construction to mitigate negative impacts should be included in the ER. Agency notification requirements, permits required during the construction phase, and monitoring program descriptions- including sampling- should be discussed in the ER. Section 6.0 in the OEB *Environmental Guidelines* (2023) outlines specific mitigation that can be implemented for different environmental and social concerns.
- A walking inspection of the entire PR should be completed three (3) months and 15 months after the in-service date to determine whether areas require further rehabilitation or as required by OEB conditions of approval.

The following sections list specific environmental monitoring activities recommended for the Project.

7.1.1 Exposed Soils

Where soils are exposed for construction activities, potential effects may include surface soil erosion and sedimentation of watercourses. Improper water discharge can lead to erosion and sedimentation. Monitoring of potential effects on exposed soils should occur by Enbridge Gas's on-site inspection team and the Environmental Inspector.



7.1.2 Water Wells

Wells within a minimum of 10 m of the trench, or as recommended by future hydrogeological studies, will qualify for participation in the monitoring program prior to construction to determine preconstruction quality and quantity conditions. The water quality and quantity, and levels of participating resident water wells should be monitored in the event a complaint or concern is brought forward.

The proposed monitoring program should include delivery of notification letters to all potential groundwater users within a certain distance of the PR. Due to well access limitations and resident's willingness to participate in the Water Well Monitoring Program, it may not be possible to monitor every well within the selected distance. Typically, response rates for this type of request ranges between 10 and 20 percent. The notification letter will detail the proposed pipeline construction and the potential risk of well interference, as well as include appropriate contact information for Enbridge Gas.

Landowner complaints regarding well interference received during or after the construction period, whether the landowner is a participant in the Water Well Monitoring Program or not, should be investigated.

7.1.3 Vegetation

During pre-construction clearing and construction, the Environmental Inspector should monitor the limits of clearing so as not to damage adjacent vegetation. The Environmental Inspector should identify any trees that pose a potential hazard and may require removal, however; these trees may provide SAR bat habitat. If clearing is to be completed during the bird nesting season, nest sweeps should be completed no later than seven days prior to clearing activities. In addition, prior to construction a vegetation survey for plant SAR and SOCC is recommended to confirm the presence or absence of these species within the work area.

Establishment of vegetative cover should be monitored. Sediment control fencing and other protective measures should be retained in place until cover is fully established.

7.1.4 Wildlife

SAR and SOCC could potentially occur in the Study Area and construction monitoring will be required (see Table 5.1). Locations of habitats of potential endangered, threatened, species of concern, rare species, along the PR will be confirmed during supporting surveys in spring/summer 2023. Additional mitigation measures will be developed as appropriate following these studies.



The exact nature of SAR monitoring will be determined in consultation with the MECP but at a minimum will include daily inspections of the workspace and reporting requirements.

7.1.5 Residents, Recreational Facilities and Businesses

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

Enbridge Gas's on-site inspection team should also monitor the contractors' implementation of the Traffic Control Plan to see that site access to residences and businesses has been maintained and that traffic is not being unnecessarily interrupted.

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

Following completion of construction, Enbridge Gas should contact residents and businesses along the pipeline route to continue ongoing communications where necessary. During the first 15 months particular attention should be paid to monitoring and documenting impacts associated with construction of the proposed pipeline.

7.1.6 Municipal Roads

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

7.1.7 Cultural Heritage Resources

Based on the results of the Checklist and proposed construction within the ROW, a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR) was conducted. The CHR concluded that there is potential for indirect disturbance to the Thorncliffe Park entrance marker resulting from vibration damage during construction activities. To ensure that this identified heritage resource is protected, a 50 m buffer zone will be constructed around the resource with the use of temporary fencing and construction mapping. Where this cannot be managed, a



qualified person(s) should be retained to complete a pre-construction vibration assessment to determine acceptable levels of vibration given the site-specific conditions. Should BHR-2 be determined to be within the zone of influence, additional steps should be taken to secure the structure from experiencing negative vibration effects (i.e., adjustment of machinery or establishment of buffer zones).

7.2 Contingency

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

The following unexpected events require contingency planning during construction: private water well complaint, contaminated sites, watercourse sedimentation, inadvertent returns accidental spills and unexpected finds. Although unexpected problems are not anticipated to occur during construction, Enbridge Gas and the pipeline contractor should be prepared to act. Construction personnel should be made aware of and know how to implement contingency measures prior to starting any activities in the field.

7.2.1 Contaminated Sites (Suspect Soils Program)

Efforts have been made to identify potentially contaminated sites in the vicinity of PR through a review of readily available information. Through circulation of the ER, the MECP will have an opportunity to review the PR if other unknown areas of potential contamination may exist.

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

If potentially contaminated sites are encountered, the on-site contractor supervisor and owner representative should be notified immediately, as well as the following contact:

- Enbridge's Environment Department.
- Enbridge's designated Environmental Inspector



7.2.2 Accidental Spills

During construction, there is the potential for an accidental spill to occur. The impact of the spill will depend upon the magnitude and extent of the spill, and the environmental and socio-economic conditions in which it takes place. Upon release of a hydrocarbon-based construction fluid, Enbridge Gas should immediately determine the magnitude and extent of the spill and rapidly take measures to contain it. Release of sediment should also be treated as a potential spill depending on the magnitude and extent. Spills should be immediately reported to Enbridge Gas's on-site inspection team and Environment Department. The MECP Spills Action Center should be notified at 1-800-268-6060, the local/regional municipality and/or the TRCA (if required) for any or all spills. If requested through consultation, Indigenous communities identified on the Project Contact List should be notified of reportable spills. A Spills Response Plan should be developed, reviewed with personnel, and posted in site trailers. Spill containment equipment should be readily available, especially near watercourses. Personnel should be trained in the use of spill containment equipment.

Should a spill occur in the Project area the spill response contingency plan should be implemented.

7.2.3 Unexpected Finds: Archaeological or Heritage Resources

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act (Government of Ontario 1990). The proponent or person discovering the archaeological resources must cease alteration of the site immediately and contact a licensed archaeologist to carry out archaeological field work. A site-specific response plan should then be employed following further investigation of the specific find. The response plan would indicate under which conditions the ground disturbance activity in the find location may resume.

The *Funeral, Burial and Cremation Services Act, 2002*, S.O. 2002, c.33 (Government of Ontario 2002) requires that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Government and Consumer Services (1-800-889-9768).

Enbridge Gas is committed to keeping interested Indigenous communities engaged on any unearthed artifacts and/or human remains discovered in relation to their projects.



8 Conclusion

The Environmental Study investigated data on the physical, biophysical, and socio-economic environment along the PR. In the opinion of Stantec, the mitigation and protective measures and contingency measures are considered appropriate to protect the features encountered. Monitoring will assess whether mitigation and protective measures were effective in both the short and long term.

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



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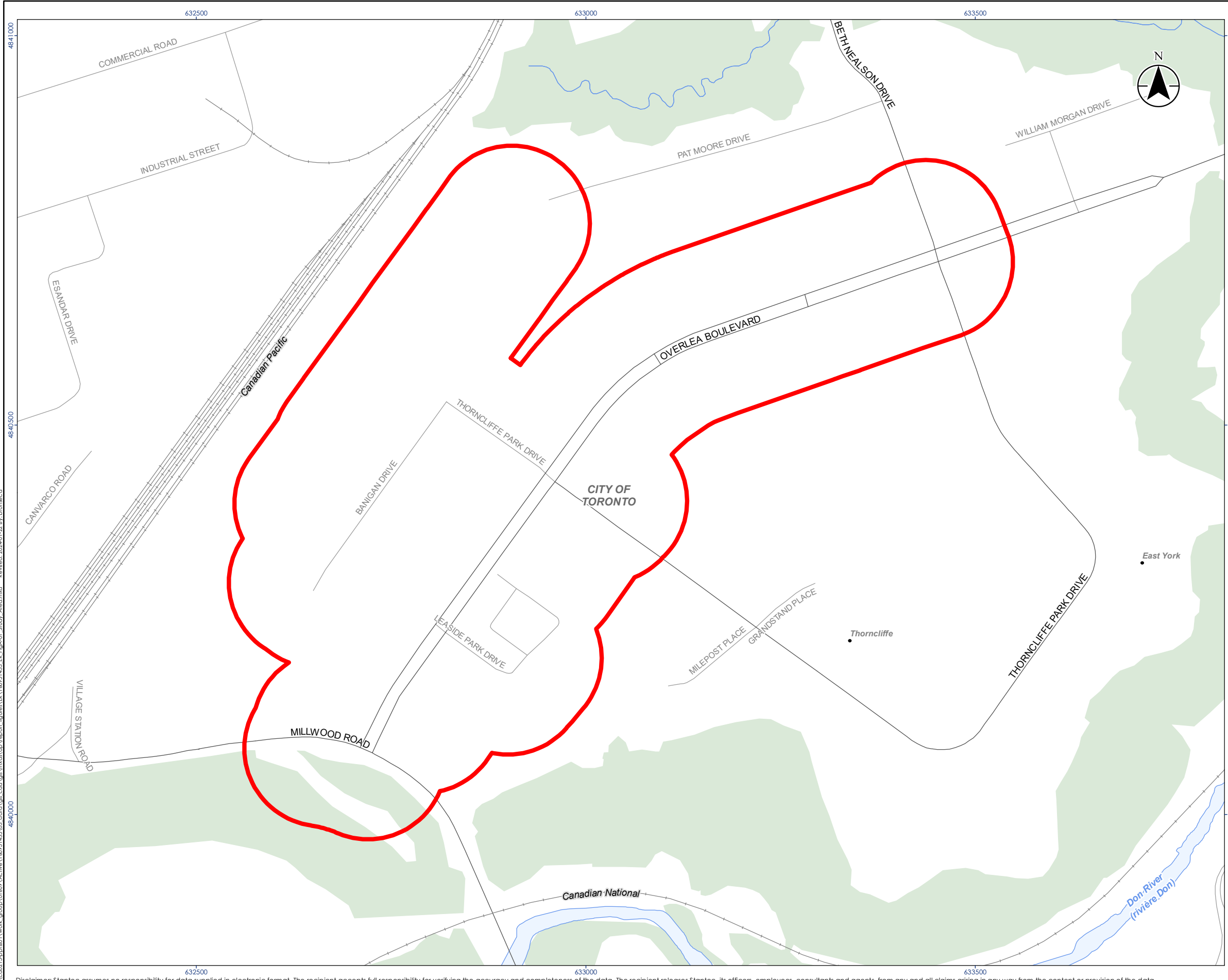


Appendices



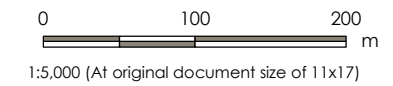
Appendix A Study Area and Preferred Route





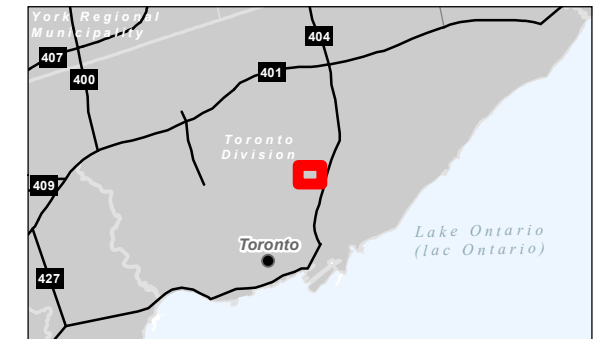
Legend

- Study Area
- Base Features**
- Major Road
- Minor Road
- Railway
- Watercourse (Permanent)
- Waterbody
- Wooded Area



Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2023.



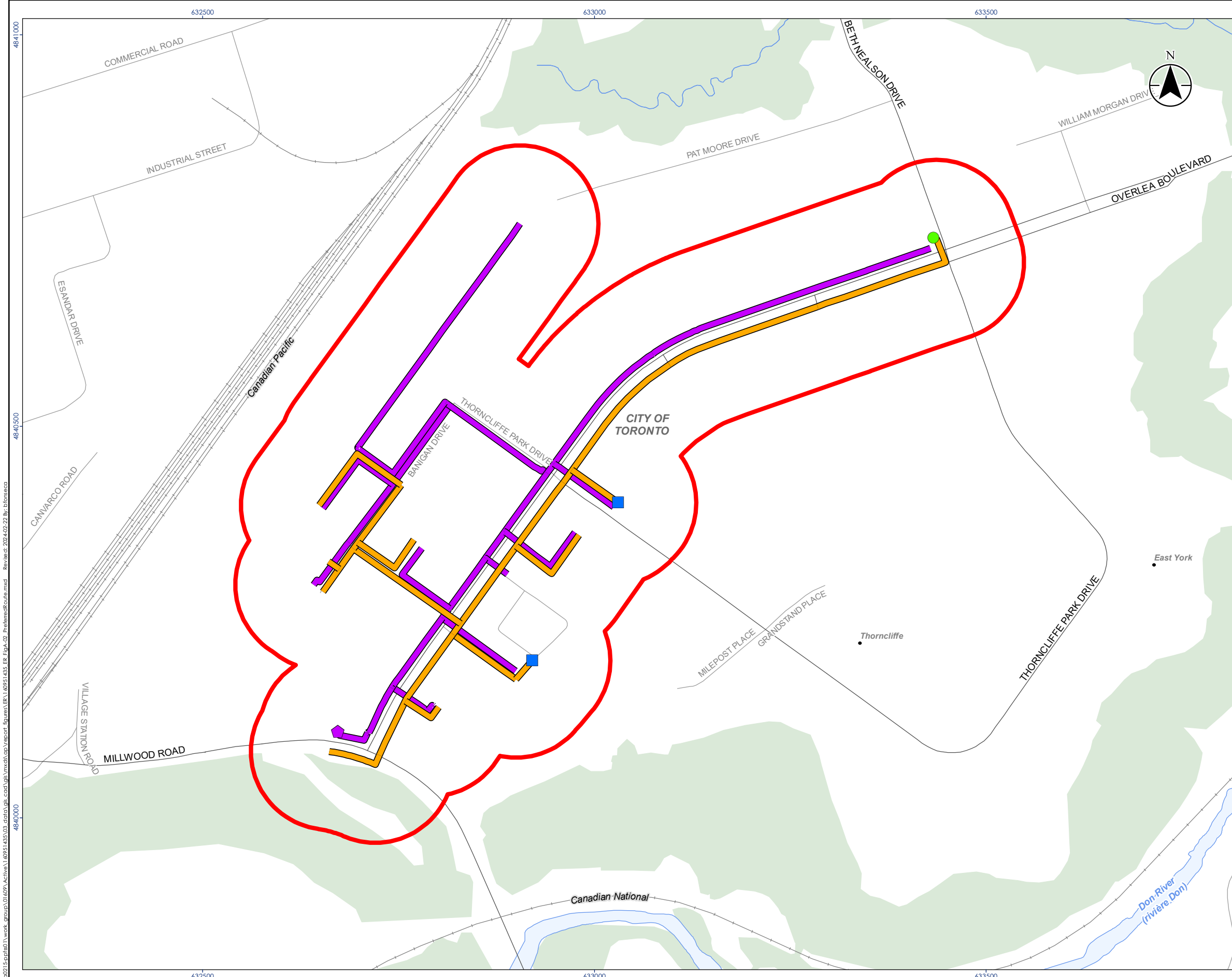
Project Location: City of Toronto
 Prepared by BF on 2024-01-22
 Technical Review by SPE on 2024-01-22

Client/Project: ENBRIDGE GAS INC., OVERLEA STATION RELOCATION PROJECT

Figure No.: **A-01**

Title: **Study Area**

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 16091435_ER_FigA-01_Study_Area.mxd
 Revised: 2024-01-22 By: blomaco

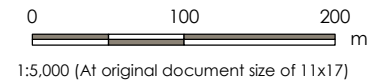


Legend

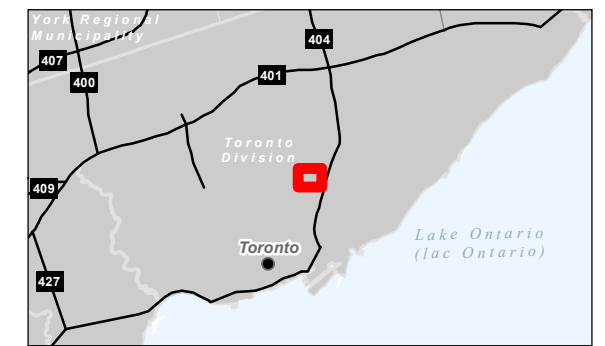
- Study Area
- Existing Station
- Proposed Station
- ◆ Station to be Abandoned
- Pipeline To Be Abandoned
- Preferred Route

Base Features

- Major Road
- Minor Road
- Railway
- Watercourse (Permanent)
- Waterbody
- Wooded Area



- Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2023.



Project Location: City of Toronto
 Prepared by BF on 2024-02-22
 Technical Review by SPE on 2024-01-22

Client/Project: ENBRIDGE GAS INC., OVERLEA STATION RELOCATION PROJECT

Figure No.

A-02

Title

Preferred Route

\\c0215-ppl60\1\work_group\01609\Active\160951435\03_data\03_01_160951435_ER_FIG-A-02_PrefereedRoute.mxd Review: 2024-02-22 By: bbonesea

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Appendix B Consultation



Appendix B.1 Letter of Delegation



Ministry of Energy

Energy Networks and Indigenous Policy
Branch

Indigenous Energy Policy

77 Grenville Street, 6th Floor
Toronto, ON M7A 67C
Tel: (416) 315-8641

Ministère de l'Énergie

Direction Générale des Réseaux Énergétiques
et des Politiques Autochtones

Politique Énergétique Autochtones

77 Rue Grenville, 6^e Étage
Toronto, ON M7A 67C
Tel: (416) 315-8641



June 29, 2023

VIA EMAIL

Evan Tomek
Enbridge Gas Incorporated
Advisor, Regulatory Applications – Leave to Construct
Enbridge Inc.
50 Keil Drive North | Chatham, ON N7M 5M1
email: evan.tomek@enbridge.com

Re: Ontario Line Subway Expansion – Overlea Station Relocation Project

Dear Evan Tomek:

Thank you for your email dated April 13, 2023, notifying the Ministry of Energy (ENERGY) of Enbridge Gas Inc.'s (Enbridge) intention to apply to the Ontario Energy Board (OEB) for Leave to Construct for the Ontario Line Subway Expansion Project - Overlea Station Relocation Project (the Project).

I understand that Enbridge is proposing to construct new natural gas pipeline facilities in East York to accommodate the construction of the Metrolinx Ontario Line Subway Expansion Transit project, while maintaining the existing service to Enbridge customers in the City of Toronto. Enbridge is proposing the relocation of 5 pipeline components that range between 50 and 1100 meters of pipeline, and the installation of one Header Station and one District Station, as well as the abandonment of one existing District Station. The pipelines are proposed to be located within existing municipal right of ways, in densely populated areas and previously disturbed corridors, and would require minimal digging. From what I understand, the Header and District stations are installed above-ground and would not require a lot of digging or disturbance to the area. Enbridge's proposal also indicates that the Project does not include any water crossings and is not anticipated to intersect with any forests or woodlots.

On behalf of the Government of Ontario (the Crown), ENERGY has reviewed the information provided by Enbridge with respect to the Project and assessed it against the Crown's current understanding of the interests and rights of Aboriginal communities who hold or claim Aboriginal, or treaty rights protected under Section 35 of Canada's *Constitution Act 1982* in the area. In doing so, ENERGY has determined that the Project may have the potential to affect such Indigenous communities.

The Crown has a constitutional duty to consult and, where appropriate, accommodate Indigenous communities when the Crown contemplates conduct that might adversely impact

established or asserted Aboriginal or Treaty rights. These consultations are in addition to consultation imposed by statute.

While the legal responsibility to meet the duty to consult lies with the Crown, the Crown may delegate the day-to-day, procedural aspects of consultation to project proponents. Such a delegation by the Crown to project proponents is routine practice for ENERGY.

I am writing to advise you that on behalf of the Crown, ENERGY is delegating the procedural aspects of consultation in respect of the Project to Enbridge (Proponent) through this letter. ENERGY expects that the Proponent will undertake the procedural aspects of consultation with respect to any regulated requirements for the proposed Project. The Crown and/or its agents will fulfill the substantive aspects of consultation and retain oversight over all aspects of the process for fulfilling the Crown's duty. Please see the appendix for information on the roles and responsibilities of both the Crown and the Proponent.

Based on the Crown's assessment of First Nation and Métis community rights and potential project impacts, the following Indigenous community should be consulted on the basis that they have or may have constitutionally protected Aboriginal or Treaty rights that may be adversely affected by the Project.

Community	Mailing Address
Mississaugas of the Credit First Nation	2789 Mississauga Road R.R. #6 Hagersville, ON N0A 1H0 T: (905) 768-1133 http://mncfn.ca/

Based on currently available information about the Project's anticipated impacts, ENERGY's preliminary assessment has determined that consultation is owed at the low level of the consultation spectrum for the Mississaugas of the Credit First Nation. As such, ENERGY requires Enbridge to at a minimum notify the community of the Project; share information about the Project and provide an opportunity for the community to comment. Any issues raised by the community should be discussed and considered in light of the potential to impact rights, with mitigation or other forms of accommodation identified where appropriate. Enbridge's initial notice of the Project to the community could include a request to confirm whether the community believes the Project will impact their rights and accordingly whether they are interested in being consulted. Should no response be received, Enbridge should continue to provide high-level notifications in accordance with project stage milestones.

Enbridge should also be able to demonstrate how any concerns were considered and responded to, and what impact they had on project decisions moving forward. More detailed information on the roles and responsibilities delegated to Enbridge is available in the appendix.

Should any of the communities indicate they are not interested in being consulted, please inform ENERGY so that we can consider revisions to the consultation list. Should information become available throughout the consultation process to suggest that project impacts will be significant enough to warrant a deeper level of consultation, Enbridge must inform ENERGY so that updated guidance can be provided. Should no response be received, the Proponent

should continue to provide high-level notifications in accordance with project stage milestones.

This rights-based consultation list is based on information that is subject to change. Consultation is ongoing throughout the duration of the project, including project development and design, consultation, approvals, construction, operation and decommissioning. First Nations and Métis communities may make new rights assertions at any time, and further project related developments can occur that may require additional First Nation and/or Métis communities to be notified and/or consulted.

If you become aware of potential rights impacts on Indigenous communities that are not listed above at any stage of project, please bring this to the attention of ENERGY with any supporting information regarding the claim at your earliest convenience.

Acknowledgement

By accepting this letter, the Proponent acknowledges this Crown delegation and the procedural consultation responsibilities enumerated in the appendix. If you have any questions about this request, you may contact Farrah Ali-Khan, Senior Advisor, Indigenous Energy Policy (farrah.ali-khan@Ontario.ca).

I trust that this information provides clarity and direction regarding the respective roles of the Crown and Enbridge. If you have any questions about this letter or require any additional information, please contact me directly.

Sincerely,



Amy Gibson, Manager, Indigenous Energy Policy
Energy Networks and Indigenous Policy Branch
c: Ontario Pipeline Coordinating Committee (OPCC)

APPENDIX: PROCEDURAL CONSULTATION

Roles and Responsibilities Delegated to the Proponent

Please refer to the letter above for specific guidance on this Project. On behalf of the Crown, please be advised that your responsibilities as Project Proponent for this Project include:

- providing notice and information about the Project to Indigenous communities, with sufficient detail and at a stage in the process that allows the communities to prepare their views on the Project and, if appropriate, for changes to be made to the Project. This can include:
 - accurate, complete and plain language information including a detailed description of the nature and scope of the Project and translations into Aboriginal languages where appropriate;
 - maps of the Project location and any other affected area(s);
 - information about the potential negative effects of the Project on the environment, including their severity, geographic scope and likely duration. This can include, but is not limited to, effects on ecologically sensitive areas, water bodies, wetlands, forests or the habitat of species at risk and habitat corridors;
 - a description of other provincial or federal approvals that may be required for the Project to proceed;
 - whether the Project is on privately owned or Crown controlled land;
 - any information the Proponent may have on the potential effects of the Project, including particularly any likely adverse impacts on established or asserted Aboriginal or treaty rights;
 - a written request asking the Indigenous community to provide in writing or through a face-to-face meeting:
 - any information available to them that should be considered when preparing the Project documentation;
 - any information the community may have about any potential adverse impacts on their Aboriginal or treaty rights; and
 - any suggested measures for avoiding, minimizing or mitigating potential adverse impacts;
 - information about how information provided by the Indigenous community as part of the consultation process will be collected, stored, used, and shared for their approval;
 - identification of any mechanisms that will be applied to avoid, minimize or mitigate potential adverse impacts;
 - identification of a requested timeline for response from the community and the anticipated timeline for meeting Project milestones following each notification;
 - an indication of the Proponent's availability to discuss the process and provide further information about the Project;
 - the Proponent's contact information; and
 - any additional information that might be helpful to the community;

- following up, as necessary, with Indigenous communities to ensure they received Project notices and information and are aware of the opportunity to comment, raise questions or concerns and identify potential adverse impacts on their established or asserted rights;
- gathering information about how the Project may adversely affect Aboriginal or treaty rights;
- bearing the reasonable costs associated with the procedural aspects of consultation (paying for meeting costs, making technical support available, etc.) and considering reasonable requests by communities for capacity funding to assist in participating in the consultation process;
- considering and responding to comments and concerns raised by Indigenous communities and answering questions about the Project and its potential impacts on Aboriginal or treaty rights;
- as appropriate, discussing and implementing changes to the Project in response to concerns raised by Indigenous communities. This could include modifying the Project to avoid or minimize an impact on an Aboriginal or treaty right (e.g. altering the season when construction will occur to avoid interference with mating or migratory patterns of wildlife); and
- informing Indigenous communities about how their concerns were taken into consideration and whether the Project proposal was altered in response. It is considered a best practice to provide the Indigenous community with a copy of the consultation record as part of this step for verification.

If you are unclear about the nature of a concern raised by an Indigenous community, you should seek clarification and further details from the community, provide opportunities to listen to community concerns and discuss options, and clarify any issues that fall outside the scope of the consultation process. These steps should be taken to ensure that the consultation process is meaningful and that concerns are heard and, where possible, addressed.

You can also seek guidance from the Crown at any time. It is recommended that you contact the Crown if you are unsure about how to deal with a concern raised by an Indigenous community, particularly if the concern relates to a potential adverse impact on established or asserted Aboriginal or treaty rights.

The consultation process must maintain sufficient flexibility to respond to new information, and we request that you make all reasonable efforts to build positive relationships with all Indigenous communities potentially affected by the Project. If a community is unresponsive to efforts to notify and consult, you should nonetheless make attempts to update the community on the progress of the Project, the environmental assessment (if applicable) and other regulatory approvals.

If you reach a business arrangement with an Indigenous community that may affect or relate to the Crown's duty to consult, we ask that that Crown be advised of those aspects of such an arrangement that may relate to or affect the Crown's consultation obligations, and that the community itself be apprised of the Proponent's intent to so-apprise the Crown. Whether or not any such business arrangements may be reached with any community, the Crown expects the Proponent to fulfill all of its delegated procedural consultation responsibilities to the satisfaction of the Crown.

If the Crown considers that there are outstanding issues related to consultation, the Crown may directly undertake additional consultation with Indigenous communities, which could result in delays to the Project. The Crown reserves the right to provide further instructions or add communities throughout the consultation process.

Roles and responsibilities assumed directly by the Crown

The role of the Crown in fulfilling any duty to consult and accommodate in relation to this Project includes:

- identifying for the Proponent, and updating as appropriate, the Indigenous communities to consult for the purposes of fulfillment of the Crown duty;
- carrying out, from time to time, any necessary assessment of the extent of consultation or, where appropriate, accommodation, required for the project to proceed;
- supervising the aspects of the consultation process delegated to the Proponent;
- determining in the course of Project approvals whether the consultation of Indigenous communities was sufficient;
- determining in the course of Project approvals whether accommodation of Indigenous communities, if required, is appropriate and sufficient.

Consultation Record

It is important to ensure that all consultation activities undertaken with Indigenous communities are fully documented. This includes all attempts to notify or consult the community, all interactions with and feedback from the community, and all efforts to respond to community concerns. Crown regulators require a complete consultation record in order to assess whether Aboriginal consultation and any necessary accommodation is sufficient for the Project to receive Ontario government approvals. The consultation record should include, but not be limited to, the following:

- a list of the identified Indigenous communities that were contacted;
- evidence that notices and Project information were distributed to, and received by, the Indigenous communities (via courier slips, follow up phone calls, etc.). Where a community has been non-responsive to multiple efforts to contact the community, a record of such multiple attempts and the responses or lack thereof.
- a written summary of consultations with Indigenous communities and appended documentation such as copies of notices, any meeting summaries or notes including where the meeting took place and who attended, and any other correspondence (e.g., letters and electronic communications sent and received, dates and records of all phone calls);
- responses and information provided by Indigenous communities during the consultation process. This includes information on Aboriginal or treaty rights, traditional lands, claims, or cultural heritage features and information on potential adverse impacts on such Aboriginal or treaty rights and measures for avoiding, minimizing or mitigating potential adverse impacts to those rights; and

- a summary of the rights/concerns, and potential adverse impacts on Aboriginal or treaty rights or on sites of cultural significance (e.g. burial grounds, archaeological sites), identified by Indigenous communities; how comments or concerns were considered or addressed; and any changes to the Project as a result of consultation, such as:
 - changing the Project scope or design;
 - changing the timing of proposed activities;
 - minimizing or altering the site footprint or location of the proposed activity;
 - avoiding impacts to the Aboriginal interest;
 - environmental monitoring; and
 - other mitigation strategies.

As part of its oversight role, the Crown may, at any time during the consultation and approvals stage of the Project, request records from the Proponent relating to consultations with Indigenous communities. Any records provided to the Crown will be subject to the *Freedom of Information and Protection of Privacy Act*, however, may be exempted from disclosure under section 15.1 (Relations with Aboriginal communities) of the Act. Additionally, please note that the information provided to the Crown may also be subject to disclosure where required under any other applicable laws.

The contents of what will make up the consultation record should be shared at the onset with the Indigenous communities consulted with and their permission should be obtained. It is considered a best practice to share the record with the Indigenous community prior to finalizing it to ensure it is a robust and accurate record of the consultation process.

Appendix B.2 Project Contact List



Appendix B2 – Project Contact List

Agencies Contacts

Elected Officials

First Name	Surname	Organization	Department	Position	Address	City/Town	Province	Postal Code	Telephone	E-Mail
Robert	Oliphant	Government Of Canada	Don Valley West	Member Of Parliament (MP)	1670 Bayview Avenue, Suite 310	Toronto	On	M4G 3C2	416-467-7275	rob.oliphant@parl.gc.ca
Stephanie	Bowman	Government Of Ontario	Don Valley West	Member Of Provincial Parliament (MPP)	795 Eglinton Ave. E., Suite 101	Toronto	On	M4G 4E4	416-425-6777	sbowman.mpp.co@liberal.ola.org

Federal Agencies

First Name	Surname	Organization	Department	Position	Address	City/Town	Province	Postal Code	Telephone	E-Mail
Sandro	Leonardelli	Environment and Climate Change Canada	Environmental Protection Operations - Ontario	Manager, Environmental Assessment Section	4905 Dufferin Street, 2nd Floor	Toronto	ON	M3H 5T4	416-749-5858	sandro.leonardelli@canada.ca
Anjala	Puvananathan	Impact Assessment Agency of Canada	Ontario Office	Director- Ontario Region	55 York Street, Suite 600	Toronto	ON	M5J 1R7	416-952-1575	anjala.puvananathan@iaac-aeic.gc.ca
To Whom it May Concern		Impact Assessment Agency of Canada	Ontario Office		55 York Street, 6 Floor	Toronto	ON	M5J 1R7	416-952-1576	ontarioregion-regionontario@iaac-aeic.gc.ca
To Whom it May Concern		Fisheries and Oceans Canada	Fish and Fish Habitat Protection Program		867 Lakeshore Rd	Burlington	ON	L7S 1A1	1-855-852-8320	FisheriesProtection@dfo-mpo.gc.ca
To Whom it May Concern		Transport Canada								enviroOnt@tc.gc.ca

Ontario Pipeline Coordination Committee

First Name	Surname	Organization	Department	Position	Address	City/Town	Province	Postal Code	Telephone	E-Mail
Zora	Crnojacki	Ontario Energy Board	Ontario Energy Board	OPCC Chair	2300 Young Street, 26th Floor, Po Box 2319	Toronto	On	M4P 1E4	416-440-8104	Zora.Crnojacki@Oeb.Ca
Helma	Geerts	Ministry Of Agriculture, Food And Rural Affairs	Policy	Policy Advisor	1 Stone Road West, 3rd Floor SE	Guelph	On	N1G 4Y2	519-546-7423	Helma.Geerts@Ontario.Ca
Ritchie	Murray	ONTARIO PIPELINE COORDINATING COMMITTEE	Ontario Energy Board	OPCC Co-Chair	2300 Young Street, 26th Floor, PO Box 2319	Toronto	ON	M4P 1E5	416-440-8104	OPCC.Chair@oeb.ca
Farrah	Ali-Khan	Ministry Of Energy	Indigenous Energy Policy	Senior Advisor	77 Grenville Street, 6th floor	Toronto	ON	M7A 2C1	416-526-2963	farrah.ali-khan@ontario.ca
Karla	Barboza	Ministry of Citizenship and Multiculturalism		Heritage Planner	400 University Avenue, 5th floor	Toronto	ON	M7A 2R9	416-660-1027	karla.barboza@ontario.ca



First Name	Surname	Organization	Department	Position	Address	City/Town	Province	Postal Code	Telephone	E-Mail
Chunmei	Liu	Ministry Of Environment, Conservation And Parks	Environmental Assessment and Permissions Branch	Environmental resource Planner & EA Coordinator	135 St. Clair Avenue West, 17h Floor	Toronto	On	M4V 1P5	437-249-3102	chunmei.liu@ontario.ca
Cory	Ostrowka	Infrastructure Ontario		Environmental Specialist	1 Dundas Street West, Suite 2000	Toronto	On	M5G 2I5	641-264-3331	Cory.Ostrowka@Infrastructureontario.ca
Gary	Highfield	Technical Standards And Safety Authority	Fuels Safety Program	Engineering Manager	345 Carlingview Drive	Toronto	On	M9W 6N9	416-734-3539	Ghighfield@Tssa.Org
Robin	Yu	Technical Standards and Safety Authority	Fuels Safety Program	Engineer, Fuels	345 Carlingview Drive	Toronto	ON	M9W 6N9	416-734-3402	ryu@tssa.org
Maya	Harris	Ministry Of Municipal Affairs And Housing	Community Planning And Development (GTA East)	Manager	777 Bay Street, 13th floor	Toronto	ON	M5G 2E5	416-585-6063	maya.harris@ontario.ca
Keith	Johnston	Ministry Of Natural Resources And Forestry	Environmental Planning	Team Lead	300 Water Street, 3rd Floor South	Peterborough	On	K9J 3C7	705-313-6960	Keith.Johnston@Ontario.Ca
Daniel	Preclipcean	Ministry Of Transportation	Highway Corridor Management	Senior Project Manager	301 St. Paul Street, 2nd Floor	St. Catharines	On	L2R 7R4	289-407-4238	daniel.preclipcean@ontario.ca

Provincial Agencies

First Name	Surname	Organization	Department	Position	Address	City/Town	Province	Postal Code	Telephone	E-Mail
Heather	Malcolmson	Ministry of Environment, Conservation and Parks	Client Services and Permissions Branch	Director (Acting)	135 St. Clair Ave. W, 1st Floor	Toronto	ON	M4V 1P5	416-302-4063	heather.malcolmson@ontario.ca
Paul	Martin	Ministry of Environment, Conservation and Parks	Technical Support Section	Manager (Acting)	5775 Young Street 9th Floor	Toronto	ON	M2M 4J1	647-688-8395	paul.d.martin@ontario.ca
Chunmei	Liu	Ministry of Environment, Conservation and Parks	Project Review	Environmental Resource Planner & EA Coordinator	5775 Young Street 9th Floor	Toronto	ON	M2M 4J1	416-249-3102	chunmei.liu@ontario.ca
Jon	Orpana	Ministry of Environment, Conservation and Parks	Project Review	Environmental Resource Planner & EA Coordinator	5775 Young Street 9th Floor	Toronto	ON	M2M 4J2	613-561-8250	Jon.Orpana@ontario.ca
Peter	Brown	Ministry of Environment, Conservation and Parks	Environmental Assessment Modernization Branch	Senior Advisor-Outreach	135 St Clair Ave W, 1st Floor	Toronto	ON	M4V 1P5	416-243-5010	peter.brown@ontario.ca
Ellen	Klupfel	Ministry of Environment, Conservation and Parks	Modelling and Analysis	Project Manager	5775 Young Street 9th Floor	Toronto	ON	M2M 4J1	437-925-4564	ellen.klupfel@ontario.ca
Jimena	Caicedo	Ministry of Environment, Conservation and Parks	Toronto District Office	District Manager (Acting)	5775 Young Street 9th Floor	Toronto	ON	M2M 4J1	416-709-1636	jimena.caicedo@ontario.ca
To Whom It May Concern		Ministry of Environment, Conservation and Parks	Species at Risk Branch		40 St. Clair Ave. W., 14th Floor	Toronto	ON	M4V 1M2		SAROntario@ontario.ca
To Whom It May Concern		Ministry of Environment, Conservation and Parks	Environmental Assessment Branch, Central Region				ON			enviopermissions@ontario.ca



First Name	Surname	Organization	Department	Position	Address	City/Town	Province	Postal Code	Telephone	E-Mail
Cheryl	Davis	Ministry of Transportation	Environmental Policy Office	Manager (Acting)	301 St. Paul Street, Garden City Tower 2nd Floor	St. Catherines	ON	L2R 7R4	416-573-8548	cheryl.davis@ontario.ca
Jason	White	Ministry of Transportation	Engineering Program Delivery Central	Manager	159 Sir William Hearst Ave., 5th Floor, Building D	Toronto	ON	M3M 0B7	416-235-5575	jason.white@ontario.ca
Maya	Harris	Ministry of Municipal Affairs and Housing	Community Planning and Development (East) Unit	Manager (Acting)	777 Bay Street, 13th Floor	Toronto	ON	M5G 2E5	437-776-8447	maya.harris@ontario.ca
Keith	Johnston	Ministry of Natural Resources and Forestry	Strategic and Indigenous Policy Branch	Environmental Planning Team Lead (Acting)	99 Wellesley Street W, Whitney Block Rm 5520	Toronto	ON	M7A 1W3	705-313-6960	keith.johnston@ontario.ca
Fuad	Abdi	Ministry of the Solicitor General	Infrastructure Division	Assistant Deputy Minister (Acting)	25 Grosvenor Street	Toronto	ON	M7A 1Y6	416-884-5632	fuad.abdi@ontario.ca
Karla	Barboza	Ministry of Citizenship and Multiculturalism	Heritage Planning Unit	Team Lead- Heritage	400 University Ave. 5th Floor	Toronto	ON	M7A 2R9	416-660-1027	karla.barboza@ontario.ca
Brenda	Van Dyk	Ontario Provincial Police	Provincial Command (Traffic Safety and Operational Support)	Executive Administration Assistant	Lincoln Alexander Bldg 3rd Flr, 777 Memorial Ave	Orillia	ON	L3V 7V3	705-329-7503	brenda.vandyk@opp.ca
Pam	Foster	GO Transit and Metrolinx	Environmental Programs and Assessment	Director	10 Bay Street	Toronto	ON	M5J 2W3	647-272-9386	pam.foster@metrolinx.com

Conservation Authority

First Name	Surname	Organization	Department	Position	Address	City/Town	Province	Postal Code	Telephone	E-Mail
Daniel	O'Connor	Toronto and Region Conservation Authority	Planning and regulation	Planner: Toronto-Downtown, East York and North York	101 Exchange Avenue	Toronto	ON	L4K 5R6		daniel.oconnor@trca.ca
Alan	Trumble	Toronto and Region Conservation Authority	Infrastructure Planning and Permits	Planner 1	101 Exchange Avenue	Vaughan	ON	L4K 5R6	437-880-1951	Alan.Trumble@trca.ca



Municipal Contacts

First Name	Surname	Title	Municipality/Organization	Department	Address	Postal Code	City	Province	Telephone	Email
John	Elvidge	City Clerk	City of Toronto	City Clerk's Office	Toronto City Hall, 100 Queen Street West, 13th Floor West	M5H 2N2	Toronto	Ontario	416-392-8641	clerk@toronto.ca
Paula	Fletcher	Councillor - Ward 14 Toronto - Danforth	City of Toronto	Council Fletcher's Office	Toronto City Hall, 100 Queen Street West, Suite C44	M5H 2N2	Toronto	Ontario	416-392-4060	councillor_fletcher@toronto.ca
Rachael	Hillier	Manager, Stakeholder Relations & Communications	City of Toronto	Council Robinson's Office- Ward 15 Don Valley	Toronto City Hall, 100 Queen Street West, Suite A12	M5H 2N2	Toronto	Ontario	416-395-6409	rachael.hillier@toronto.ca ; councillor_robinson@toronto.ca
Kerri	Voumvakis	Chief Planner	City of Toronto	City Planning	Toronto City Hall, 100 Queen Street West, 12th Floor, East Tower	M5H 2N2	Toronto	Ontario	416-392-8772	Kerri.Voumvakis@toronto.ca
Olivia	Chow	Mayor	City of Toronto	Office of the Mayor	Toronto City Hall, 100 Queen Street West, 2nd Floor	M5H 2N2	Toronto	Ontario	416-397-2489	mayor_chow@toronto.ca
Barbara	Gray	General Manager of Transportation Services	City of Toronto	Transportation Services	Toronto City Hall, 100 Queen Street West, 24th Floor West	M5H 2N2	Toronto	Ontario	416-392-8431	Barbara.Gray@toronto.ca
Myron	Demkiw	Chief of Police	Toronto Police Service	Specialized Operations Command	40 College Street	M5G 2J3	Toronto	Ontario	416-808-2222	Myron.Demkiw@torontopolice.on.ca
Narinder	Grewal	Construction Liaison Office	Toronto Police Services	Traffic Services						Narinder.Grewal@torontopolice.on.ca
Stephanie	Moyle	Captain	Toronto Fire Services	Fire Services-Emergency Planning Division	75 Toryork Drive	M9L1X6	Toronto	Ontario	416-338-9511	Stephanie.Moyle@toronto.ca CC: Claudio Gloazzo
Larry	Cocco	Deputy Fire Chief/Director	City of Toronto	Fire Services	4330 Dufferin Street	M3H 5R9	Toronto	Ontario	416-338-9052	Larry.Cocco@toronto.ca
Matthew	Pegg	Chief	City of Toronto	Fire Services	4330 Dufferin Street	M3H 5R9	Toronto	Ontario		Joseph.DelVasto@toronto.ca



Indigenous Contacts

First Name	Surname	First Nation	Position	Phone	Address	City	Province	Postal Code	E-Mail
Fawn	Sault	Mississaugas of New Credit First Nation	Acting Director, Consultation Coordinator	(905) 768-1133	2789 Mississauga Road R.R. #6	Hagersville	ON	N0A 1H0	Fawn.sault@mncfn.ca
Mark	Laforme	Mississaugas of New Credit First Nation	Director	(905) 768-1133	2789 Mississauga Road R.R. #6	Hagersville	ON	N0A 1H0	Mark.LaForme@mncfn.ca

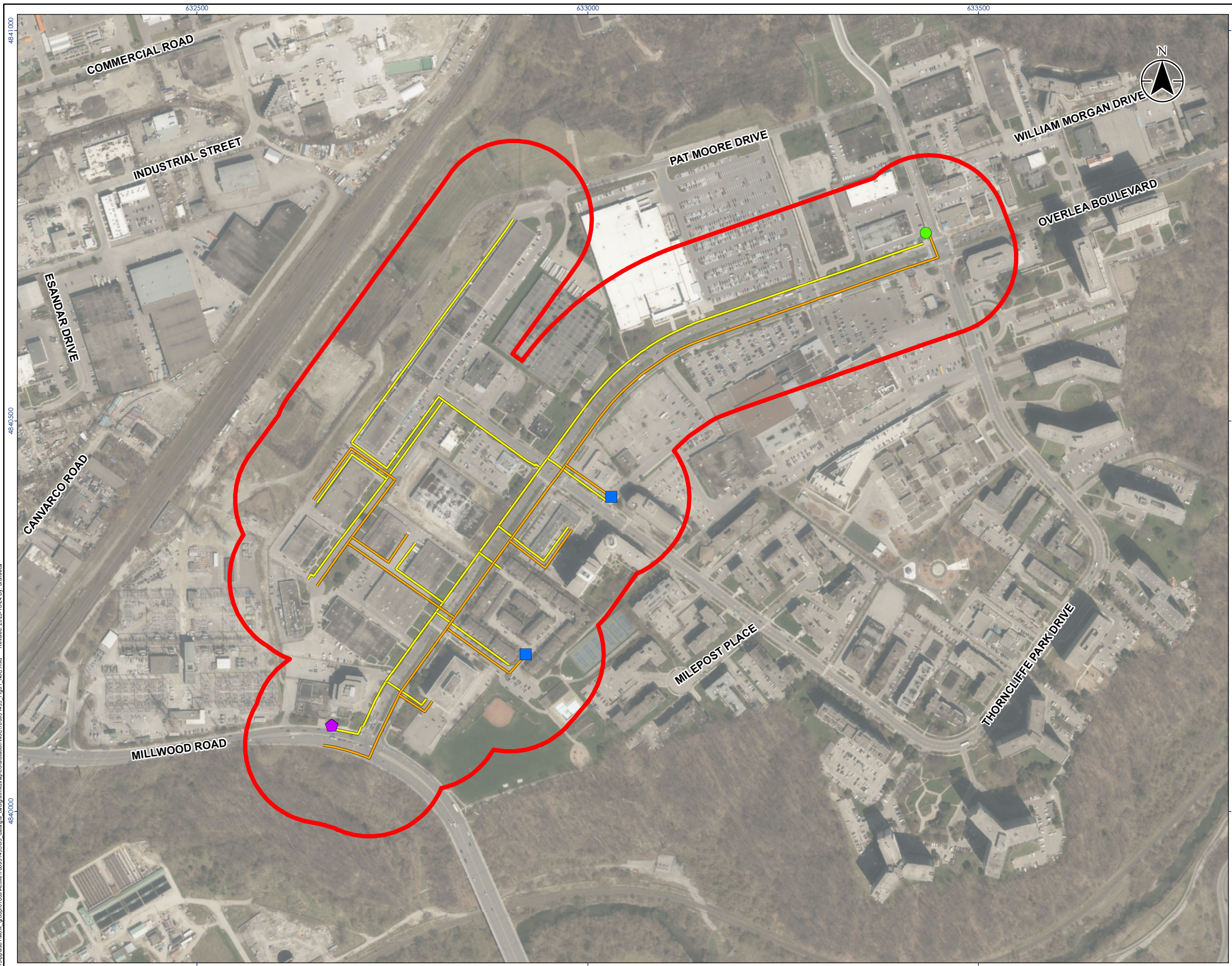
Stakeholder Contacts

First Name	Surname	Interest	Title	Address	City/Town	Province	Postal Code	Telephone	E-Mail
		Resident							
Cliff	Lee	Trans-Northern Pipelines Inc.		45 Vogell Road, Suite 310	Richmond Hill,	ON	L4B 3P6		clee@tnpi.ca
Meghan	Di Cosimo	Hydro One Networks Inc.	Sr. Real Estate Coordinator					905-301-8735	meghan.dicosimo@hydroone.com
Adam	Snow	Metrolinx	Rail Corridor Management Office	335 Judson Street	Etobicoke	ON	M8Z 1B2	416-202-0134	adam.Snow@metrolinx.com
Warren	D'Andrade	Metrolinx	Rail Corridor Management Office	335 Judson Street	Etobicoke	ON	M8Z 1B2		Warren.D'Andrade@metrolinx.com
Dean	Bragg	Metrolinx	Rail Corridor Management Office	335 Judson Street	Etobicoke	ON	M8Z 1B2	416-202-3651	Dean.Bragg@Metrolinx.com
Sam	Sadeghi	Toronto Hydro	Engineering						ssadeghi@torontohydro.com



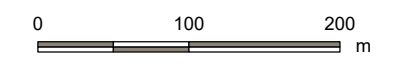
Appendix B.3 Notification Letters & Social Media





Legend

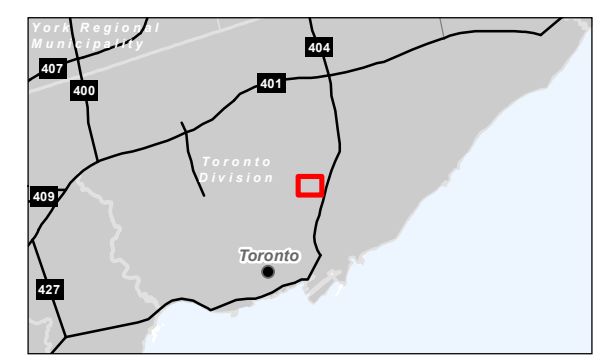
- Study Area
- Existing Station
- Proposed Station
- ◆ Station to be Abandoned
- Pipeline To Be Abandoned
- Proposed Pipeline Route



1:5,000 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2023.
3. Orthoimagery © First Base Solutions, 2023. Imagery Date, 2022.



Project Location: Toronto, ON
 160951435 REV1
 Prepared by BF on 2023-10-24
 Technical Review by SPE on 2023-09-26

Client/Project: ENBRIDGE GAS INC., OVERLEA STATION RELOCATION PROJECT
 NOTICE OF COMMENCEMENT

Figure No.: 1
 Title: Study Area

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Enbridge Gas Inc. Notice of Commencement and Virtual Information Session For The Overlea Station Relocation Project

This notice is to inform you of a proposed Enbridge Gas Inc. (Enbridge Gas) project in the City of Toronto. The purpose of the project is to accommodate the construction of the Metrolinx Ontario Line Subway Project while maintaining existing service to Enbridge Gas customers.

The proposed Overlea Station Relocation Project will involve the construction of two new natural gas regulating stations, and the decommissioning of one existing natural gas regulating station. One new natural gas station to be constructed will be located on Leaside Park Drive, and the other will be on Thorncliffe Park Drive. The natural gas station to be decommissioned is located on Millwood Drive.

The project will also include the relocation of approximately 1.4 km of natural gas pipeline, ranging from 4 inches to 12 inches in diameter. In addition, approximately 360 m of additional pipeline, 4 inches in diameter, will be relocated from its current location between Overlea Boulevard and Banigan Drive onto Metrolinx-owned private property.

Enbridge Gas has retained Stantec Consulting Ltd. (Stantec), to complete an Environmental Study for the project as part of the planning process. The Environmental Study will fulfill the requirements of the Ontario Energy Board's (OEB) "Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Projects and Facilities in Ontario, 8th Edition (2023)". The Environmental Report for the study is anticipated to be completed in February 2024, after which Enbridge Gas may file an application for the Project to the OEB. The OEB's review and approval is required before the proposed Project can proceed. Construction is currently anticipated to begin in 2024.

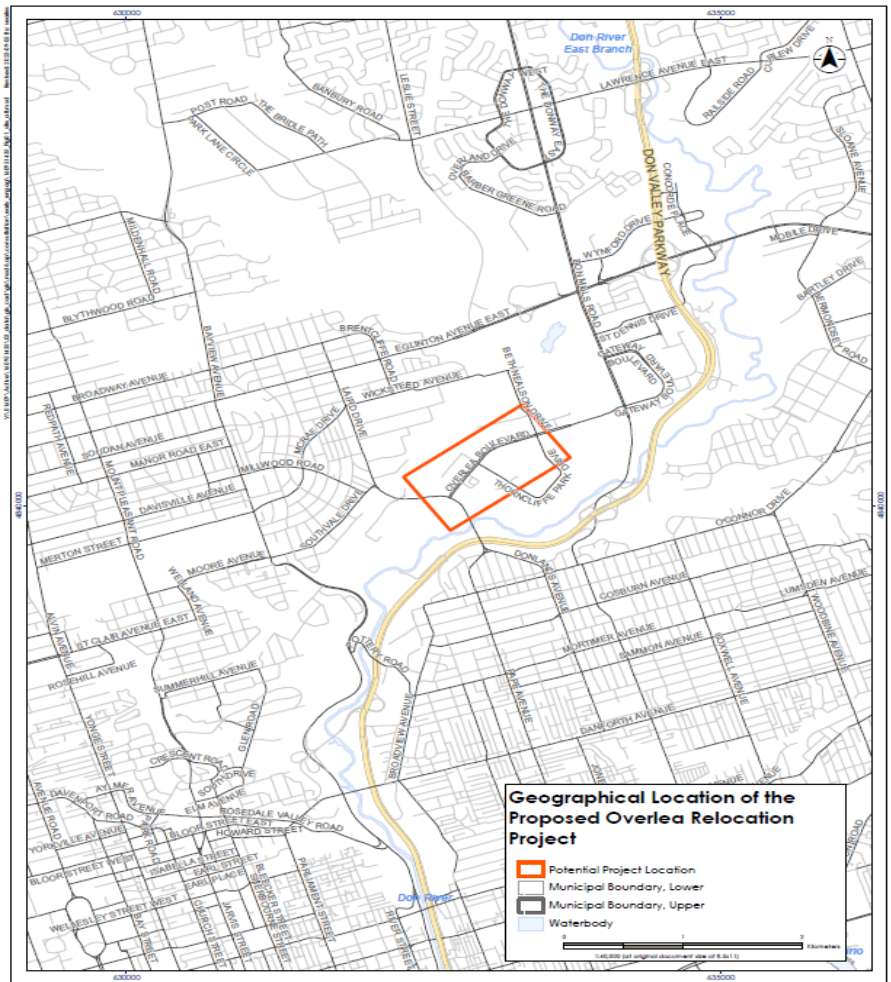
Consultation and engagement with Indigenous communities, landowners, government agencies, and other interested persons is an integral component of the planning process. For this Project, a **Virtual Information Session** will be available for two weeks, **starting on November 6th, 2023, and finishing on November 20th, 2023**, at <https://enbridgegas.com/overleaproject>. Additionally, hard copies of the Virtual Information Session materials will be available for in-person viewing at:

- Toronto Public Library: 48 Thorncliffe Park Drive, Toronto, ON

We kindly request that any initial input and comments regarding the Project are provided by December 6th, 2023.

For any questions or comments regarding the proposed Overlea Station Relocation Project, please contact:

Dominique Kelly
Environmental Planner
Stantec Consulting Ltd.
Cell: (613) 453-0626
Email: OverleaER@stantec.com



Enbridge Gas Inc. Notice of Upcoming Project Overlea Station Relocation Project

This notice is to inform you of a proposed upcoming Enbridge Gas Inc. (Enbridge Gas) project in the City of Toronto. The purpose of the project is to accommodate the construction of the Metrolinx Ontario Line Subway Project while maintaining existing service to Enbridge Gas customers.

The project will be primarily located in the community of East York. It will tentatively be located within the existing municipal road right-of-way, and may also require permanent easements, temporary working space and lay-down areas during construction.

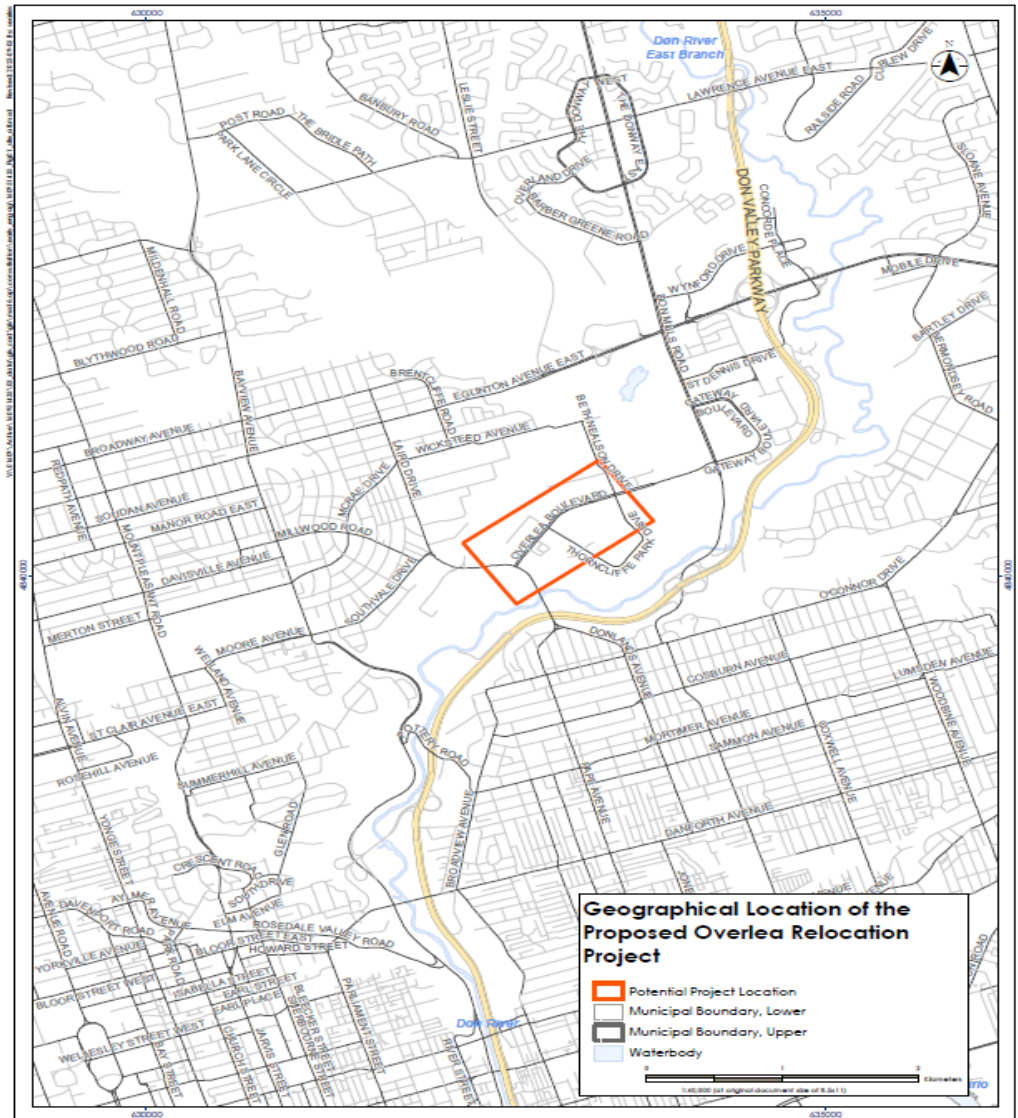
Enbridge Gas has hired a third-party environmental consultant, Stantec Consulting Ltd. (Stantec), to complete an Environmental Study for the project. The study will be conducted in accordance with the Ontario Energy Board's (OEB) "Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Projects and Facilities in Ontario, 8th Edition (2023)" and will include a consultation program, impact assessment and a cumulative effects assessment.

The Environmental Report based on the study is scheduled to be completed in December 2023. Once complete, Enbridge Gas plans to file a Leave-to-Construct application for the project with the OEB. The OEB's review and approval are required before the proposed project can proceed. If approved, construction could begin in 2024.

Enbridge Gas is committed to undertaking consultation and engagement with stakeholders and Indigenous communities as an integral component of the planning process. Additional details regarding the project and how to become involved during the consultation and engagement process will be provided in future correspondence. If you have any questions or comments during the development stages of this project, please contact the undersigned.

Dominique Kelly
Environmental Planner
Stantec Consulting Ltd.
Cell: (613) 453-0626

Email: OverleaER@stantec.com



note: the potential project location has been developed for purposes of an assessment of potential environmental and socioeconomic impacts and does not represent the final project scope/design that will provide access to natural gas to end-use customers.





Enbridge Gas
Sponsored · 🌐



To make room for new construction on the Metrolinx Ontario Line, we are relocating existing #NaturalGas ... See more



solutions.ca

Information Session

[Learn more](#)

This website is reserved...

18

18 comments 3 shares

Like

Comment

Share

Appendix B.4 Virtual Information Session Materials



Overlea Station Relocation Project Information Session Questionnaire

Thank you for attending the Overlea Station Relocation Project Virtual Information Session! We hope the session was informative and we would appreciate your comments and feedback. If you require any assistance or clarification while completing this questionnaire, please send an email to **OverleaER@stantec.com**. If you have a question that requires a response, please fill out the **Contact Information** section at the end of this form, and a representative will respond as soon as possible.

Please complete this questionnaire by **December 20, 2023**, for feedback to be considered as part of the Environmental Report submitted to the Ontario Energy Board (OEB). Your feedback is important and will also be considered during the planning and permitting stages of the project.

1. What is your interest in this project?

- Directly affected landowner
- Business owner
- Surrounding landowner
- Resident interested in natural gas conversion
- Interested citizen
- Member of interest group
- Government official
- Other: _____

2. What is your view of the proposed project?

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

4. Please identify any features along the pipeline route you feel are important to consider during the environmental study.

5. **Were you provided with an adequate understanding of the project as well as the Environmental Assessment OEB review and approval process?**

Yes

No

6. **Do you require additional information about the project and/or Environmental Assessment OEB process? Please note below:**

7. **Did the content provided in the Information Session meet your needs?**

8. **How did you hear about the Information Session? Check all that apply:**

Project Notification Letter

Word of Mouth

Social Media Post

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

Overlea Station Relocation Project Information Session Questionnaire

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

Contact Information	
Name:	_____
Address:	_____
Email:	_____
Phone:	(____) _____

Any personal information (PI), such as names and addresses, collected by Enbridge Gas Inc. (EGI) on this comment form (or through the Information Session process) for this project will be used for the purpose of conducting an environmental assessment and related activities, such as creating an environmental assessment report. EGI may also share PI with its consultant(s) for this purpose and will share PI with the Ontario Energy Board (OEB) and other government agencies as required for the project. In accordance with the Ontario Freedom of Information and Protection of Privacy Act, PI provided to the OEB will not be disclosed on the public record or to any third parties. However, comments, questions and other information collected may be disclosed on the public record provided that any PI will be redacted.



Overlea Station Relocation Project

Virtual Information Session

Overlea Station Relocation Project Virtual Information Session



Welcome

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

Our Commitment

- Enbridge Gas is committed to involving Indigenous communities, agencies, interest groups, and community members.
- Enbridge Gas will provide up-to-date information in an open, honest, and respectful manner, and will carefully consider your input.
- Enbridge Gas provides safe and reliable delivery of natural gas to more than 3.9 million residential, commercial, and industrial customers.
- Enbridge Gas is committed to environmental stewardship and conducts its operations in an environmentally responsible manner.



Overlea Station Relocation Project Virtual Information Session



Purpose of the Information Sessions

- Consult with Indigenous communities and engage with members of the public and regulatory authorities regarding the proposed pipeline route, potential impacts, and proposed mitigation.
- Provide an opportunity for these individuals and any affected landowners and the public to review the proposed project, and to ask any questions and/or provide comments to representatives from Enbridge Gas and Stantec.
- Print copies of these Information Session materials are also available for in-person review at:
 - Toronto Public Library: 48 Thorncliffe Park Drive, Toronto, ON M4H 1J7



Overlea Station Relocation Project Virtual Information Session



Enbridge Inc.'s Indigenous Peoples Policy

Enbridge acknowledges and respects the diversity of Indigenous peoples living in the areas where we operate. We understand that in the past, Indigenous Peoples have suffered destructive impacts on their social and economic well-being. We also recognize the importance of reconciliation between Indigenous communities and the wider society. We believe that fostering positive relationships with Indigenous peoples, based on mutual respect and common goals, can lead to positive outcomes for Indigenous communities. Therefore, Enbridge is committed to building sustainable relationships with Indigenous Nations and groups in the regions where we do business. To achieve this, Enbridge will abide by the following principles:

- We respect Indigenous peoples' legal and constitutional rights and their connection to traditional lands. We will collaborate with Indigenous communities to respect their land and resources and carry out environmentally responsible projects.
- Enbridge understands the significance of the United Nations Declaration on the Rights of Indigenous Peoples within the framework of existing Canadian law and the government's commitments to safeguard the rights of Indigenous Peoples.
- We engage in candid and genuine consultation with Indigenous Peoples through a process that aims to achieve timely and meaningful engagement.
- We are committed to collaborating with Indigenous Peoples to provide them with benefits from Enbridge's projects and operations, which include opportunities in education and training, employment, procurement, business development, and community development.
- We encourage Enbridge employees and contractors to develop an understanding of the history and culture of Indigenous Peoples, in order to foster better relationships between Enbridge and Indigenous communities.



Overlea Station Relocation Project Virtual Information Session

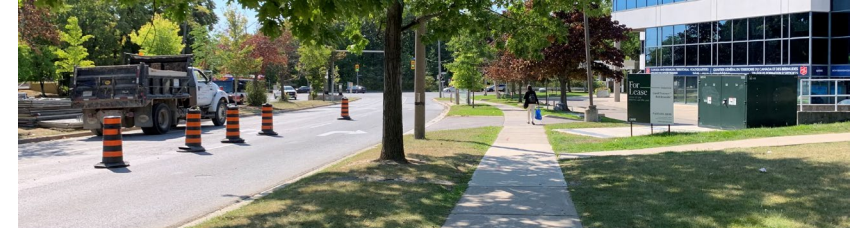


Integrated Resource Planning

- As the energy landscape continues to evolve, there is a growing interest in non-pipe alternatives to meet energy needs.
- Integrated Resource Planning (IRP) is a framework through which Enbridge Gas reviews alternative approaches to meeting energy needs to avoid or defer the build of new infrastructure such as:
 - Delivering more energy without adding new pipelines by using liquefied or compressed natural gas.
 - Reviewing of market-based supply side alternatives.
 - Lowering energy use through effective energy efficiency or demand response programs.
- As Enbridge Gas continues to lead the transition to a low-carbon future, it is dedicated to exploring IRP alternatives where they are in the best interest of communities, the environment, and the company, while considering safety and reliability, cost-effectiveness, optimization, risk management, and public policy.



Overlea Station Relocation Project Virtual Information Session



Project Overview

The proposed Overlea Station Relocation Project will include the decommissioning and construction of various natural gas stations and pipelines in the area of Thorncliffe Park.

Enbridge Gas has identified one preliminary preferred route, due to urban constraints limiting routing options. The preliminary preferred route includes the following construction:

- 1100 m of 8-inch natural gas pipeline, along Overlea Boulevard, from Millwood Road to Thorncliffe Park Drive.
- 340 m of 4-inch pipeline, on Metrolinx-owned private property in the area.
- 100 m of 4-inch pipeline along Leaside Park Drive.
- 50 m of 6-inch pipeline along Thorncliffe Park Drive.

The proposed station construction includes:

- A new natural gas regulating station on Leaside Park Drive.
- A new natural gas regulating station on Thorncliffe Park Drive.

The proposed decommissioning of previous assets includes:

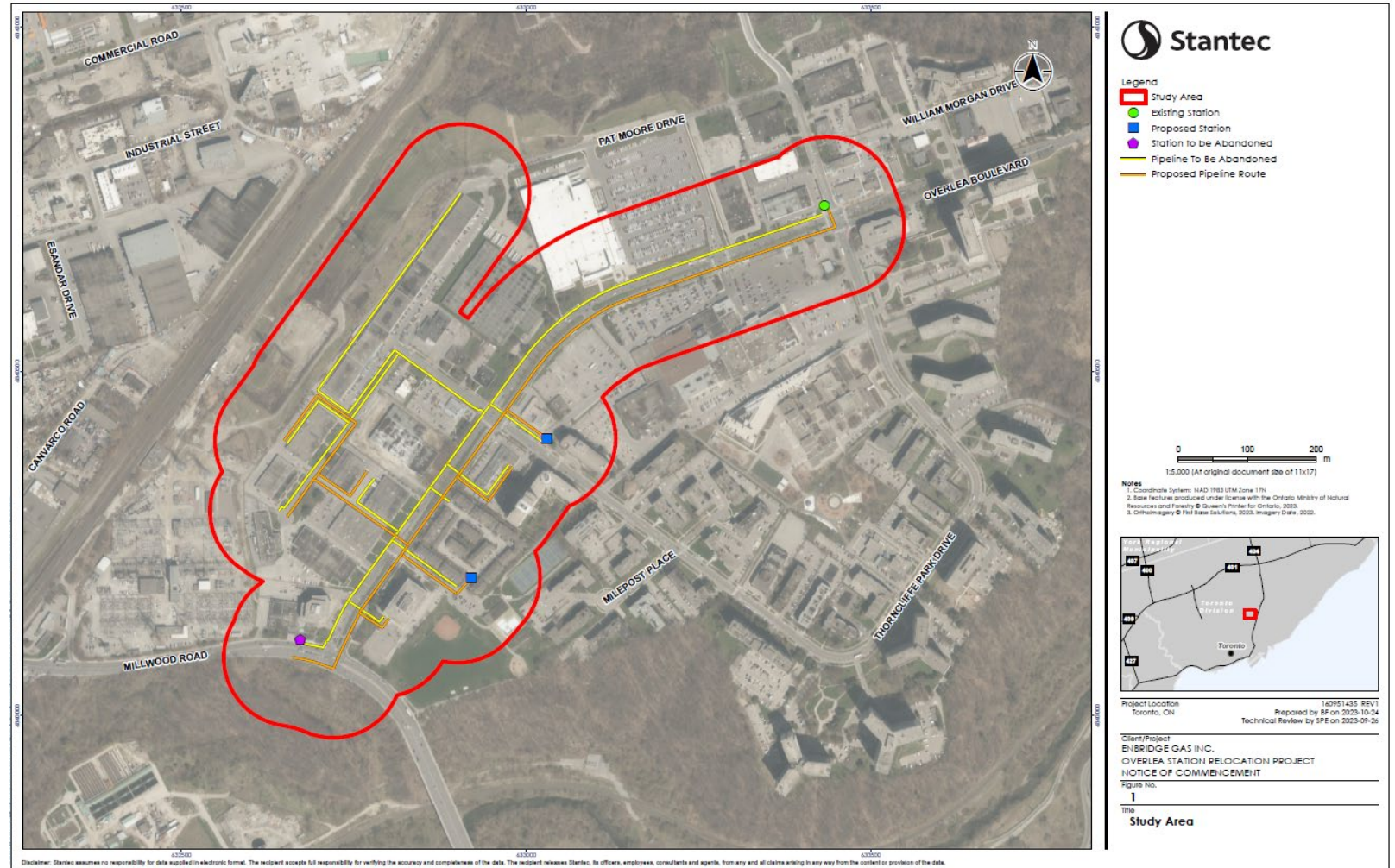
- 1000 m of 12-inch natural gas pipeline along Overlea Boulevard.
- 360 m of 4-inch pipeline, between Overlea Boulevard and Banigan Drive.
- 115 m of 4-inch natural gas pipeline, along Leaside Park Drive and Thorncliffe Park Drive.
- 50 metres of 6-inch natural gas pipeline along Thorncliffe Park Drive.
- A natural gas station located at the intersection of Millwood Drive and Overlea Boulevard.



Overlea Station Relocation Project Virtual Information Session

Project Key Map

- The Preferred Preliminary Route has been developed for the purpose of an assessment of potential environmental and socioeconomic impacts.
- No Alternative Routes have been considered at this time.
- This map does not represent the final project scope/design that will provide access to natural gas to end-use customers.

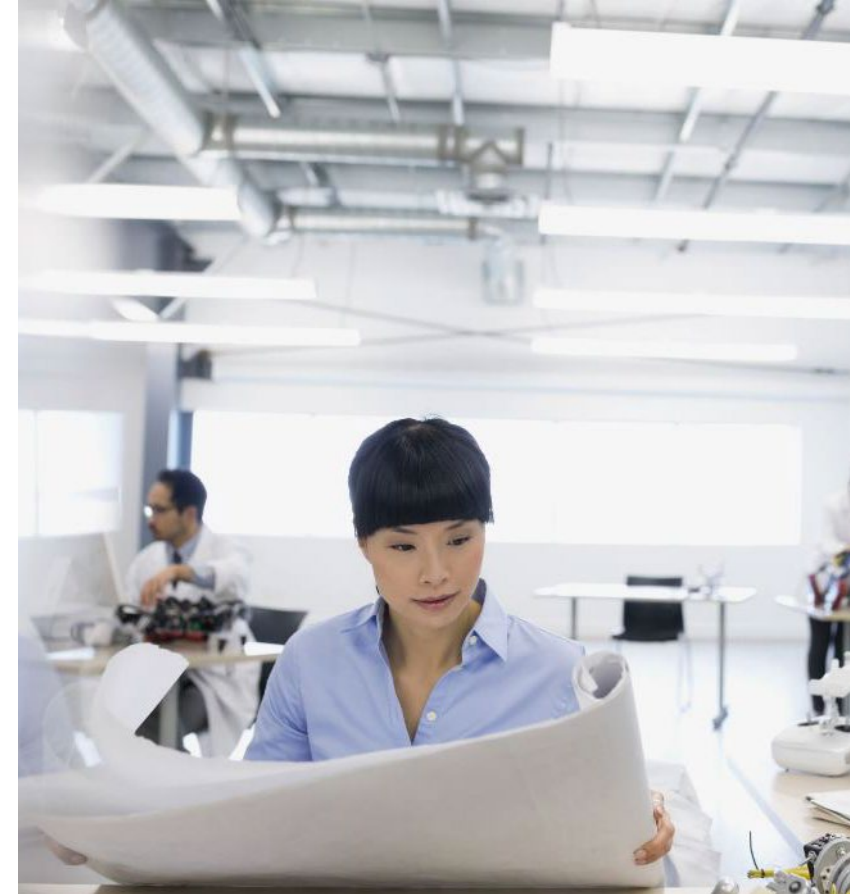


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Route Selection Process

- 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 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 otherwise achieve the same result. The pipeline will be installed within the municipal road right-of-way, where possible.



Overlea Station Relocation Project Virtual Information Session



Environmental Study Process

As part of the planning process, Enbridge Gas has retained Stantec to undertake an Environmental Study for the project. The Environmental Study will fulfill the requirements of the Ontario Energy Board's (OEB) "*Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Projects and Facilities in Ontario, 8th Edition (2023)*".

The study will:

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



Overlea Station Relocation Project Virtual Information Session



OEB Review and Approval Process

It is anticipated that the Environmental Report (ER) for the study is scheduled to be completed in January 2024. Once complete, Enbridge Gas plans to file a Leave-to-Construct application for the project with the Ontario Energy Board (OEB). The application to the OEB will include the following information on the project:

- The need for the project
- ER and mitigation measures
- Project costs and economics
- Pipeline design and construction
- Land requirements
- Consultation with Indigenous communities

Additional information about the OEB
process can be found at:
www.oeb.ca

The OEB's review and approval are required before the proposed project can proceed. If approved, construction could begin in 2024.



Overlea Station Relocation Project Virtual Information Session

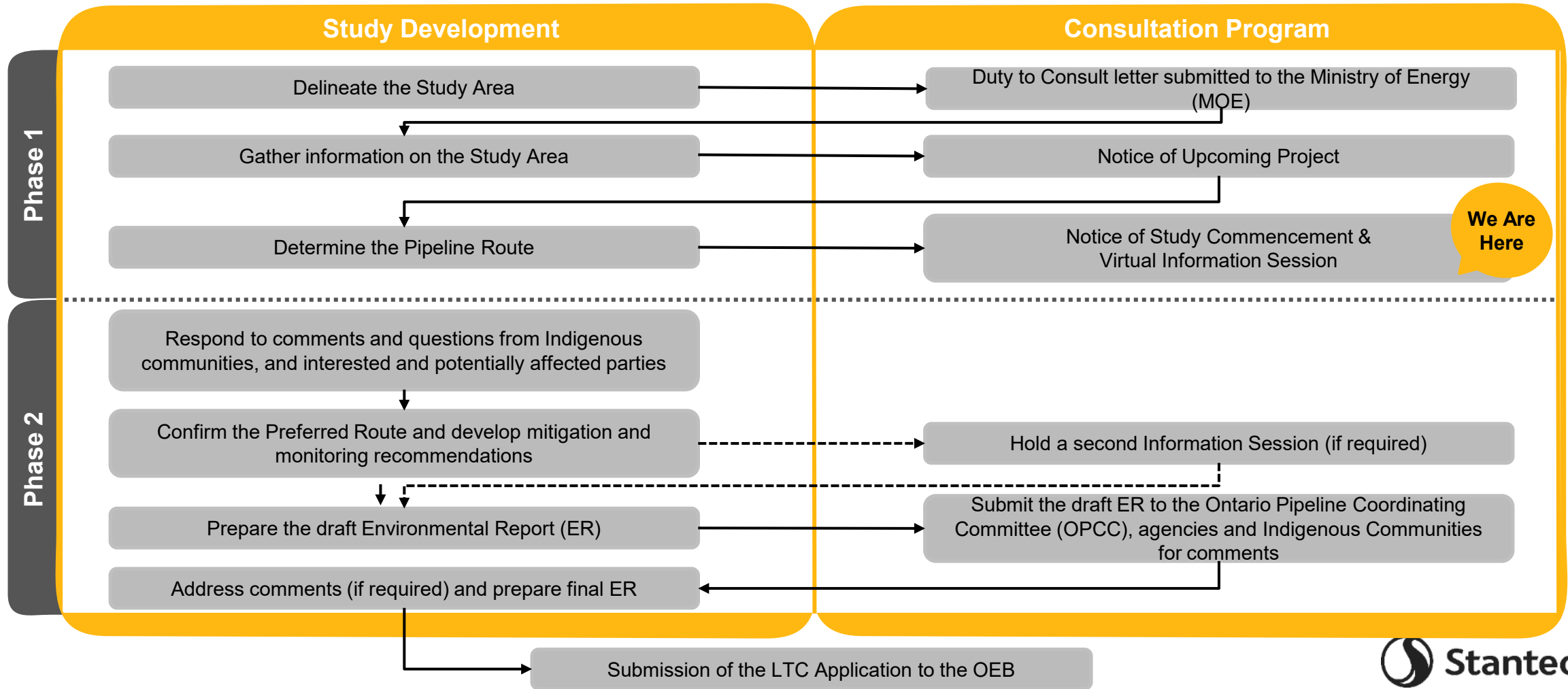


Consultation and Engagement

- Consultation and engagement are key components of the Environmental Report (ER).
- At the outset of the project, Enbridge Gas submits a Project Description to the Ministry of Energy (MOE). Upon review, the MOE determines potential impacts on Aboriginal or treaty rights and identifies Indigenous communities that Enbridge Gas will consult with during the entirety of the project.
- The consultation and engagement program helps identify and address Indigenous community and stakeholder concerns and issues, provides information about the project to the stakeholders and allows for participation in the project review and development process.
- Input during engagement and consultation will be used to help finalize the pipeline route and mitigation plans for the project.
- Once the LTC application is made to the OEB, any party with an interest in the project, including members of the public, can participate in the process.



Overlea Station Relocation Project Virtual Information Session Environmental Study Process



Overlea Station Relocation Project Virtual Information Session



Environment, Health and Safety Policy

Our Commitment

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



Overlea Station Relocation Project Virtual Information Session



Access and Land Requirements

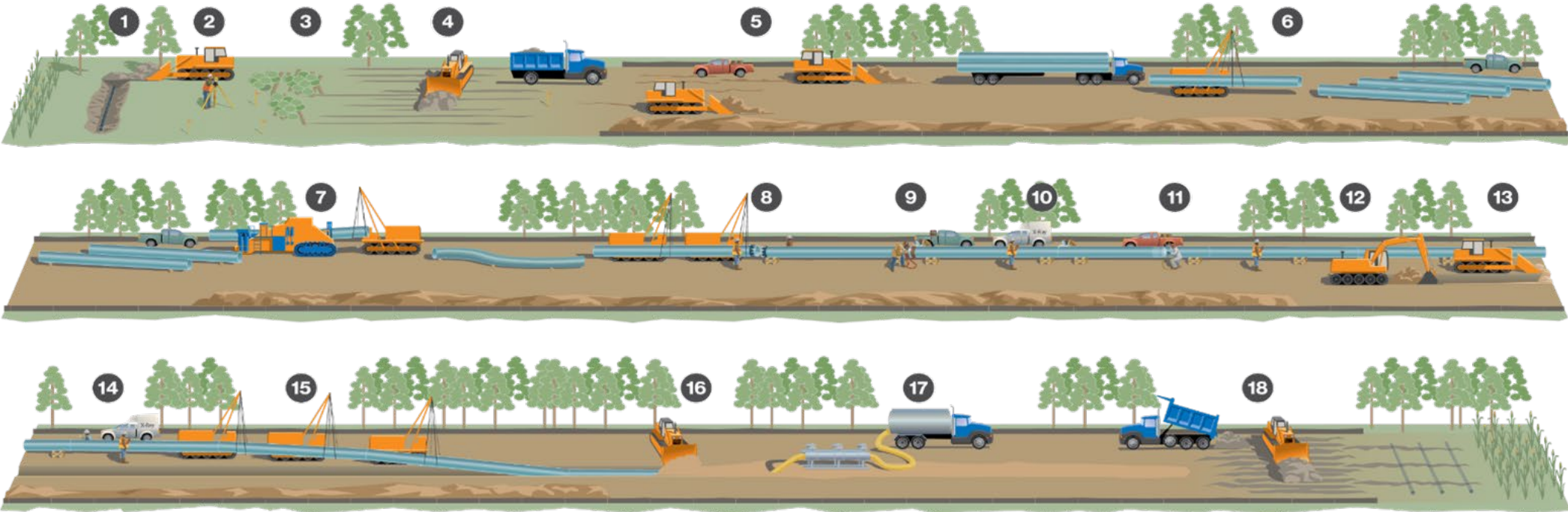
While most of the pipeline route will be constructed within municipal road right-of-way (ROW), some circumstances requiring access agreements, permanent easement or temporary working space during construction could result in the need for additional land outside of the-ROW.

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

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



Constructing an Enbridge Gas Pipeline



- | | | | | | |
|----------------------------|-----------------------------------|-----------------------|---|---|---|
| 1. Pre-construction tiling | 4. Right-of-way topsoil stripping | 7. Field bending pipe | 10. X-ray or ultrasonic inspection, weld repair | 13. Padding trench bottom | 16. Backfilling |
| 2. Surveying and staking | 5. Front-end grading | 8. Lining-up pipe | 11. Field coating | 14. Final inspection and coating repair | 17. Hydrostatic testing |
| 3. Clearing | 6. Stringing pipe | 9. Welding process | 12. Digging the trench | 15. Lowering pipe | 18. Site restoration and post-construction tiling |

Note: The construction infographic is specifically for open-cut steel pipe installation and serves for reference purposes only.

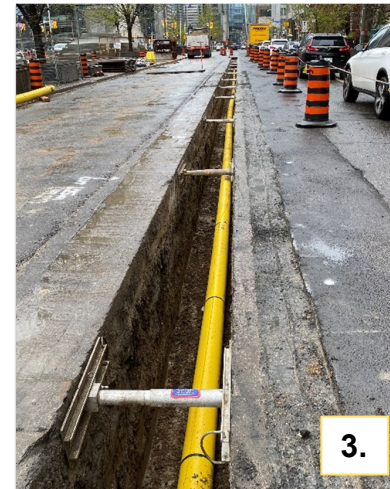
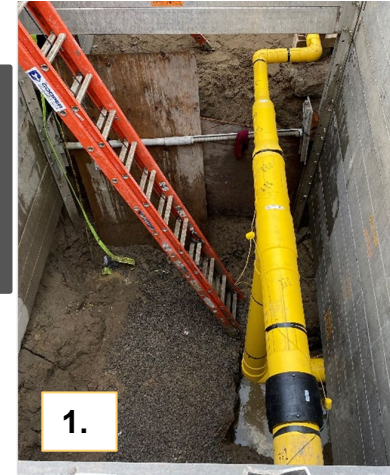
Overlea Station Relocation Project Virtual Information Session



Constructing an Enbridge Gas Pipeline (Continued)

The pipeline construction process includes various procedures, as described in the previous slide.

- **Photo 1 and 2.** Shows a typical Enbridge Gas natural gas pipeline. The Overlea Station Relocation Project will involve the installation of plastic pipeline ranging from 4 to 12 inches and will be smaller than the pipeline shown in Photo 1.
- **Photo 3:** Represents a typical trench that is created during the installation process.
- **Photo 4:** Represents the process of backfilling a trench and repaving once construction is complete.



Overlea Station Relocation Project Virtual Information Session

Socio-economic Features

The project will mainly be constructed in the existing municipal road right-of-way adjacent to commercial, institutional and residential lands.

Potential Effects

- Temporary increases in noise, dust and air emissions.
- Increased construction traffic volumes.
- Ornamental vegetation clearing along the pipeline route.

Example Mitigation Measures

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

Overlea Station Relocation Project Virtual Information Session



Cultural Heritage Resources

During construction, cultural heritage features such as archaeological finds, and heritage buildings, fences, and landscapes may be encountered.

Detailed field surveys will be conducted by independent, third-party archaeologists and cultural heritage professionals prior to construction, if required.

Potential Effects

- Damage or destruction of archaeological or historical resources.

Example Mitigation Measures

- Archaeological assessment of the construction footprint, with review and acceptance from the Ministry of Citizenship and Multiculturalism (MCM).
- Cultural heritage assessment (for built heritage features and cultural heritage landscapes) of the construction right-of-way, with review and comment from the MCM.
- Reporting of any previously unknown archaeological or historical resources uncovered or suspected of being uncovered during excavation.



Overlea Station Relocation Project Virtual Information Session



Pipeline Design

The plastic 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 and Safety Association (TSSA).

Pipeline Safety and Integrity

Enbridge Gas takes many steps to ensure the safe, reliable operation of our network of natural gas pipelines, including:

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

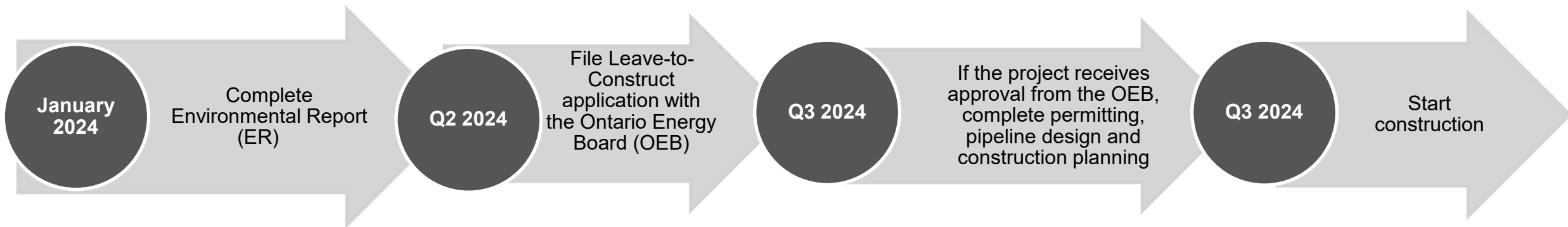


Overlea Station Relocation Project Virtual Information Session



Next Steps

After this Virtual Information Session, Enbridge Gas intends to pursue the following schedule of activities:



Overlea Station Relocation Project Virtual Information Session



Thank You!

On behalf of the project team, thank you for listening to the VIS presentation. Please complete a Questionnaire (located in the Resources Tab) by **December 20th, 2023**, for your comments to be considered as part of the Environmental Report.

Dominique Kelly

Environmental Planner / Project Manager
Assessment & Permitting

Stantec Consulting Ltd.

300 - 1331 Clyde Avenue
Ottawa, ON K2C 3G4
Phone: (226) 789-4883

Kristin Kimpinski

Environmental Advisor
Lands, Permitting & Environment

Enbridge Gas Inc.

101 Honda Blvd.,
Markham, ON, L6C 0M6
Phone: (905) 927-3279

Email: OverleaER@stantec.com

For more information about the proposed project, please visit the Enbridge Gas project website at enbridgegas.com/overleaproject



Appendix B.5 Project Correspondence



Appendix B5 Project Correspondence

Correspondence Tracking – Agencies

Comment Number	Stakeholder Group	Stakeholder Representative Name	Method of Communication	Date of Communication	Summary of Comment	Date of Response	Summary of Response
See Appendix B2	All agencies on the Project's contact list			11-Sept-23	A Letter was sent by Stantec on behalf of Enbridge Gas and had attached the Notice of Upcoming Project which included a project description, figure of the study area and Stantec contact information.	N/A	N/A
See Appendix B2	All agencies on the Project's contact list			26-Oct-23, (correction re: date of VIS sent Oct 27)	A Letter was sent by Stantec and had attached the Notice of Study Commencement which included the link to the Virtual Information Session as well as the date from (November 6, 20203 to November 20, 2023).	N/A	N/A
	Ministry of Energy (MOE)	Amy Gibson	Email- Incoming	29-Jun-23	A letter via email was received from the MOE whom provided a Letter of Delegation detailing the Indigenous communities who's Aboriginal and treaty rights may be impacted by the Project	N/A	N/A
	Impact Assessment Agency of Canada (IAAC)	N/A	Email- Incoming	11-Oct-23	A letter was received via email from the IAAC Director stating that the Project is not a designated project and an initial project description is not required.	N/A	N/A
	Transport Canada	N/A	Email- Incoming	1-Nov-23	A representative from TC indicated the proponent self assess the Project using links they provided, what to do if lands are on federal property, and a list of common Acts that apply to projects in an EA context.	N/A	N/A
	Ministry of Natural Resources and Forestry (MNR)		Email- Incoming	7-Nov-23	Ministry of Natural Resources and Forestry (MNR) noted that no screening of natural heritage or other resource values has been completed for the Project at this time. Guidance was provided on how to identify natural heritage and other resources.		
	Ministry of Citizenship and Multiculturalism (MCM)		Email-incoming	16-Nov-23	A letter was received from an MCM representative that provided initial advice for the type of reports that the Stage 1 AA Report submission will not require a full technical review and has been moved to the public register.	N/A	N/A
	Toronto & Region Conservation Authority (TRCA)	Alan Trumble	Email- Incoming	6-Dec-23	A TRCA representative confirmed the types of Source Water Protection datasets that can be provided for the Study Area and stated that a slope stability assessment is required to assess an erosion hazard (further discussed in section 3.3.7). TRCA also stated that the Project Area is located in an IPZ as well as a HVA	N/A	N/A
	Hydro One	Sun Hongxia	Email- Incoming	13-Dec-23	A letter via email representative of Hydro One was received that stated that there are no existing Hydro One Transmission assets in the Subject Area.	N/A	N/A
	Infrastructure Ontario (IO)	Marina Shvindlerman	Email- Incoming	20-Dec-23	A representative from IO noted the Study Area overlaps with the Thorncliffe Park TOC.	N/A	N/A



Correspondence Tracking – Municipalities

Comment Number	Stakeholder Group	Stakeholder Representative Name	Method of Communication	Date of Communication	Summary of Comment	Date of Response	Summary of Response
See Appendix B2	All municipal staff on the Project's contact list	N/A	Email - Outgoing	11-Sept-23	A Letter was sent by Stantec on behalf of Enbridge Gas and had attached the Notice of Upcoming Project which included a project description, figure of the study area and Stantec contact information.	N/A	N/A
See Appendix B2	All municipal staff on the Project's contact list	N/A	Email - Outgoing	26-Oct-23	A Letter was sent by Stantec and had attached the Notice of Study Commencement which included the link to the Virtual Information Session as well as the date from (November 6, 20203 to November 20, 2023).	N/A	N/A
	City of Toronto	Virgiliu Petre	Email-Incoming	19-Dec-23	A representative from the City of Toronto submitted comments via Project Questionnaire. Their main comments were regarding obtaining horizontal and vertical clearances to accommodate Metrolinx's expansion in the Study Area. The City of Toronto also suggested that Enbridge coordinates with Metrolinx and Infrastructure Ontario during the planned relocation should be conducted.	N/A	N/A
	Toronto Police	Narinder Grewal	Email-Incoming	1-Nov-23	A representative from the Toronto Police indicated that they wanted to discuss the project via email.		Stantec responded to the Toronto Police Department to organize a meeting but no response has been received.

Correspondence Tracking – Indigenous Communities

Comment Number	Community	Community Representative Name	Method of Communication	Date of Communication	Summary of Comment	Date of Response	Summary of Response
See Appendix B1	Former Ministry of Energy (MOE)	Enbridge Gas Inc. (Enbridge)	Email - Outgoing	13-Apr-23	Submission of a Project description to the Ministry of Energy (MOE), formerly the Ministry of Energy, Northern Development and Mines (MENDM) to provide details on the Project location and to determine the requirements of the duty to consult.	N/A	N/A
See Appendix B1	Former Ministry of Energy (MOE)	Evan Tomek	Email - Incoming	29-June-23	Delegation Letter sent from the MOE to Enbridge Gas providing the duty to consult requirements, particularly for Indigenous groups to contact.	N/A	N/A
See Appendix B2	All Indigenous communities on the Project's contact list	N/A	Email	7-Sept-23	An email was sent by Enbridge Gas regarding the proposed Overlea Station Relocation project (the Project) and had attached the Enbridge Notification Letter, Letter of Notice of Upcoming Project Information Session dates and PDF map of the project. The email also requested feedback by December 6, 2023.	N/A	N/A
See Appendix B2	All Indigenous communities on the Project's contact list	N/A	Email	2-Nov-23	A Letter was sent by Enbridge Gas and had attached the Notice of Study Commencement, updated hyperlinks and Virtual Information Session from November 6, 2023 to November 20, 2023.	N/A	N/A



Correspondence Tracking – Public

Comment Number	Stakeholder Group	Name	Method of Communication	Email	Phone Number	Date of Correspondence	Summary of Comment	Date Response Provided	Summary of Response
See Appendix B2	Directly Affected Landowners and Public on the Project's contact list	N/A	Mail - Outgoing	N/A	N/A	11-Sept-23	A Letter was sent by Stantec on behalf of Enbridge Gas and had attached the Notice of Upcoming Project which included a project description, figure of the study area and Stantec contact information.	N/A	N/A
See Appendix B2	Directly Affected Landowners and Public on the Project's contact list	N/A	Mail - Outgoing		N/A	26-Oct-23	A Letter was sent by Stantec and had attached the Notice of Study Commencement which included the link to the Virtual Information Session as well as the date from (November 6, 20203 to November 20, 2023).	N/A	N/A
1	Resident	██████████	Email- Incoming	██████████	N/A	2-Nov-23	An email was received from ██████████ who inquired about the details regarding the size, location and appearance of the new stations.	2-Nov-23	Stantec responded to ██████████ that Enbridge is in the early planning stages to determine the preferred route and did not have details on the design elements of the project. Stantec also suggested that they attend the VIS.
2	Resident	██████████	Email- Incoming	██████████	██████████	6-Nov-23	An email was received from ██████████ asking for details regarding the location of the Leaside Park Drive Station and was also concerned about the risks of a new station so close to a residential area.	11-Nov-23	Stantec responded to ██████████ and provided the VIS website and to review the map of the study area. Stantec also spoke to ██████████ on the phone to discuss further questions.
3	Resident	██████████	Email- Incoming	██████████	N/A	7-Nov-23	An email was received from ██████████ which included a completed Questionnaire. ██████████ also stated that some residents did not receive the project notification flyer in the Leaside Green Community.	N/A	N/A
4	Resident, ██████████ ██████████ ██████████ ██████████	██████████	Email- Incoming	██████████	N/A	18-Nov-23	An email was received from ██████████ that included a tree survey for the work being completed by the City of Toronto and asked if to trees adjacent to their condominium were to be removed and if Enbridge can avoid removal.	24-Nov-23	Stantec replied to this comment saying that they would check internally and get back to ██████████
						6-Dec-23	A follow up email was received from ██████████ asking for an update.	6-Dec-23 and 7-Dec-23	6 th - Stantec replied stating to follow-up internally. 7 th - Stantec replied that the route had not yet been identified therefore, tree removal was not yet planned. Stantec also said that if tree removal would be required, a tree permit from the City of Toronto would be obtained. Stantec encouraged ██████████ to contact Metrolinx due to their construction taking place within the Study Area.



Comment Number	Stakeholder Group	Name	Method of Communication	Email	Phone Number	Date of Correspondence	Summary of Comment	Date Response Provided	Summary of Response
5	Resident	██████████ ██████████	Email- Incoming	██████████	N/A	19-Nov-23	An email was received from ██████████ who was concerned about trees adjacent to her residence and wanted us to avoid removing the trees. There was also additional concern about the new station to be build on Leaside Park Drive and they stated it should be built away from homes and condominiums.	24-Nov-23	Stantec replied that this comment would be discussed internally and get back to ██████████.
						15-Dec-23	And email was received from ██████████ asking for an update on their last email.	15-Dec-23	Stantec replied that the route had not yet been identified therefore, tree removal was not yet planned.
						19-Dec-23	And email was received from ██████████ had questions regarding the mitigation measures to avoid tree disturbance.	11-Jan-24	Stantec replied that the purpose if the mitigation and protective measures are established in the Environmental Report. Stantec also reiterated that the majority of the proposed preferred route would be taking place in the road allowance which is generally away from most trees in the area.
6	Resident	██████████	Email- Incoming	██████████	N/A	11-Dec-23	An email was received from ██████████ who had concerns and comments over the protection of culturally important structures in the community such as electrical boxes painted by local artist and decorative street lighting. ██████████ was also concerned about protecting public land and trees.	11-Jan-24	Stantec replied to ██████████ thanking him for their input and that their comments will be taken into consideration. Stantec also said that the proposed preferred route construction is expected to occur within the road allowance.



Appendix B.6 OPCC Correspondence



Appendix B6 – OPCC Correspondence

Valid up to Wednesday May 8, 2024

	Stakeholder Group	Stakeholder Representative Name	Method of Communication	Date of Communication	Summary of Comment	Date of Response	Enbridge/ Consultant Response
1	All OPCC contacts on the Project Contact list and representatives from select Agency and Municipal contacts	N/A	Email	14-Mar-2024	Stantec emailed a notice of the Environmental Report (ER) and a link to the Report, with a request for comments to be submitted by April 25, 2024.	N/A	N/A
2	All OPCC contacts on the Project Contact list and representatives from select Agency and Municipal contacts	N/A	Email	15-Mar-2024	Stantec emailed a follow-up email to check if the previous email and link to the Draft ER was working properly.	N/A	N/A
3	Ministry of Energy, Indigenous Energy Policy	Emma Sharkey-Senior Advisor	Email	25-Mar-2024	The Ministry of Energy completed its review of the Indigenous consultation sections of Enbridge's draft Environmental Report for the Overlea Station Relocation Project. The Ministry of Energy has no specific questions regarding the interests and concerns of Indigenous communities.	N/A	N/A
4	Ministry of Natural Resources and Forestry	Valerie Francella-Regional Planner, Land Use Planning and Strategic Issues Section	Email	4-Apr-2024	A member of the MNRF stated that they completed their review of the Draft ER and have no comments at this time.	N/A	N/A
5	All OPCC contacts on the Project Contact list and representatives from select Agency and Municipal contacts	N/A	Email	12-Apr-2024	Stantec sent out a reminder that there were 2 weeks remaining in the Draft ER Report comment period.	N/A	N/A
6	Ontario Ministry of Agriculture, Food & Affairs	Ken Mott- Rural Planner	Email	12-Apr-2024	A member of the OMAFRA stated that the OMAFRA does not anticipate providing any further comments on the project.	N/A	N/A
7	Ministry of Environment, Conservation and Parks (MECP)- Environmental Assessment Branch	Krish Selvakumar-Environmental Resource Planner/ Assessment Coordinator	Email	12-Apr-2024	A member from the MECP Assessment Branch stated that the MECP does not have any comments on the project at this time.	N/A	N/A
8	MECP-Source Protection Screening	Laura Collings-Program Analyst, Conservation and Source	Email	15-Apr-2024	A member from the MECP Source Protection Screening Branch stated that they do not have any comments to provide besides the following recommendation and correction. On the south side of Millwood Drive, the study area and preferred route overlaps an Event Based Area for (as identified in the body of the report). Please include this feature in Figure C2 (C-02 on the map itself).	17-Apr-2024	Stantec responded that the edit to the C2 Figure and the contact will be revised as recommended.



	Stakeholder Group	Stakeholder Representative Name	Method of Communication	Date of Communication	Summary of Comment	Date of Response	Enbridge/ Consultant Response
		Protection Branch			One correction should be made in the contact list however. Chunmei Lei's department listing in the OPCC is incorrect and should read Environmental Assessment and Permissions Branch instead of Conservation and Source Protection Branch.		
9	All OPCC contacts on the Project Contact list and representatives from select Agency and Municipal contacts	N/A	Email	19-Apr-2024	Stantec sent out a reminder that there were 1 week remaining in the Draft ER Report comment period.	N/A	N/A
10	City of Toronto	Virgiliu Petre-Planner	Email	19-Apr-2024	The City of Toronto is reviewing the Draft ER and noted that the Chief Planner is now Kerri Voumvakis which will need to be revised within the ER.	22-Apr-2024	Stantec responded that the contact will be revised to include Kerri Voumvakis.
11	City of Toronto- Councillor Robinson's Office	Rachael Hillier, Manager, Stakeholder Relations & Communications	Email	22-Apr-2024	Councillor Robinson's office requested access to review the Draft ER as Councillor Fletcher's office was notified of the project in error.	22-Apr-2024	Stantec responded that Councillor Robinson's Office would be given an additional week to review the Draft ER and was granted access to review the document.
12	City of Toronto	Virgiliu Petre-Planner		25-Apr-2024	<p>The City of Toronto submitted the following comments:</p> <p>The demographic analysis speaks to projected population growth across the entire City rather than in the project study area. The applicant should, however, take into consideration that the population of the local Thorncliffe Park neighbourhood is anticipated to increase beyond what was contemplated by the current in-force Official Plan, as Infrastructure Ontario is planning a significant Transit Oriented Communities development that will produce residential population growth in what was planned as the Thorncliffe Park Employment Area on the north side of Overlea Boulevard. The current proposal envisions 2,664 residential units on the properties. Additionally, the downstream effect of higher-order transit investment such as the Ontario Line often spurs private-market-based increases in development activity around stations (e.g. Thorncliffe Park Station in the study area), through development applications that seek to increase the height and density of development permitted by the Zoning By-law, and therefore the population of the study area.</p> <p>Culture, Tourism and Recreational Facilities – Note that the new Islamic Society of Toronto's (IST) new mosque and community centre at 20 Overlea Boulevard (currently under construction) is not mentioned in the description, but will be a major cultural facility for the Thorncliffe Park community (replacing existing facilities in the neighbourhood displaced by the Ontario Line project). This facility may be in operation when the works are scheduled (depending on Enbridge's timing), and appropriate consideration should be given to property access and traffic management during construction.</p> <p>Clarify the footprint and design of these proposed facilities, including any proposed screening and landscaping surrounding these facilities. Identify the potential impacts to these adjacent land uses (not only directly-impacted land uses), and visual impacts to the public realm. Identify mitigation measures related to visual impacts (e.g. detailed siting, fencing, screening, landscaping, etc.) in cooperation and consultation with municipal authorities, as provided for in Section 5.2</p>	25-Apr-2024 May 6, 2024	<p>Stantec acknowledged the receipt of the email.</p> <p>Stantec responded in more detail to the City of Toronto's (the City's) comments from April 25. Stantec will revise the report to further discuss the projected growth of the study area, the construction of the IST Mosque and Infrastructure Ontario's work along Overlea Boulevard. Further details & site photos were also included to show that the construction of the two new station locations will be minimal in footprint and will follow existing municipal processes.</p>



	Stakeholder Group	Stakeholder Representative Name	Method of Communication	Date of Communication	Summary of Comment	Date of Response	Enbridge/ Consultant Response
					<p>and 5.3 of the Ontario Energy Board’s Environmental Guidelines when facilities are sited in urban settings. Provide detailed landscape plans of the facilities and their associated mitigation measures for review at the appropriate stage of the detailed design process.</p> <p>Interaction with the proposed pipeline project with Metrolinx’s Thorncliffe Park Station project should include consideration of opportunities to align and coordinate right-of-way and roadway reinstatement works to the extent that these opportunities are available. Metrolinx’s project will be substantially reconstructing a long extent of Overlea Boulevard from Millwood Road to east of Thorncliffe Park Drive. Efforts should be made to coordinate reinstatement of Overlea Boulevard with Metrolinx’s Ontario Line project to the extent possible, to mitigate the impact of construction on adjacent residential communities and businesses.</p> <ul style="list-style-type: none"> • Correct “Maintenance and storage Facility” to Maintenance and storage Facility • Appendix B.2 page 4 – Municipal Contacts. Correct contact for City of Toronto Chief Planner as to replace Gregg Lintern with Kerri Voumvakis - Kerri.Voumvakis@toronto.ca <p>Appendix B.2 page 4 – Municipal Contacts. The City’s Transportation Service has a policy and operational interest in the street network and right-of-way, and should be identified as a stakeholder. Barbara Gray, General Manager of Transportation Services, should be listed as the relevant municipal contact. City Planning has consulted with Transportation Services on the review of this EPR, and they provide the comments below:</p> <ol style="list-style-type: none"> 1. Pg 59 traffic management plan notes are noted. This EA report needs to identify traffic and transportation related impacts along with the mitigation measures as a separate point in table 5.1 2. Currently Mx contractor is performing advanced works related works on Overlea Blvd. Please confirm if there will be any conflicts between the ongoing projects and the proposed works in this EA. 3. Please confirm with the construction schedule of this works along with the estimate duration. 4. Continue coordinating with the identified other projects in the vicinity of this project to minimize conflicts with City led construction projects, OL construction including Leaside Park Dr extension construction, Banigan Dr and Thorncliffe Park Dr permanent closures. 5. As identified in Pg 59, ensure to obtain required ROW permits from the City before commencing any construction. 6. As identified in the report, when available please share the traffic control plans with City TS for comments. 7. As design progress, please keep City Utility Review unit involved to ensure they get the opportunity to comment and review the drawings. 8. In general, section 5. ‘Construction’ needs to identify all potential traffic impacts to the road network including any potential lane, sidewalk, cycle track closures and impacts. 		



	Stakeholder Group	Stakeholder Representative Name	Method of Communication	Date of Communication	Summary of Comment	Date of Response	Enbridge/ Consultant Response
					<p>9. Please confirm the proposed TOCs along Overlea Blvd have been coordinated and taken into account for this design.</p> <p>10. The final approval is contingent upon reviewing the design drawings and the alignment of the utility within the City's Right of Way (ROW).</p>		
13	Toronto and Region Conservation Authority (TRCA)	Alan Trumble-Planner I	Email	25-Apr-2024	<p>Hydro One Networks Inc. (HONI) is proposing to conduct tower relocation works in the vicinity of this project. Enbridge Gas Inc. should coordinate with HONI project manager Irani Danesh (danesh.irani@HydroOne.com).</p> <p>Metrolinx is proposing to construct the Don Valley Crossing (Ontario Line) in the vicinity of this project. Enbridge Gas Inc. should coordinate with Metrolinx project manager Flavia Santiago (Flavia.Santiago@metrolinx.com)</p> <p>As a result of the new regulation, please update the report with the following: TRCA permits will be required at the detailed design stage under Section 28.1 of the Conservation Authorities Act (Please see Table 1.1 in the report and Section 3.3.7 as examples where 166/06 will need to be updated)</p> <p>Section 3.3.7 of the report notes that a slope stability study will need to be conducted. The Long-term Stable Top of Slope (LTSTOS) setback will need to be determined by a geotechnical engineer for a factor of safety of 1.5. The alignment needs to be located behind the LTSTOS line to ensure that the risk of being impacted by erosion hazard and slope instability is prevented over the long-term.</p> <p>The terms of reference for the slope stability study need to be developed as per the TRCA Geotechnical Engineering and Design Submission Requirements (November 2007).</p> <p>https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2016/02/17173003/PDPM_G_GEDSR.pdf</p> <p>The LTSTOS line described in comment 4 needs to be plotted on the site plan or drawings to confirm that the proposed alignment and facilities running on Millwood Road are adequately setback from the slope to mitigate the risk of the erosion hazard.</p> <p>The tableland is limited in the area of the preferred route. In the absence of a slope stability study at the pre-consultation level, the proposed alignment could become unfeasible if a later slope stability study shows that there is no adequate setback from the erosion hazard at which to locate the alignment. As such, the slope stability study needs to be conducted to verify the feasibility of the proposed alignment in this report.</p>	<p>25-Apr-2024</p> <p>6-May-2024</p>	<p>Stantec acknowledged the receipt of TCA's email.</p> <p>Stantec replied in further detail to TRCA's comments from April 25th. Coordination with Metrolinx is already in progress while coordination has not been initiated with HONI because the project is outside of the corridor. HONI will be included during permit circulation. Stantec will also update the report to reflect new regulations. Finally, Stantec is conducting a Slope Stability Assessment as recommended from TRCA. The completed study will accompany the permit applications. Finally, more details were provided in response to the City's questions concerning Traffic Mitigation.</p>
14	Ministry of Citizenship and Multiculturalism (MCM)	Dan Minkin-Heritage Planner	Email	25-Apr-2024	<p>Section 3.5.9 "recommends that a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment will be undertaken for the entire study area and submitted for review and comment to the MCM and other interested parties prior to construction of the Project and after detailed design for the Project has been completed", and this commitment is reflected as a commitment in Table 5.1 and Section 7.1.7. The Ontario Energy Board Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Projects and Facilities in Ontario direct at Section 5.4 that "the applicant should make</p>	<p>25-Apr-2024</p> <p>6-May-2024</p>	<p>Stantec acknowledged the receipt of the MCM's email.</p> <p>Stantec replied to the MCM and provided further detail to the comments provided April 25. Stantec will revise the report to include the findings from the Cultural Heritage Report and discuss appropriate screening tools. Personnel Biographies</p>



	Stakeholder Group	Stakeholder Representative Name	Method of Communication	Date of Communication	Summary of Comment	Date of Response	Enbridge/ Consultant Response
					<p>every attempt to complete a [Cultural Heritage] Existing Conditions and Preliminary Impact Assessment for the study area during the planning phase and provide a summary in the ER”, not after detailed design. Indeed, the Cultural Heritage Report for this project was prepared concurrently with the Draft Environmental Report, consistent with the Guidelines. As such, we recommend that the Environmental Report be revised to reflect the completion of the Cultural Heritage Report. In particular, the report should be briefly described in Section 3.5.9, and its recommendations should be adopted as commitments in Table 5.1 and Section 7.1.7.</p> <p>We acknowledge that the Stage 1 Archaeological Assessment carried out for this project under Project Information Form number P256-0768-2023, which recommends no further assessment, has been entered into the Ontario Public Register of Archaeological Reports, and that the draft Environmental Report commits to appropriate measures for the discovery of archaeological resources during construction.</p> <p>The placement of Section 2.5.1, which lays out the criteria in Ontario Regulation 9/06, within Section 2.5 on Screening of Cultural Heritage Value or Interest (CHVI), gives the impression that the screening was carried out using these criteria. The Ontario Regulation 9/06 criteria for CHVI are not a screening tool, and are not intended to be applied other than through the detailed research involved in a resource-specific cultural heritage evaluation. The field program for an existing conditions report such as this one can identify all known or potential built heritage resources or cultural heritage landscapes in the study area, based on research, the screening checklist Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes, historical summary of the development of the area and professional judgement. We recommend that the presentation of Ontario Regulation 9/06 be moved to Section 2.1 (which could perhaps be renamed Regulatory Framework), and Section 2.5 be revised to discuss appropriate screening tools.</p> <p>Given the importance of professional judgement to the findings of a report of this type, we recommend that the Project Personnel Biographies in Appendix A note each staff member’s individual role in the preparation of this report.</p>		have been included in the Cultural Heritage Report which will be included in Appendix E.
15	City of Toronto- Councillor Robinson's Office	Rachael Hillier, Manager, Stakeholder Relations & Communications	Email	8-May-2024	Councillor Robinson's office stated that their office does not have any comments at this time.	8-May-2024	Stantec thanked Councillor Robinson's office for their review.



From: [Kelly, Dominique](#)
To: [Virgiliu Petre](#)
Cc: [Hans Riekkö](#); [Kristin Kimpinski](#)
Subject: RE: Overlea ER March 6, 2024 draft - City's comments
Date: Monday, May 6, 2024 4:21:00 PM
Attachments: [Response to CityOfToronto-20240506_EGI_Comments.pdf](#)
[image001.png](#)

Hello Virgiliu,

Stantec has reviewed the City of Toronto's comments (below) from April 25th and have created a response table in the letter attached. Please let us know if you have any further questions or comments.

Kind regards,

Dominique Kelly BA (Hon.) - (she/her)
Environmental Planner – Assessment & Permitting

Mobile: (613) 453-0626
Dominique.kelly@stantec.com

Stantec
300 - 1331 Clyde Avenue
Ottawa ON K2C 3G4



From: Virgiliu Petre <Virgiliu.Petre@toronto.ca>
Sent: Thursday, April 25, 2024 12:16 PM
To: Kelly, Dominique <Dominique.Kelly@stantec.com>
Cc: Hans Riekkö <Hans.Riekkö@toronto.ca>
Subject: Overlea ER March 6, 2024 draft - City's comments

Hi Dominique,

Please have our comments:

Pg. 33 – Demographics – The demographic analysis speaks to projected population growth across the entire City rather than in the project study area. The applicant should, however, take into consideration that the population of the local Thorncliffe Park neighbourhood is anticipated to increase beyond what was contemplated by the current in-force Official Plan, as Infrastructure Ontario is planning a significant Transit Oriented Communities development that will produce residential population growth in what was planned as the Thorncliffe Park Employment Area on the north side of Overlea Boulevard. The current proposal envisions 2,664 residential units on the properties. Additionally, the downstream effect of higher-order transit investment such as the Ontario Line often spurs private-market-based increases in development activity around stations

(e.g. Thorncliffe Park Station in the study area), through development applications that seek to increase the height and density of development permitted by the Zoning By-law, and therefore the population of the study area.

Pg. 39 – Culture, Tourism and Recreational Facilities – Note that the new Islamic Society of Toronto’s (IST) new mosque and community centre at 20 Overlea Boulevard (currently under construction) is not mentioned in the description, but will be a major cultural facility for the Thorncliffe Park community (replacing existing facilities in the neighbourhood displaced by the Ontario Line project). This facility may be in operation when the works are scheduled (depending on Enbridge’s timing), and appropriate consideration should be given to property access and traffic management during construction.

Pg. 41 – Land Use – The discussion notes that the lands north of Overlea Boulevard are in the Thorncliffe Park Employment Area. However, the applicant should note that Infrastructure Ontario is planning a significant Transit Oriented Communities development that will produce residential population growth in what was planned as the Thorncliffe Park Employment Area on the western portion of these lands from municipal addresses 4 to 36 Overlea Boulevard (and excluding 20 Overlea), which is not reflected in the current Official Plan. The current proposal envisions 2,664 residential units on the properties. The residential uses will be permitted by way of a Minister’s Zoning Order.

Pg. 61 – Socio-Economic Environment (Land Use/Built Heritage Resources) – The proposed regulating stations and planned to be located within the public realm and immediately adjacent to existing residential development (as indicated in Figure A-02 of Appendix A). Note that the City’s interest in land use and built heritage resources extends beyond private property impacts to cultural landscapes and streetscapes in the public realm, and are reflected in Section 3.1.1 of the City’s Official Plan. In particular, this interest is expressed in Policy 3.1.1.14 which states that “Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities by: b) locating and designing utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural, pedestrian and visual environment and enable the planting and growth of trees to maturity.” Clarify the footprint and design of these proposed facilities, including any proposed screening and landscaping surrounding these facilities. Identify the potential impacts to these adjacent land uses (not only directly-impacted land uses), and visual impacts to the public realm. Identify mitigation measures related to visual impacts (e.g. detailed siting, fencing, screening, landscaping, etc.) in cooperation and consultation with municipal authorities, as provided for in Section 5.2 and 5.3 of the Ontario Energy Board’s Environmental Guidelines when facilities are sited in urban settings. Provide detailed landscape plans of the facilities and their associated mitigation measures for review at the appropriate stage of the detailed design process.

Pg. 67, Table 6-1 – Cumulative Effects

– Interaction with the proposed pipeline project with Metrolinx’s Thorncliffe Park Station project should include consideration of opportunities to align and coordinate right-of-way and roadway reinstatement works to the extent that these opportunities are available. Metrolinx’s project will be substantially reconstructing a long extent of Overlea Boulevard from Millwood Road to east of

Thorncliffe Park Drive. Efforts should be made to coordinate reinstatement of Overlea Boulevard with Metrolinx's Ontario Line project to the extent possible, to mitigate the impact of construction on adjacent residential communities and businesses.

- Correct "Maintenance and storage Faculty" to Maintenance and storage **Facility**

Appendix B.2 page 4 – Municipal Contacts. Correct contact for City of Toronto Chief Planner as to replace Gregg Lintern with Kerri Voumvakis - Kerri.Voumvakis@toronto.ca

Appendix B.2 page 4 – Municipal Contacts. The City's Transportation Service has a policy and operational interest in the street network and right-of-way, and should be identified as a stakeholder. Barbara Gray, General Manager of Transportation Services, should be listed as the relevant municipal contact. City Planning has consulted with Transportation Services on the review of this EPR, and they provide the comments below:

1. Pg 59 traffic management plan notes are noted. This EA report needs to identify traffic and transportation related impacts along with the mitigation measures as a separate point in table 5.1
2. Currently Mx contractor is performing advanced works related works on Overlea Blvd. Please confirm if there will be any conflicts between the ongoing projects and the proposed works in this EA.
3. Please confirm with the construction schedule of this works along with the estimate duration.
4. Continue coordinating with the identified other projects in the vicinity of this project to minimize conflicts with City led construction projects, OL construction including Leaside Park Dr extension construction, Banigan Dr and Thorncliffe Park Dr permanent closures.
5. As identified in Pg 59, ensure to obtain required ROW permits from the City before commencing any construction.
6. As identified in the report, when available please share the traffic control plans with City TS for comments.
7. As design progress, please keep City Utility Review unit involved to ensure they get the opportunity to comment and review the drawings.
8. In general, section 5. 'Construction' needs to identify all potential traffic impacts to the road network including any potential lane, sidewalk, cycle track closures and impacts.
9. Please confirm the proposed TOCs along Overlea Blvd have been coordinated and taken into account for this design.
10. The final approval is contingent upon reviewing the design drawings and the alignment of the utility within the City's Right of Way (ROW).

Please let us know should have any questions.

All the best,

Virgiliu

Virgiliu Petre

Senior Urban Designer

Transit Implementation Unit – LRT and Subway Projects

Transportation Planning Section, City Planning Division

[City of Toronto](#)

6474610643



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Atención: Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

From: [Kelly, Dominique](#)
To: [Rachael Hillier](#)
Subject: RE: Enbridge Gas Inc.- Overlea Station Relocation Project: Draft Environmental Report
Date: Wednesday, May 8, 2024 11:44:00 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Hi Rachael,

Thank you very much. Have a great rest of your week.

Kind regards,

Dominique Kelly BA (Hon.) - (she/her)
Environmental Planner – Assessment & Permitting

Mobile: (613) 453-0626
Dominique.kelly@stantec.com

Stantec
300 - 1331 Clyde Avenue
Ottawa ON K2C 3G4



From: Rachael Hillier <Rachael.Hillier@toronto.ca>
Sent: Wednesday, May 8, 2024 11:41 AM
To: Kelly, Dominique <Dominique.Kelly@stantec.com>
Subject: RE: Enbridge Gas Inc.- Overlea Station Relocation Project: Draft Environmental Report

Hi Dominique,

Thanks for re-sharing – I was able to access the file this time.

We do not have any comments.

Warm regards,
Rachael

Rachael Hillier
Manager, Stakeholder Relations & Communications
Councillor Jaye Robinson | Ward 15 - Don Valley West
Toronto City Hall | 100 Queen Street W, A12 | Toronto, ON M5H 2N2
416-395-6409 | rachael.hillier@toronto.ca | www.jayerobinson.ca
Facebook: facebook.com/JayeRobinsonWard15 | Twitter: [@jayerobinson](https://twitter.com/jayerobinson)

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Date #1:

**Sunday, April 21
10:00am-2:00pm
York Mills Collegiate**

Date #2:

**Thursday, June 6
4:30-8:30pm
Leaside Memorial
Community Gardens**

From: Kelly, Dominique <Dominique.Kelly@stantec.com>

Sent: May 6, 2024 9:30 AM

To: Rachael Hillier <Rachael.Hillier@toronto.ca>

Subject: [External Sender] RE: Enbridge Gas Inc.- Overlea Station Relocation Project: Draft Environmental Report

Hi Rachael,

I am sorry to hear that. I hope you are feeling better now.

I just sent you an invite and used that email address. I had used the longer one previously. Let me know if you have any more issues accessing it.

Thank you,

Dominique Kelly BA (Hon.) - (she/her)
Environmental Planner – Assessment & Permitting

Mobile: (613) 453-0626

Dominique.kelly@stantec.com

Stantec
300 - 1331 Clyde Avenue
Ottawa ON K2C 3G4



From: Rachael Hillier <Rachael.Hillier@toronto.ca>

Sent: Monday, May 6, 2024 9:24 AM

To: Kelly, Dominique <Dominique.Kelly@stantec.com>

Subject: RE: Enbridge Gas Inc.- Overlea Station Relocation Project: Draft Environmental Report

Hi Dominique,

I should be able to get you our feedback this afternoon – sorry for the delay, I was off all last week with an illness.

I am unfortunately having some trouble opening the document. It looks like you might need to add my email as rhillie@toronto.ca. Sometimes things register as our user IDs instead of just the email address, it's odd.



Sign in

Sorry, but we're having trouble signing you in.

AADSTS90072: User account 'rhillie@toronto.ca' from identity provider 'https://sts.windows.net/f0bc8ec6-9ed8-4d0c-9189-411ad949cc65/' does not exist in tenant 'Stantec' and cannot access the application '00000003-0000-0ff1-ce00-000000000000'(Office 365 SharePoint Online) in that tenant. The account needs to be added as an external user in the tenant first. Sign out and sign in again with a different Azure Active Directory user account

Thanks so much,
Rachael

Rachael Hillier

Manager, Stakeholder Relations & Communications
Councillor Jaye Robinson | Ward 15 - Don Valley West
Toronto City Hall | 100 Queen Street W, A12 | Toronto, ON M5H 2N2
416-395-6409 | rachael.hillier@toronto.ca | www.jayerobinson.ca
Facebook: facebook.com/JayeRobinsonWard15 | Twitter: [@jayerobinson](https://twitter.com/jayerobinson)

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Date #1:

**Sunday, April 21
10:00am-2:00pm
York Mills Collegiate**

Date #2:

**Thursday, June 6
4:30-8:30pm
Leaside Memorial
Community Gardens**

From: Kelly, Dominique <Dominique.Kelly@stantec.com>

Sent: May 6, 2024 8:39 AM

To: Rachael Hillier <Rachael.Hillier@toronto.ca>

Cc: Overlea ER <OverleaER@stantec.com>; Councillor Jaye Robinson <councillor_robinson@toronto.ca>; Rachel Van Fraassen <Rachel.VanFraassen@toronto.ca>

Subject: [External Sender] RE: Enbridge Gas Inc.- Overlea Station Relocation Project: Draft Environmental Report

Good morning Rachael,

I wanted to follow up with you and your office to see if you had any comments for the Draft ER for Enbridge's Overlea Station Relocation Project. I am currently working on incorporating comments from other agencies to finalize the report.

Thank you,

Dominique Kelly BA (Hon.) - (she/her)
Environmental Planner – Assessment & Permitting

Mobile: (613) 453-0626

Dominique.kelly@stantec.com

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300 - 1331 Clyde Avenue
Ottawa ON K2C 3G4



From: Kelly, Dominique

Sent: Monday, April 22, 2024 12:05 PM


To: Rachael Hillier <Rachael.Hillier@toronto.ca>

Cc: Overlea ER <OverleaER@stantec.com>; Councillor Jaye Robinson <councillor_robinson@toronto.ca>;

Rachel Van Fraassen <Rachel.VanFraassen@toronto.ca>

Subject: RE: Enbridge Gas Inc.- Overlea Station Relocation Project: Draft Environmental Report

Hi Rachael,

Thank you for your email. My apologies for not including Councillor Robinson initially- I must have got my wires crossed. I have granted yourself access to view the PDF  [\[redacted\]](#). Please let me know if you need anyone else on your team to access it or have any issues opening it. I will extend the review period for your team for an additional week, so if you can please get back to me by end of day on Friday, May 3rd that would be appreciated.

Kind regards,

Dominique Kelly BA (Hon.) - (she/her)
Environmental Planner – Assessment & Permitting

Mobile: (613) 453-0626

Dominique.kelly@stantec.com

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From: Rachael Hillier <Rachael.Hillier@toronto.ca>

Sent: Monday, April 22, 2024 11:38 AM

To: Kelly, Dominique <Dominique.Kelly@stantec.com>

Cc: Overlea ER <OverleaER@stantec.com>; Councillor Jaye Robinson <councillor_robinson@toronto.ca>; Rachel Van Fraassen <Rachel.VanFraassen@toronto.ca>

Subject: FW: Enbridge Gas Inc.- Overlea Station Relocation Project: Draft Environmental Report

You don't often get email from rachael.hillier@toronto.ca. [Learn why this is important](#)

Hi Dominique,

Councillor Robinson's office just received the below thread from Councillor Fletcher's office. I believe it was sent to them in error as the proposed work location is in Ward 15 – Don Valley West.

Could you please update the security settings on the Draft ER Report so that we can access it? I'd also like to request an extension to the comment review period so that we can properly review the document and provide feedback.

Thanks so much,
Rachael

Rachael Hillier

Manager, Stakeholder Relations & Communications
Councillor Jaye Robinson | Ward 15 - Don Valley West
Toronto City Hall | 100 Queen Street W, A12 | Toronto, ON M5H 2N2
416-395-6409 | rachael.hillier@toronto.ca | www.jayerobinson.ca
Facebook: facebook.com/JayeRobinsonWard15 | Twitter: [@jayerobinson](https://twitter.com/jayerobinson)

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Date #1:
Sunday, April 21
10:00am-2:00pm
York Mills Collegiate

Date #2:
Thursday, June 6
4:30-8:30pm
Leaside Memorial
Community Gardens

From: Nicolas Valverde <nicolas.valverde@toronto.ca>
Sent: April 19, 2024 4:22 PM
To: Councillor Jaye Robinson <councillor_robinson@toronto.ca>
Cc: Rachel Van Fraassen <Rachel.VanFraassen@toronto.ca>; Catherine LeBlanc-Miller <Catherine.LeBlanc-Miller5@toronto.ca>
Subject: FW: Enbridge Gas Inc.- Overlea Station Relocation Project: Draft Environmental Report

Good afternoon Councillor Robinson and staff,

Our office was copied on an email from Enbridge regarding an issue in your ward. When I first looked at the email in March I gave it a very cursory glance and, seeing it was in your ward, did not take any action. I just looked more closely at the follow-up they sent and noticed that your office was not copied. I apologize for missing that detail on the March 14th email and wanted to bring this to your attention.

I hope this is a duplication and it was already sent to your office in March, and again if they didn't, my apologies for missing that element of the first email.

Hope you have a good weekend.

Nicolas

Nicolas Valverde

Executive Assistant (He/Him)

Councillor Paula Fletcher

Ward 14 Toronto-Danforth
100 Queen Street West, Suite C44
Toronto, ON M5H 2N2
Direct Line: 416-338-7184

www.paulafletcher.ca

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The City of Toronto is on the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge Toronto is covered by Treaty 13 signed with the Mississaugas of the Credit, and the Williams Treaty signed with multiple Mississaugas and Chippewa bands.

Communicating with the councillor or councillor's staff at the City of Toronto on certain subject matters (e.g. all communication covering sales information, pricing and business development) may require you to register as a lobbyist. To help determine if you are required to register, you may refer to the [interactive tool](#) on the Office of the Lobbyist Registrar [website](#). You may also contact the Office of the Lobbyist Registrar by phone at 416-338-5858 or by email at lobbyistregistrar@toronto.ca

From: Nicolas Valverde

Sent: April 19, 2024 3:48 PM

To: Kelly, Dominique <Dominique.Kelly@stantec.com>; Overlea ER <OverleaER@stantec.com>

Cc: meghan.dicosimo@hydroone.com; adam.Snow@metrolinx.com; Gregg Lintern <Gregg.Lintern@toronto.ca>; Councillor Fletcher <councillor_fletcher@toronto.ca>; Virgiliu Petre <Virgiliu.Petre@toronto.ca>; Alan Trumble <Alan.Trumble@trca.ca>; Kerri Voumvakis <Kerri.Voumvakis@toronto.ca>

Subject: RE: Enbridge Gas Inc.- Overlea Station Relocation Project: Draft Environmental Report

Hello Dominique

Thanks for following up. I only glanced at the initial email as this is not in our ward but I noticed that the local Councillor Jaye Robinson was not copied and I wanted to confirm if you're in communication with her office under separate cover? Additionally, Gregg Lintern has retired, so I have copied his replacement in case that is helpful.

Kind regards

Nicolas Valverde

Executive Assistant (He/Him)

Councillor Paula Fletcher

Ward 14 Toronto-Danforth
100 Queen Street West, Suite C44
Toronto, ON M5H 2N2
Direct Line: 416-338-7184

www.paulafletcher.ca

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The City of Toronto is on the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge Toronto is covered by Treaty 13 signed with the Mississaugas of the Credit, and the Williams Treaty signed with multiple Mississaugas and Chippewa bands.

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From: Kelly, Dominique <Dominique.Kelly@stantec.com>

Sent: April 19, 2024 2:09 PM

To: Overlea ER <OverleaER@stantec.com>

Cc: meghan.dicosimo@hydroone.com; adam.Snow@metrolinx.com; Gregg Lintern <Gregg.Lintern@toronto.ca>; Councillor Fletcher <councillor_fletcher@toronto.ca>; Virgiliu Petre <Virgiliu.Petre@toronto.ca>; Alan Trumble <Alan.Trumble@trca.ca>

Subject: [External Sender] RE: Enbridge Gas Inc.- Overlea Station Relocation Project: Draft Environmental Report

Good afternoon all,

I am writing to you all to provide a friendly reminder that there is now **one week** remaining in the comment period for the Overlea Draft ER Report. If you have already provided your comments, kindly disregard this email.

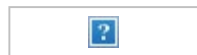
Kind regards,

Dominique Kelly BA (Hon.) - (she/her)
Environmental Planner – Assessment & Permitting

Mobile: (613) 453-0626

Dominique.kelly@stantec.com

Stantec
300 - 1331 Clyde Avenue
Ottawa ON K2C 3G4



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From: Kelly, Dominique **On Behalf Of** Overlea ER

Sent: Thursday, March 14, 2024 2:00 PM

Cc: 'meghan.dicosimo@hydroone.com' ; adam.Snow@metrolinx.com; 'Gregg.Lintern@toronto.ca' ; 'councillor_fletcher@toronto.ca' ; Virgiliu Petre ; Alan Trumble ; Overlea ER

Subject: Enbridge Gas Inc.- Overlea Station Relocation Project: Draft Environmental Report

To Whom It May Concern,

Enbridge Gas Inc. (Enbridge Gas) is proposing to construct the Overlea Station Relocation Project (the "Project") located in the community of East York to accommodate the construction of the Metrolinx Ontario Line Subway Expansion Transit Project.

The Project will involve the construction of two new Stations, abandonment of one existing station and the construction/ relocation of approximately 1.4 km of natural gas distribution pipeline, ranging from 4-inch to 8-inch. The Project is planned to be mainly located in an existing municipal road allowance with the potential for Temporary Working Space. One Header Station will be installed along Leaside Drive as well as a District Station along Thorncliffe Park Drive. The existing District Station along Millwood Road will be abandoned. Approximately 360 m of 4-inch natural gas pipeline between Overlea Boulevard and Banigan Drive will be relocated onto Metrolinx owned private property.

The Draft Environmental report (ER) is available for review and comment using the link below:



We kindly request that any comments or input regarding the Project are provided by **April 25, 2024**. Please contact me if there are any issues with the link above.

Kind regards,

Dominique Kelly BA (Hon.) - (she/her)

Environmental Planner – Assessment & Permitting

Mobile: (613) 453-0626

Dominique.kelly@stantec.com

Stantec

300 - 1331 Clyde Avenue

Ottawa ON K2C 3G4



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From: [Kelly, Dominique](#)
To: [Minkin, Dan \(MCM\)](#); [Overlea ER](#)
Cc: [OPCC.Chair@oeb.ca](#); [Sarah Kingdon-Benson](#); [Kristin Kimpinski](#)
Subject: RE: Enbridge Inc.- Overlea Station Relocation Project: OPCC Review [MCM File 0019157]
Date: Monday, May 6, 2024 4:32:00 PM
Attachments: [Response to MCM-20240506 EGL.pdf](#)
[image001.png](#)
[image003.png](#)

Good afternoon Dan,

Stantec has reviewed TRCA's comments provided on April 25th and have created a comment response table in the letter attached. Please let me know if you have any questions or further comments.

Kind regards,

Dominique Kelly BA (Hon.) - (she/her)
Environmental Planner – Assessment & Permitting

Mobile: (613) 453-0626
Dominique.kelly@stantec.com

Stantec
300 - 1331 Clyde Avenue
Ottawa ON K2C 3G4



From: Minkin, Dan (MCM) <Dan.Minkin@ontario.ca>
Sent: Thursday, April 25, 2024 5:49 PM
To: Kelly, Dominique <Dominique.Kelly@stantec.com>; Overlea ER <OverleaER@stantec.com>; Smith, Frank <Frank.Smith@stantec.com>
Cc: OPCC.Chair@oeb.ca; Sarah Kingdon-Benson <sarah.kingdon-benson@enbridge.com>; Kristin Kimpinski <kristin.kimpinski@enbridge.com>; Georgopoulos, Rooly <Rooly.Georgopoulos@stantec.com>
Subject: RE: Enbridge Inc.- Overlea Station Relocation Project: OPCC Review [MCM File 0019157]

Good afternoon,
Please find attached our comments on both the Draft Environmental Report and the Cultural Heritage Report. Thank you.

Dan Minkin

Heritage Planner | Heritage Branch
Ministry of Citizenship and Multiculturalism | Ontario Public Service
416-786-7553 | dan.minkin@ontario.ca



Taking pride in strengthening Ontario, its places and its people

From: Kelly, Dominique <Dominique.Kelly@stantec.com>

Sent: March 15, 2024 8:53 AM

To: Overlea ER <OverleaER@stantec.com>; OPCC.Chair@oeb.ca; omafra.eanotices (OMAFRA) <omafra.eanotices@ontario.ca>; Barboza, Karla (She/Her) (MCM) <Karla.Barboza@ontario.ca>; Sharkey, Emma (ENERGY) <Emma.Sharkey@ontario.ca>; Evers, Andrew (MECP) <Andrew.Evers@ontario.ca>; Ostrowka, Cory (IO) <Cory.Ostrowka@infrastructureontario.ca>; Harris, Maya (MMAH) <Maya.Harris@ontario.ca>; Ali-Khan, Farrah (ENERGY) <Farrah.Ali-Khan@ontario.ca>; Johnston, Keith (He/Him) (MNRF) <Keith.Johnston@ontario.ca>; ghighfield@tssa.org; Prelipcean, Daniel (MTO) <Daniel.Prelipcean@ontario.ca>

Cc: helma.geerts@ontario.ca; Heritage (MCM) <Heritage@ontario.ca>; Hamilton, James (MCM) <James.Hamilton@ontario.ca>; McCabe, Shannon (She/Her) (ENERGY) <Shannon.McCabe@ontario.ca>; ryu@tssa.org; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>; Liu, Chunmei (MECP) <Chunmei.Liu@ontario.ca>; EA Notices to CRegion (MECP) <eanotification.cregion@ontario.ca>; Edwards, Alicia (She/Her) (MTO) <Alicia.Edwards@ontario.ca>

Subject: RE: Enbridge Inc.- Overlea Station Relocation Project: OPCC Review

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Good morning everyone,

I am not sure if yesterday's email went through, so if you could please confirm that you received it, that would be greatly appreciated.

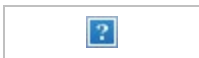
Kind regards,

Dominique Kelly BA (Hon.) - (she/her)
Environmental Planner – Assessment & Permitting

Mobile: (613) 453-0626

Dominique.kelly@stantec.com

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From: Kelly, Dominique **On Behalf Of** Overlea ER

Sent: Thursday, March 14, 2024 1:43 PM

To: OPCC.Chair@oeb.ca; omafra.eanotices@ontario.ca; Barboza, Karla (MCM) <karla.barboza@ontario.ca>; 'emma.sharkey@ontario.ca' <emma.sharkey@ontario.ca>; andrew.evers@ontario.ca; cory.ostrowka@infrastructureontario.ca; maya.harris@ontario.ca; Ali-Khan, Farrah (ENERGY) <farrah.ali-khan@ontario.ca>; Johnston, Keith (He/Him) (MNRF) <keith.johnston@ontario.ca>; ghighfield@tssa.org; daniel.prelipcean@ontario.ca

Cc: helma.geerts@ontario.ca; heritage@ontario.ca; Hamilton, James (MCM) <james.hamilton@ontario.ca>; shannon.mccabe@ontario.ca; ryu@tssa.org; sourceprotectionscreening@ontario.ca; Liu, Chunmei (MECP) <chunmei.liu@ontario.ca>; eanotification.cregion@ontario.ca; Overlea ER <OverleaER@stantec.com>; alicia.edwards@ontario.ca

Subject: Enbridge Inc.- Overlea Station Relocation Project: OPCC Review

Good afternoon everyone,

Enbridge Gas Inc. (Enbridge Gas) is proposing to construct the Overlea Station Relocation Project (the "Project") located in the community of East York to accommodate the construction of the Metrolinx Ontario Line Subway Expansion Transit Project.

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Please provide your Review Letter on the ER to this project email address (OverleaER@stantec.com) and the OPCC Co-Chairs Ms. Zora Crnojacki and Mr. Ritchie Murray (OPCC.Chair@oeb.ca) by no later than **April 25, 2024**. Please contact me if there are any issues with the link above.

Kind regards,

Dominique Kelly BA (Hon.) - (she/her)
Environmental Planner – Assessment & Permitting

Mobile: (613) 453-0626

Dominique.kelly@stantec.com

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**Ministry of Citizenship
and Multiculturalism**

Heritage Planning Unit
Heritage Branch
Citizenship, Inclusion and
Heritage Division
5th Flr, 400 University Ave
Tel.: 416-786-7553

**Ministère des Affaires civiques
et du Multiculturalisme**

Unité de la planification relative au
patrimoine
Direction du patrimoine
Division des affaires civiques, de
l'inclusion et du patrimoine
Tél.: 416-786-7553



April 25, 2024

EMAIL ONLY

Dominique Kelly
Environmental Planner, Project Manager
Stantec Consulting Ltd.
300W-675 Cochrane Drive, Markham, ON L3R 0B8
Dominique.Kelly@stantec.com
OverleaER@stantec.com

MCM File : **0019157**
Proponent : **Enbridge Gas Inc.**
Subject : **Draft Environmental Report and Cultural Heritage Report**
Project : **Ontario Line Subway Expansion – Overlea Station Relocation Project**
Location : **City of Toronto**

Dear Dominique Kelly:

Thank you for circulating the above-referenced reports to the Ministry of Citizenship and Multiculturalism (MCM) for review.

MCM's interest in this project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- archaeological resources, including land and marine);
- built heritage resources, including bridges and monuments; and
- cultural heritage landscapes.

We have reviewed, and offer comments on, the following documents:

- *Overlea Station Relocation Project: Environmental Report* (draft), dated March 6, 2024, prepared by Stantec; and
- *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment—Overlea Station Relocation Project*, dated March 2024, prepared by Stantec.

We offer the following comments.

Project Summary

The purpose of the project is to accommodate the construction of the Metrolinx Ontario Line Subway Project while maintaining existing service to Enbridge Gas customers. The proposed Overlea Station Relocation Project will involve the construction of two new natural gas regulating stations, and the decommissioning of one existing natural gas regulating station. One new natural gas station to be constructed will be located on Leaside Park Drive, and the other will be on Thorncliffe Park Drive. The natural gas station to be decommissioned is located on Millwood

Drive. The project will also include the relocation of approximately 1.4 km of natural gas pipeline, ranging from 4 inches to 12 inches in diameter. In addition, approximately 360 m of additional pipeline, 4 inches in diameter, will be relocated from its current location between Overlea Boulevard and Banigan Drive onto Metrolinx-owned private property.

Comments: Draft Environmental Report

Section 3.5.9 “recommends that a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment will be undertaken for the entire study area and submitted for review and comment to the MCM and other interested parties prior to construction of the Project and after detailed design for the Project has been completed”, and this commitment is reflected as a commitment in Table 5.1 and Section 7.1.7. The Ontario Energy Board *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Projects and Facilities in Ontario* direct at Section 5.4 that “the applicant should make every attempt to complete a [Cultural Heritage] Existing Conditions and Preliminary Impact Assessment for the study area during the planning phase and provide a summary in the ER”, not after detailed design. Indeed, the Cultural Heritage Report for this project was prepared concurrently with the Draft Environmental Report, consistent with the *Guidelines*. As such, we recommend that the Environmental Report be revised to reflect the completion of the Cultural Heritage Report. In particular, the report should be briefly described in Section 3.5.9, and its recommendations should be adopted as commitments in Table 5.1 and Section 7.1.7.

We acknowledge that the Stage 1 Archaeological Assessment carried out for this project under Project Information Form number P256-0768-2023, which recommends no further assessment, has been entered into the Ontario Public Register of Archaeological Reports, and that the draft Environmental Report commits to appropriate measures for the discovery of archaeological resources during construction.

Comments: Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment

The placement of Section 2.5.1, which lays out the criteria in Ontario Regulation 9/06, within Section 2.5 on Screening of Cultural Heritage Value or Interest (CHVI), gives the impression that the screening was carried out using these criteria. The Ontario Regulation 9/06 criteria for CHVI are not a screening tool, and are not intended to be applied other than through the detailed research involved in a resource-specific cultural heritage evaluation. The field program for an existing conditions report such as this one can identify all known or potential built heritage resources or cultural heritage landscapes in the study area, based on research, the screening checklist [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#), historical summary of the development of the area and professional judgement. We recommend that the presentation of Ontario Regulation 9/06 be moved to Section 2.1 (which could perhaps be renamed Regulatory Framework), and Section 2.5 be revised to discuss appropriate screening tools.

Given the importance of professional judgement to the findings of a report of this type, we recommend that the Project Personnel Biographies in Appendix A note each staff member’s individual role in the preparation of this report.

Thank you for consulting MCM on this project and please continue to do so throughout the OEB process. If you have any questions, require clarification, or would like additional examples to assist with project reporting, please do not hesitate to contact me.

Sincerely,

Dan Minkin
Heritage Planner
dan.minkin@ontario.ca
Heritage Planning Unit

Copied to: Frank Smith, Cultural Heritage Specialist,
Sarah Kingdon-Benson, Senior Advisor, Enbridge Gas Inc.
Kristin Kimpinski, Advisor Environment, Enbridge Gas Inc.
Rooly Georgopoulos, Senior Project Advisor, Stantec Consulting Ltd
Chair, Ontario Pipeline Coordinating Committee OPCC.Chair@oeb.ca

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. The Ministry of Citizenship and Multiculturalism (MCM) makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MCM be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, 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 cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with *Ontario Regulation 30/11* the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

From: [Source Protection Screening \(MECP\)](#)
To: [Kelly, Dominique](#)
Subject: RE: Enbridge Inc.- Overlea Station Relocation Project: OPCC Review
Date: Monday, April 15, 2024 4:28:25 PM
Attachments: [image002.png](#)

Hi Dominique,

Thank you for the opportunity to review. Source Protection has been satisfactorily referenced and incorporated into the ER and potential drinking water threats have been accurately determined, therefore the Conservation and Source Protection Branch does not have any content comments to provide aside from the following recommendation and correction.

On the south side of Millwood Drive, the study area and preferred route overlaps an Event Based Area for (as identified in the body of the report). Please include this feature in Figure C2 (C-02 on the map itself).

One correction should be made in the contact list however. Chunmei Lei's department listing in the OPCC is incorrect and should read Environmental Assessment and Permissions Branch instead of Conservation and Source Protection Branch. Chunmei has never been in CSPB but if you need a representative from CSPB as we are members of the OPCC, you may use my name.

Thank you,
Laura

Laura Collings (she/her)
Program Analyst, Conservation and Source Protection Branch
Ministry of Environment, Conservation and Parks
(249) 733-1157

As per the [accessible customer service policy](#), please contact me if you wish to provide feedback, require accommodations, communication supports or an alternate format.

From: Kelly, Dominique <Dominique.Kelly@stantec.com>
Sent: Friday, April 12, 2024 3:22 PM
To: Overlea ER <OverleaER@stantec.com>; OPCC.Chair@oeb.ca; omafra.eanotices (OMAFRA) <omafra.eanotices@ontario.ca>; Barboza, Karla (She/Her) (MCM) <Karla.Barboza@ontario.ca>; Sharkey, Emma (ENERGY) <Emma.Sharkey@ontario.ca>; Evers, Andrew (MECP) <Andrew.Evers@ontario.ca>; Ostrowka, Cory (IO) <Cory.Ostrowka@infrastructureontario.ca>; Harris, Maya (MMAH) <Maya.Harris@ontario.ca>; Ali-Khan, Farrah (ENERGY) <farrah.ali-khan@ontario.ca>; Johnston, Keith (He/Him) (MNR) <Keith.Johnston@ontario.ca>; ghighfield@tssa.org; Prelipcean, Daniel (MTO) <Daniel.Prelipcean@ontario.ca>
Cc: helma.geerts@ontario.ca; Heritage (MCM) <Heritage@ontario.ca>; Hamilton, James (MCM) <James.Hamilton@ontario.ca>; McCabe, Shannon (She/Her) (ENERGY) <Shannon.McCabe@ontario.ca>; ryu@tssa.org; Source Protection Screening (MECP)

<SourceProtectionScreening@ontario.ca>; Liu, Chunmei (MECP) <Chunmei.Liu@ontario.ca>; EA Notices to CRegion (MECP) <eanotification.cregion@ontario.ca>; Edwards, Alicia (She/Her) (MTO) <Alicia.Edwards@ontario.ca>

Subject: RE: Enbridge Inc.- Overlea Station Relocation Project: OPCC Review

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Good afternoon all,

I am writing to you all to provide a friendly reminder that there are two weeks remaining in the comment period for the Overlea Draft ER Report. If you have already provided your comments, kindly disregard this email.

Thank you,

Dominique Kelly BA (Hon.) - (she/her)
Environmental Planner – Assessment & Permitting

Mobile: (613) 453-0626
Dominique.kelly@stantec.com

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From: Kelly, Dominique

Sent: Friday, March 15, 2024 8:53 AM

To: Overlea ER <OverleaER@stantec.com>; OPCC.Chair@oeb.ca; omafra.eanotices@ontario.ca; Barboza, Karla (MCM) <karla.barboza@ontario.ca>; emma.sharkey@ontario.ca; andrew.evers@ontario.ca; cory.ostrowka@infrastructureontario.ca; maya.harris@ontario.ca; Ali-Khan, Farrah (ENERGY) <farrah.ali-khan@ontario.ca>; Johnston, Keith (He/Him) (MNRF) <keith.johnston@ontario.ca>; ghighfield@tssa.org; daniel.prelipcean@ontario.ca

Cc: helma.geerts@ontario.ca; heritage@ontario.ca; Hamilton, James (MCM) <james.hamilton@ontario.ca>; shannon.mccabe@ontario.ca; ryu@tssa.org; sourceprotectionscreening@ontario.ca; Liu, Chunmei (MECP) <chunmei.liu@ontario.ca>; eanotification.cregion@ontario.ca; alicia.edwards@ontario.ca

Subject: RE: Enbridge Inc.- Overlea Station Relocation Project: OPCC Review

Good morning everyone,

I am not sure if yesterday's email went through, so if you could please confirm that you received it, that would be greatly appreciated.

Kind regards,

Dominique Kelly BA (Hon.) - (she/her)
Environmental Planner – Assessment & Permitting

Mobile: (613) 453-0626

Dominique.kelly@stantec.com

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Sent: Thursday, March 14, 2024 1:43 PM
To: OPCC.Chair@oeb.ca; omafra.eanotices@ontario.ca; Barboza, Karla (MCM) <karla.barboza@ontario.ca>; 'emma.sharkey@ontario.ca' <emma.sharkey@ontario.ca>; andrew.evers@ontario.ca; cory.ostrowka@infrastructureontario.ca; maya.harris@ontario.ca; Ali-Khan, Farrah (ENERGY) <farrah.ali-khan@ontario.ca>; Johnston, Keith (He/Him) (MNRF) <keith.johnston@ontario.ca>; ghighfield@tssa.org; daniel.prelipcean@ontario.ca
Cc: helma.geerts@ontario.ca; heritage@ontario.ca; Hamilton, James (MCM) <james.hamilton@ontario.ca>; shannon.mccabe@ontario.ca; ryu@tssa.org; sourceprotectionscreening@ontario.ca; Liu, Chunmei (MECP) <chunmei.liu@ontario.ca>; eanotification.cregion@ontario.ca; Overlea ER <OverleaER@stantec.com>; alicia.edwards@ontario.ca
Subject: Enbridge Inc.- Overlea Station Relocation Project: OPCC Review

Good afternoon everyone,

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Kind regards,

Dominique Kelly BA (Hon.) - (she/her)
Environmental Planner – Assessment & Permitting

Mobile: (613) 453-0626

Dominique.kelly@stantec.com

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From: [EA Notices to CRegion \(MECP\)](#)
To: [Kelly, Dominique](#)
Cc: [Liu, Chunmei \(MECP\)](#)
Subject: RE: Enbridge Inc.- Overlea Station Relocation Project: OPCC Review
Date: Friday, April 12, 2024 3:39:57 PM
Attachments: [image003.png](#)
[image005.png](#)

Hi Kelly,

Thanks so much for following up on this!

On behalf of the Environmental Assessment Services Section, we have no comments on this project at the time.

Have a nice weekend!

Environmental Assessment Services Section
Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks



From: Kelly, Dominique <Dominique.Kelly@stantec.com>
Sent: April 12, 2024 3:22 PM
To: Overlea ER <OverleaER@stantec.com>; OPCC.Chair@oeb.ca; omafra.eanotices (OMAFRA) <omafra.eanotices@ontario.ca>; Barboza, Karla (She/Her) (MCM) <Karla.Barboza@ontario.ca>; Sharkey, Emma (ENERGY) <Emma.Sharkey@ontario.ca>; Evers, Andrew (MECP) <Andrew.Evers@ontario.ca>; Ostrowka, Cory (IO) <Cory.Ostrowka@infrastructureontario.ca>; Harris, Maya (MMAH) <Maya.Harris@ontario.ca>; Ali-Khan, Farrah (ENERGY) <farrah.ali-khan@ontario.ca>; Johnston, Keith (He/Him) (MNRF) <Keith.Johnston@ontario.ca>; ghighfield@tssa.org; Prelipcean, Daniel (MTO) <Daniel.Prelipcean@ontario.ca>
Cc: helma.geerts@ontario.ca; Heritage (MCM) <Heritage@ontario.ca>; Hamilton, James (MCM) <James.Hamilton@ontario.ca>; McCabe, Shannon (She/Her) (ENERGY) <Shannon.McCabe@ontario.ca>; ryu@tssa.org; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>; Liu, Chunmei (MECP) <Chunmei.Liu@ontario.ca>; EA Notices to CRegion (MECP) <eanotification.cregion@ontario.ca>; Edwards, Alicia (She/Her) (MTO) <Alicia.Edwards@ontario.ca>
Subject: RE: Enbridge Inc.- Overlea Station Relocation Project: OPCC Review

Good afternoon all,

I am writing to you all to provide a friendly reminder that there are two weeks remaining in the comment period for the Overlea Draft ER Report. If you have already provided your comments, kindly disregard this email.

Thank you,

Dominique Kelly BA (Hon.) - (she/her)
Environmental Planner – Assessment & Permitting

Mobile: (613) 453-0626

Dominique.kelly@stantec.com

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300 - 1331 Clyde Avenue
Ottawa ON K2C 3G4



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From: Kelly, Dominique

Sent: Friday, March 15, 2024 8:53 AM

To: Overlea ER <OverleaER@stantec.com>; OPCC.Chair@oeb.ca; omafra.eanotices@ontario.ca;
Barboza, Karla (MCM) <karla.barboza@ontario.ca>; emma.sharkey@ontario.ca;
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eanotification.cregion@ontario.ca; alicia.edwards@ontario.ca

Subject: RE: Enbridge Inc.- Overlea Station Relocation Project: OPCC Review

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Cc: helma.geerts@ontario.ca; heritage@ontario.ca; Hamilton, James (MCM) <james.hamilton@ontario.ca>; shannon.mccabe@ontario.ca; ryu@tssa.org; sourceprotectionscreening@ontario.ca; Liu, Chunmei (MECP) <chunmei.liu@ontario.ca>; eanotification.cregion@ontario.ca; Overlea ER <OverleaER@stantec.com>; alicia.edwards@ontario.ca
Subject: Enbridge Inc.- Overlea Station Relocation Project: OPCC Review

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Please provide your Review Letter on the ER to this project email address (OverleaER@stantec.com) and the OPCC Co-Chairs Ms. Zora Crnojacki and Mr. Ritchie Murray (OPCC.Chair@oeb.ca) by no later than **April 25, 2024**. Please contact me if there are any issues with the link above.

Kind regards,

Dominique Kelly BA (Hon.) - (she/her)
Environmental Planner – Assessment & Permitting

Mobile: (613) 453-0626

Dominique.kelly@stantec.com

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From: [Francella, Valerie \(MNRF\)](#)
To: [Overlea ER](#)
Cc: [Environmental Planning Team \(MNRF\)](#); OPCC.Chair@oeb.ca
Subject: RE: Enbridge Inc.- Overlea Station Relocation Project: OPCC Review
Date: Thursday, April 4, 2024 10:00:38 AM
Attachments: [image001.png](#)

You don't often get email from valerie.francella@ontario.ca. [Learn why this is important](#)

Hello,

This email is to confirm that the Ministry of Natural Resources and Forestry (MNRF) has completed its review of the Environmental Report dated March 6, 2024 provided by Stantec Consulting Limited on behalf of Enbridge Gas Inc. for its Overlea Station Relocation project. The MNRF has no comments on the Environmental Report.

Thank you for sharing the Environmental Report with the MNRF.

Valerie Francella (she/her)

Regional Planner | Land Use Planning and Strategic Issues Section
Ministry of Natural Resources and Forestry | Ontario Public Service
705-313-2562 | valerie.francella@ontario.ca

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Taking pride in strengthening Ontario, its places, and its people

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Atención: Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

From: [Sharkey, Emma \(ENERGY\)](#)
To: [Kelly, Dominique](#)
Subject: RE: Enbridge Inc.- Overlea Station Relocation Project: OPCC Review
Date: Monday, March 25, 2024 2:20:03 PM
Attachments: [image003.png](#)
[image004.png](#)
[image006.png](#)

You don't often get email from emma.sharkey@ontario.ca. [Learn why this is important](#)

Good afternoon,

The Ministry of Energy has completed its review of the Indigenous consultation sections of Enbridge's draft Environmental Report for the Overlea Station Relocation Project.

Currently, the Ministry has no specific questions regarding the Overlea Station Relocation Project and the interests and concerns of Indigenous communities.

I trust Enbridge will continue to keep the Ministry apprised of developments in Project-related Indigenous consultation, and I look forward to receiving Enbridge's Overlea Station Relocation Project Indigenous Consultation Report.

Thank you, and please get in touch with any questions.

All the best,

Emma Sharkey ([hear name](#)) (she/her)

Senior Advisor

Indigenous Energy Policy, Ministry of Energy

437-239-6154

Emma.Sharkey@Ontario.ca

[Emma Sharkey | LinkedIn](#)

"When you talk, you are only repeating what you already know. But if you listen, you may learn something new." ~ Dalai Lama



From: Kelly, Dominique <Dominique.Kelly@stantec.com>

Sent: Friday, March 15, 2024 8:53 AM

To: Overlea ER <OverleaER@stantec.com>; OPCC.Chair@oeb.ca; omafra.eanotices (OMAFRA) <omafra.eanotices@ontario.ca>; Barboza, Karla (She/Her) (MCM) <Karla.Barboza@ontario.ca>; Sharkey, Emma (ENERGY) <Emma.Sharkey@ontario.ca>; Evers, Andrew (MECP) <Andrew.Evers@ontario.ca>; Ostrowka, Cory (IO) <Cory.Ostrowka@infrastructureontario.ca>; Harris, Maya (MMAH) <Maya.Harris@ontario.ca>; Ali-Khan, Farrah (ENERGY) <Farrah.Ali-Khan@ontario.ca>; Johnston, Keith (He/Him) (MNRF) <Keith.Johnston@ontario.ca>; ghighfield@tssa.org; Prelipcean, Daniel (MTO) <Daniel.Prelipcean@ontario.ca>

Cc: helma.geerts@ontario.ca; Heritage (MCM) <Heritage@ontario.ca>; Hamilton, James (MCM)

<James.Hamilton@ontario.ca>; McCabe, Shannon (She/Her) (ENERGY)
<Shannon.McCabe@ontario.ca>; ryu@tssa.org; Source Protection Screening (MECP)
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Notices to CRegion (MECP) <eanotification.cregion@ontario.ca>; Edwards, Alicia (She/Her) (MTO)
<Alicia.Edwards@ontario.ca>

Subject: RE: Enbridge Inc.- Overlea Station Relocation Project: OPCC Review

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Good morning everyone,

I am not sure if yesterday's email went through, so if you could please confirm that you received it, that would be greatly appreciated.

Kind regards,

Dominique Kelly BA (Hon.) - (she/her)
Environmental Planner – Assessment & Permitting

Mobile: (613) 453-0626

Dominique.kelly@stantec.com

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From: Kelly, Dominique **On Behalf Of** Overlea ER

Sent: Thursday, March 14, 2024 1:43 PM

To: OPCC.Chair@oeb.ca; omafra.eanotices@ontario.ca; Barboza, Karla (MCM) <karla.barboza@ontario.ca>; 'emma.sharkey@ontario.ca' <emma.sharkey@ontario.ca>; andrew.evers@ontario.ca; cory.ostrowka@infrastructureontario.ca; maya.harris@ontario.ca; Ali-Khan, Farrah (ENERGY) <farrah.ali-khan@ontario.ca>; Johnston, Keith (He/Him) (MNRF) <keith.johnston@ontario.ca>; ghighfield@tssa.org; daniel.prelipcean@ontario.ca

Cc: helma.geerts@ontario.ca; heritage@ontario.ca; Hamilton, James (MCM) <james.hamilton@ontario.ca>; shannon.mccabe@ontario.ca; ryu@tssa.org; sourceprotectionscreening@ontario.ca; Liu, Chunmei (MECP) <chunmei.liu@ontario.ca>; eanotification.cregion@ontario.ca; Overlea ER <OverleaER@stantec.com>; alicia.edwards@ontario.ca

Subject: Enbridge Inc.- Overlea Station Relocation Project: OPCC Review

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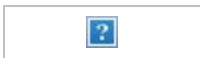
Please provide your Review Letter on the ER to this project email address (OverleaER@stantec.com) and the OPCC Co-Chairs Ms. Zora Crnojacki and Mr. Ritchie Murray (OPCC.Chair@oeb.ca) by no later than **April 25, 2024**. Please contact me if there are any issues with the link above.

Kind regards,

Dominique Kelly BA (Hon.) - (she/her)
Environmental Planner – Assessment & Permitting

Mobile: (613) 453-0626
Dominique.kelly@stantec.com

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From: [omafra.eanotices \(OMAFRA\)](#)
To: [Kelly, Dominique](#)
Cc: [omafra.eanotices \(OMAFRA\)](#)
Subject: RE: Enbridge Inc.- Overlea Station Relocation Project: OPCC Review
Date: Friday, April 12, 2024 3:36:17 PM
Attachments: [image003.png](#)
[image005.png](#)

Hello Dominique,

Based on the location provided in East York and the fact that the work will be entirely contained within an existing municipal right of way, OMAFRA does not anticipate providing any further comment on the proposed project.

Regards,
Ken Mott

Ken Mott

Rural Planner | Land Use Policy and Stewardship
Ontario Ministry of Agriculture, Food & Rural Affairs
Ken.Mott@Ontario.ca
(613) 290-9112



Our working hours may be different. Please do not feel you need to reply outside your normal working hours.

From: Kelly, Dominique <Dominique.Kelly@stantec.com>
Sent: April 12, 2024 3:22 PM
To: Overlea ER <OverleaER@stantec.com>; OPCC.Chair@oeb.ca; omafra.eanotices (OMAFRA) <omafra.eanotices@ontario.ca>; Barboza, Karla (She/Her) (MCM) <Karla.Barboza@ontario.ca>; Sharkey, Emma (ENERGY) <Emma.Sharkey@ontario.ca>; Evers, Andrew (MECP) <Andrew.Evers@ontario.ca>; Ostrowka, Cory (IO) <Cory.Ostrowka@infrastructureontario.ca>; Harris, Maya (MMAH) <Maya.Harris@ontario.ca>; Ali-Khan, Farrah (ENERGY) <farrah.ali-khan@ontario.ca>; Johnston, Keith (He/Him) (MNRF) <Keith.Johnston@ontario.ca>; ghighfield@tssa.org; Prelipcean, Daniel (MTO) <Daniel.Prelipcean@ontario.ca>
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Subject: RE: Enbridge Inc.- Overlea Station Relocation Project: OPCC Review

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Thank you,

Dominique Kelly BA (Hon.) - (she/her)
Environmental Planner – Assessment & Permitting

Mobile: (613) 453-0626

Dominique.kelly@stantec.com

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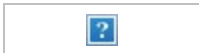
Kind regards,

Dominique Kelly BA (Hon.) - (she/her)
Environmental Planner – Assessment & Permitting

Mobile: (613) 453-0626

Dominique.kelly@stantec.com

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From: [Kelly, Dominique](#)
To: [Alan Trumble](#); [Overlea ER](#)
Cc: [Sharon Lingertat](#); [Caroline Mugo](#); [Corinna Thomassen-Darby](#); [Johanna Kyte](#); [Bill Snodgrass](#); [Kristin Kimpinski](#)
Subject: RE: CFN 71057 - Enbridge Gas Inc. Overlea Station Relocation Project - TRCA Environmental Report Response
Date: Monday, May 6, 2024 4:23:00 PM
Attachments: [Response to TRCA-20240506 EGI Comments.pdf](#)
[image001.png](#)

Hi Alan,

Stantec has reviewed TRCA's comments provided on April 25th and have created a comment response table in the letter attached. Please let me know if you have any questions or further comments.

Kind regards,

Dominique Kelly BA (Hon.) - (she/her)
Environmental Planner – Assessment & Permitting

Mobile: (613) 453-0626
Dominique.kelly@stantec.com

Stantec
300 - 1331 Clyde Avenue
Ottawa ON K2C 3G4



From: Alan Trumble <Alan.Trumble@trca.ca>
Sent: Thursday, April 25, 2024 5:42 PM
To: Overlea ER <OverleaER@stantec.com>
Cc: Sharon Lingertat <Sharon.Lingertat@trca.ca>; Caroline Mugo <Caroline.Mugo@trca.ca>; Corinna Thomassen-Darby <Corinna.Thomassen-Darby@trca.ca>; Johanna Kyte <johanna.kyte@trca.ca>; Bill Snodgrass <bill.snodgrass@toronto.ca>
Subject: CFN 71057 - Enbridge Gas Inc. Overlea Station Relocation Project - TRCA Environmental Report Response

Hello Dominique,

TRCA staff have completed our review of the Environmental Report for the Overlea Station Relocation Project. Please see our detailed response in the attached letter.

All the best,

Alan Trumble (he/him)

Planner I

Infrastructure Planning and Permits | Development and Engineering Services

T: [437-880-1951](tel:437-880-1951)

E: Alan.Trumble@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](#) | trca.ca



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April 25, 2024

CFN 71057

BY E-MAIL ONLY (overleaER@stantec.com)

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

Dear Dominique Kelly,

**Re: Draft Environmental Report (ER)
Enbridge Gas Inc. Proposed Overlea Station Relocation Project
Environmental Study – Ontario Energy Board (OEB)**

These comments respond to the draft Environmental Report received by Toronto and Region Conservation Authority (TRCA) on March 14, 2024.

OVERVIEW

This undertaking involves the relocation of approximately 1.4 km of existing natural gas infrastructure in the vicinity of Overlea Boulevard and Thorncliffe Park Drive, in the City of Toronto. Work will also involve the construction of two new natural gas regulating stations (one on Leaside Park Drive and one on Thorncliffe Park Drive), and the decommissioning of one existing natural gas regulating station on Millwood Drive. The preliminary preferred route will include the installation of 750 m of 12" gas pipeline and 1100 m of 8" gas pipeline along Overlea Boulevard from Millwood Road to Thorncliffe Park Drive.

This relocation is required because the existing natural gas infrastructure is in conflict with Metrolinx's proposed Ontario Line subway project. The existing natural gas infrastructure must be relocated in order to maintain existing Enbridge Gas Inc. (Enbridge) service.

The environmental study has been conducted in accordance with the OEB's *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Projects and Facilities in Ontario, 8th Edition*.

COMMENTING ROLE

Staff have reviewed the study area associated with this project in accordance with the Conservation Authorities Act. TRCA undertakes review and commenting functions in accordance with [The Living City Policies](#).

TRCA REVIEW

1. Staff have completed the review of this submission and have several comments which are enclosed as Appendix A: TRCA Comments and Proponent Responses. These should be addressed as the study progresses.
2. Within the study area only the work near Millwood Road and Overlea Boulevard falls within a TRCA regulated area. As such, depending on how far work will extend into the valley at this location, TRCA staff may have interests within the study area related to impacts on the slope. Opportunities to avoid and mitigate impacts to the erosion hazard will need to be addressed.

RESUBMISSION REQUIREMENTS

1. Follow the [TRCA Digital Submission Requirements for Environmental Assessment Documents](#) to ensure all required information is provided in future submissions.
2. This application is part of a service level agreement, and no fees are required.

Should you have any questions or comments, please contact the undersigned.

Regards,

Alan Trumble

Alan Trumble
Planner I, Infrastructure Planning and Permits
Development and Engineering Services

/AT

Attached: Appendix A: TRCA Comments and Proponent Responses
Enclosed: Appendix A: TRCA Comments and Proponent Responses, WORD digital file for consultant/proponent response purposes

BY E-MAIL

Cc:

Source Water: Bill Snodgrass, Water Management Unit, City of Toronto

TRCA: Sharon Lingertat, Senior Manager, Infrastructure Planning and Permits
Caroline Mugo, Senior Planner, Infrastructure Planning and Permits
Corinna Thomassen-Darby, Planner, Infrastructure Planning and Permits
Johanna Kyte, Senior Manager, Government and Community Relations

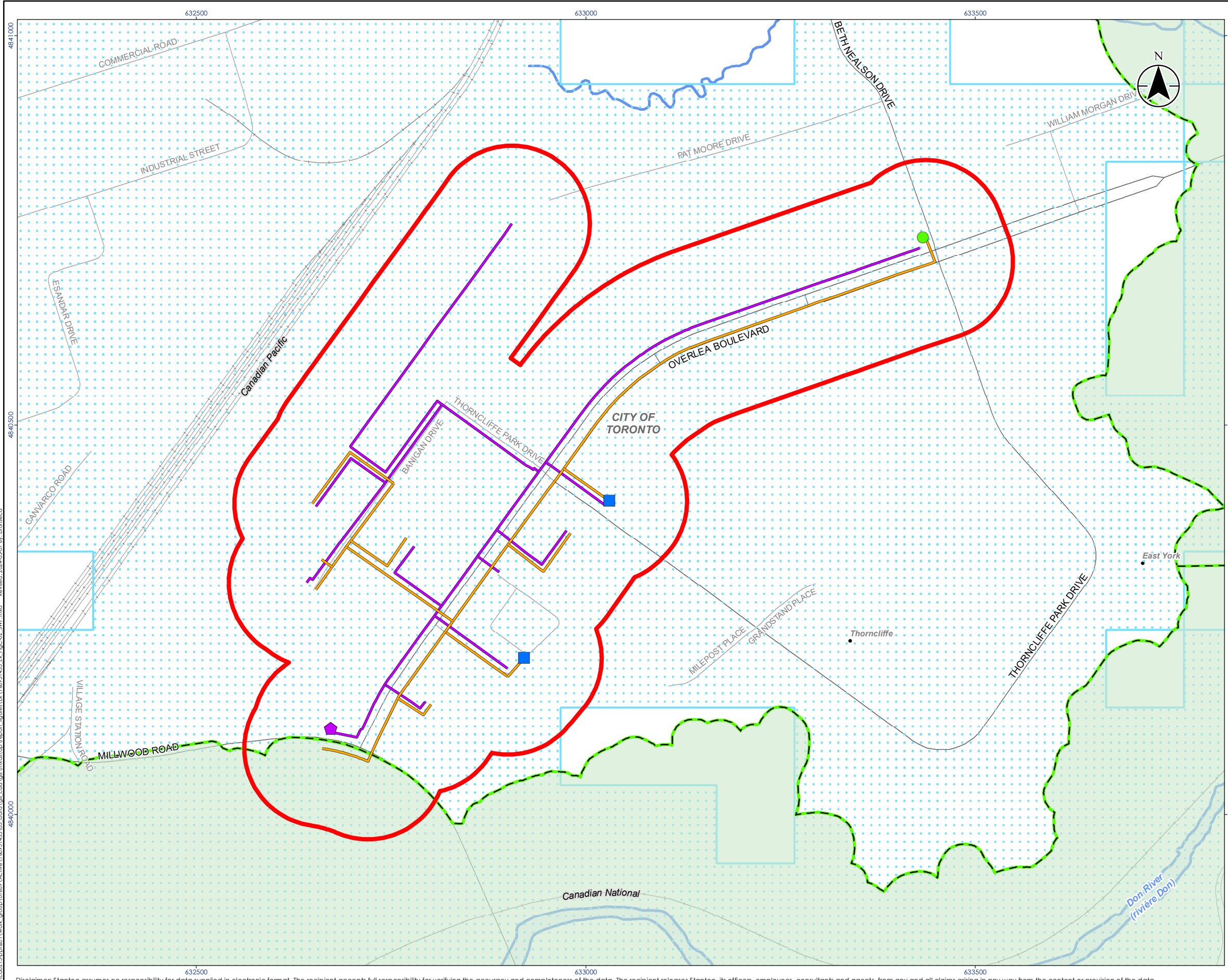
APPENDIX A: TRCA COMMENTS AND PROPONENT RESPONSES

ITEM	DISCIPLINE	TRCA COMMENTS	PROponent/CONSULTANT RESPONSE
1.	General	Hydro One Networks Inc. (HONI) is proposing to conduct tower relocation works in the vicinity of this project. Enbridge Gas Inc. should coordinate with HONI project manager Irani Danesh (danesh.irani@HydroOne.com).	
2.		Metrolinx is proposing to construct the Don Valley Crossing (Ontario Line) in the vicinity of this project. Enbridge Gas Inc. should coordinate with Metrolinx project manager Flavia Santiago (Flavia.Santiago@metrolinx.com)	
3.	Planning	As a result of the new regulation, please update the report with the following: TRCA permits will be required at the detailed design stage under Section 28.1 of the Conservation Authorities Act (Please see Table 1.1 in the report and Section 3.3.7 as examples where 166/06 will need to be updated)	
4.	Geotechnical Engineering	<p>Section 3.3.7 of the report notes that a slope stability study will need to be conducted. The Long-term Stable Top of Slope (LTSTOS) setback will need to be determined by a geotechnical engineer for a factor of safety of 1.5. The alignment needs to be located behind the LTSTOS line to ensure that the risk of being impacted by erosion hazard and slope instability is prevented over the long-term.</p> <p>The terms of reference for the slope stability study need to be developed as per the TRCA Geotechnical Engineering and Design Submission Requirements (November 2007).</p> <p>https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2016/02/17173003/PDPM_GGEDSR.pdf</p>	
5.		The LTSTOS line described in comment 4 needs to be plotted on the site plan or drawings to confirm that the proposed alignment and facilities running on Millwood Road are	

		adequately setback from the slope to mitigate the risk of the erosion hazard.	
6.		The tableland is limited in the area of the preferred route. In the absence of a slope stability study at the pre-consultation level, the proposed alignment could become unfeasible if a later slope stability study shows that there is no adequate setback from the erosion hazard at which to locate the alignment. As such, the slope stability study needs to be conducted to verify the feasibility of the proposed alignment in this report.	

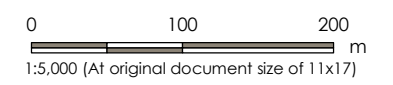
Appendix C Existing Conditions Figures



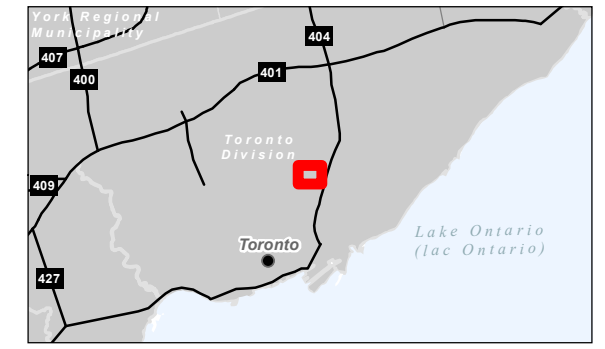


Legend

- Study Area
 - Existing Station
 - Proposed Station
 - ◆ Station to be Abandoned
 - Pipeline To Be Abandoned
 - Preferred Route
- Base Features**
- Major Road
 - Minor Road
 - Railway
 - Watercourse (Permanent)
 - Waterbody
- Intake Protection Zone (IPZ)**
- Type 3
- Source Water Features**
- Highly Vulnerable Aquifer (HVA)
 - Event Based Area



- Notes**
1. Coordinate System: NAD 1983 UTM Zone 17N
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2023.
 3. This figure contains information made available under the Toronto and Region Conservation Authority (TRCA)'s Open Data Licence v 1.0.



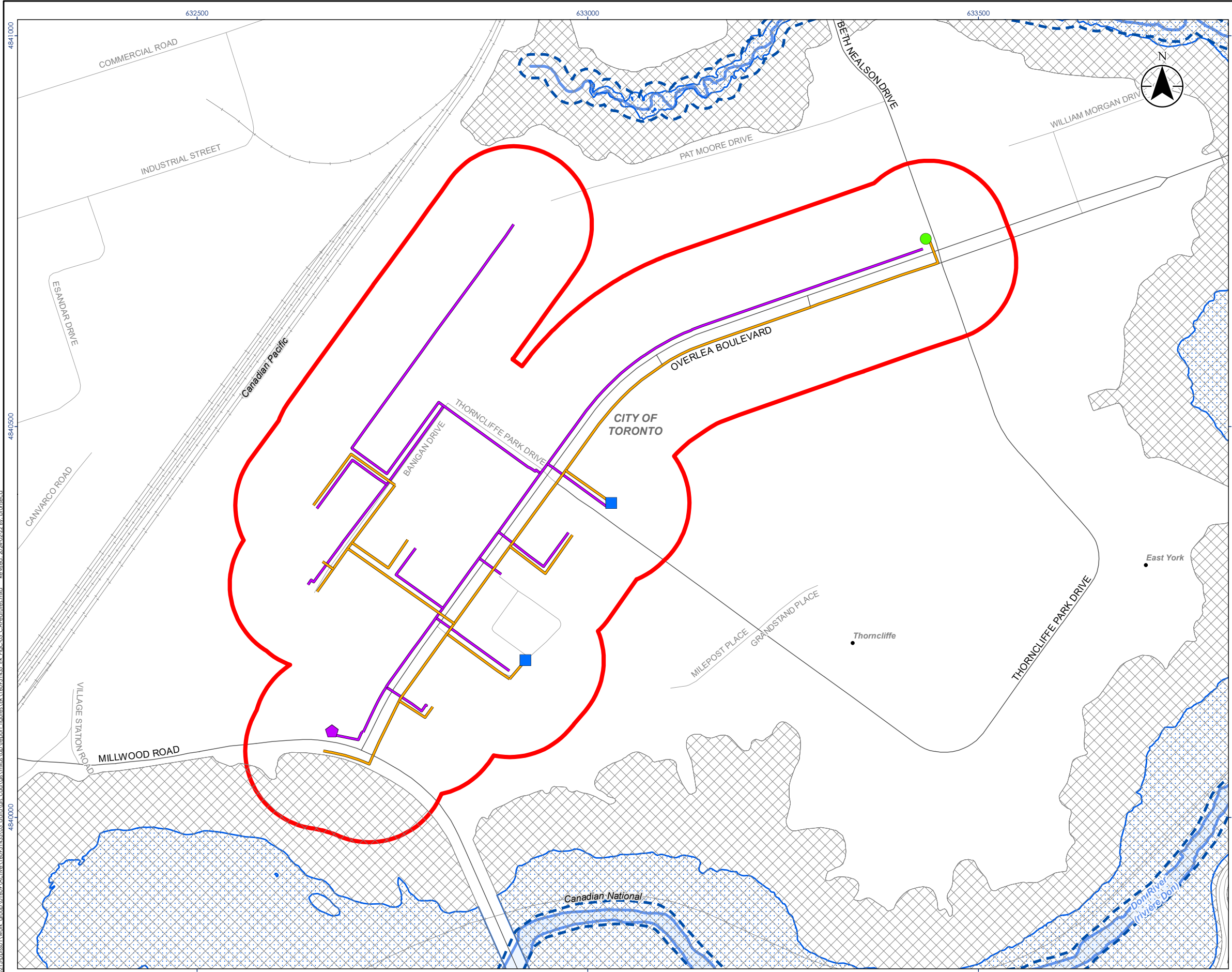
Project Location: City of Toronto
 160951435 REV1
 Prepared by BF on 2024-05-07
 Technical Review by SPE on 2024-01-22

Client/Project: ENBRIDGE GAS INC.
 OVERLEA STATION RELOCATION PROJECT

Figure No.: **C-02**

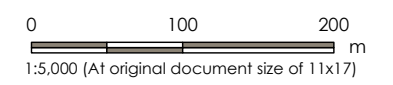
Title: **Source Water Protection Features**

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 Revised: 2024-05-07 By: blanecca
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 Revised: 2024-05-07 By: blanecca

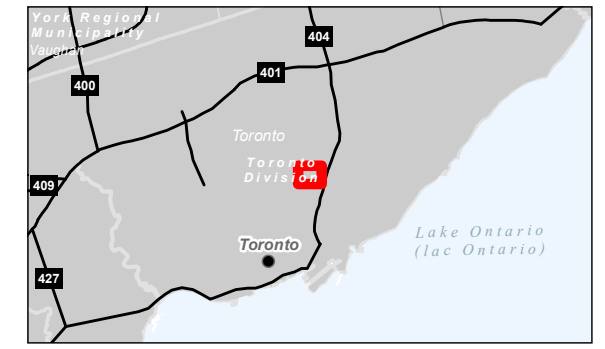


Legend

- Study Area
 - Existing Station
 - Proposed Station
 - ◆ Station to be Abandoned
 - Pipeline To Be Abandoned
 - Preferred Route
- Base Features**
- Major Road
 - Minor Road
 - Railway
 - Watercourse (Permanent)
 - Waterbody
- Conservation Authority Features**
- Crest of Slope (TRCA, 2022)
 - Flood Hazard, Engineered (TRCA, 2022)
 - Meander Belt (TRCA, 2022)



- Notes**
1. Coordinate System: NAD 1983 UTM Zone 17N
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 3. This figure contains information made available the Toronto and Region Conservation Authority (TRCA)'s data sharing agreement. Data received 2024-02-21.



Project Location: City of Toronto
 Prepared by BF on 2024-02-22
 Technical Review by SPE on 2024-01-22

Client/Project: ENBRIDGE GAS INC., OVERLEA STATION RELOCATION PROJECT

Figure No.: **C-03**

Title: **Conservation Authority Features**

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Appendix D Stage 1 Archaeological Assessment





**Stage 1 Archaeological Assessment:
Overlea Station Relocation Project**

Part of Lots 8, 12, and 13, Concession 3
from the Bay, Geographic Township of
York, former County of York, now City of
Toronto, Ontario

October 25, 2023

Prepared for:

Enbridge Gas Inc.
101 Honda Boulevard
Markham, Ontario L6C 0M6

Prepared by:

Stantec Consulting Ltd.
600 – 171 Queens Avenue
London, Ontario N6A 5J7

Licensee: Parker Dickson, MA
License Number: P256
Project Information Form Number:
P256-0768-2023
Project Number: 160951435

ORIGINAL REPORT

Executive Summary

Stantec Consulting Ltd. (Stantec) was retained by Enbridge Gas Inc. (Enbridge) to complete a Stage 1 archaeological assessment to support the proposed Overlea Station Relocation Project (the Project). The Project is located in the community of East York and is anticipated to be largely within the existing municipal road rights-of-way, however, additional permanent easements, temporary working space, and temporary lay-down areas may be required. Overall, the study area for the Stage 1 archaeological assessment of the Project comprises approximately 32.8 hectares of part of Lots 8, 12, and 13, Concession 3 from the Bay, in the Geographic Township of York, former County of York, now City of Toronto, Ontario.

The Stage 1 archaeological assessment was undertaken by Stantec, on behalf of Enbridge, during the preliminary design phase of the Project and was conducted in accordance with the provisions of the *Ontario Heritage Act* (Government of Ontario 1990b) and the requirements of Section 4.3.4 of the Ontario Energy Board's (OEB) *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Projects and Facilities in Ontario, 8th Edition* (OEB 2023). The Stage 1 archaeological assessment was completed under Project Information Form number P256-0768-2023 issued to Parker Dickson, MA by the Ministry of Citizenship and Multiculturalism (the Ministry). Permission to enter the study area was not obtained as a property inspection for the Stage 1 archaeological assessment was not required.

The Stage 1 archaeological assessment of the study area for the Project determined that the entire study area (100%) retains low to no archaeological potential as it has been fully subject to previous archaeological assessment and no further archaeological work was recommended. In accordance with Section 1.3.2 and Section 7.7.4 of the Ministry's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), Stage 2 archaeological assessment is not required for the Project's study area.

The Executive Summary highlights key points from the report only; for complete information and findings, the reader should examine the complete report.



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Project Personnel

Project Manager:	Rooly Georgopoulos, B.Sc.
Project Lead:	Dominique Kelly, BA (Hon.)
Licensed Archaeologist:	Parker Dickson, MA (P256)
Mapping:	Brandon Fonseca, GIS Specialist
Report Writer:	Parker Dickson, MA
Quality Review:	Colin Varley, MA, RPA
Independent Review:	Tracie Carmichael, BA, B.Ed.

Acknowledgments

Enbridge Gas Inc.:	Kristin Kimpinski, Advisor Environment
Ministry of Citizenship and Multiculturalism:	Robert von Bitter, Archaeological Data Coordinator



STAGE 1 ARCHAEOLOGICAL ASSESSMENT: OVERLEA STATION RELOCATION PROJECT

Project Context

October 25, 2023

1.0 PROJECT CONTEXT

1.1 DEVELOPMENT CONTEXT

Stantec Consulting Ltd. (Stantec) was retained by Enbridge Gas Inc. (Enbridge) to complete a Stage 1 archaeological assessment to support the proposed Overlea Station Relocation Project (the Project). Overall, the study area for the Stage 1 archaeological assessment of the Project comprises approximately 32.8 hectares of part of Lots 8, 12, and 13, Concession 3 from the Bay, in the Geographic Township of York, former County of York, now City of Toronto, Ontario (Figure 1). The Project is located in the community of East York and is anticipated to be largely within the existing municipal road rights-of-way, however, additional permanent easements, temporary working space, and temporary lay-down areas may be required (Figure 2). The Stage 1 archaeological assessment was undertaken by Stantec, on behalf of Enbridge, during the preliminary design phase of the Project and was conducted in accordance with the provisions of the *Ontario Heritage Act* (Government of Ontario 1990b) and the requirements of Section 4.3.4 of the Ontario Energy Board's (OEB) *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Projects and Facilities in Ontario, 8th Edition* (OEB 2023).

1.1.1 Objectives

In compliance with the provincial standards and guidelines set out by the Ministry of Citizenship and Multiculturalism (the Ministry) in the 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), the objectives of the Stage 1 archaeological assessment are to:

- Provide information about the study area's geography, history, previous archaeological fieldwork, and current land conditions.
- Evaluate the study area's archaeological potential, which will support recommendations for Stage 2 survey for the property.
- Recommend appropriate strategies for Stage 2 survey.

To meet these objectives, Stantec archaeologists employed the following research strategies:

- A review of relevant archaeological, historical, and environmental literature pertaining to the study area.
- A review of the land use history, including pertinent historical maps.
- A review of the City of Toronto's *A Master Plan of Archaeological Resources for the City of Toronto – Interim Report* (Archaeological Services Inc. [ASI] 2004).
- An examination of the Ministry's *Ontario Archaeological Sites Database* to determine the presence of registered archaeological sites in and around the study area.
- A query of the Ministry's *Ontario Public Register of Archaeological Reports* to identify previous archaeological assessments completed within, and within 50 metres of, the study area.



STAGE 1 ARCHAEOLOGICAL ASSESSMENT: OVERLEA STATION RELOCATION PROJECT

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The Stage 1 archaeological assessment was completed under Project Information Form number P256-0768-2023 issued to Parker Dickson, MA by the Ministry. Permission to enter the study area was not obtained as a property inspection for the Stage 1 archaeological assessment was not required.

1.2 HISTORICAL CONTEXT

“Contact” is typically used as a chronological benchmark when discussing Indigenous archaeology in Canada and describes the contact between Indigenous and European cultures. There is no definitive moment of contact and the understanding of when Indigenous and European communities first began to influence one another is evolving with new study of archaeological and historical evidence, and from Indigenous oral tradition. Contact in what is now the province of Ontario is broadly assigned to the 16th century (Loewen and Chapdelaine 2016).

1.2.1 Pre-contact Indigenous Resources

It has been demonstrated that Indigenous people began occupying southern Ontario as the Laurentide glacier receded, as early as 11,000 years ago (Ellis and Ferris 1990:13). Much of what is understood about the lifeways of these Indigenous peoples is derived from archaeological evidence and ethnographic analogy. In Ontario, Indigenous culture prior to the period of contact with European peoples has been distinguished into cultural periods based on observed changes in material culture. These cultural periods are largely based on observed changes to formal lithic tools, and separated into the Early Paleo, Late Paleo, Early Archaic, Middle Archaic, Late Archaic, and Terminal Archaic periods. Following the advent of ceramic technology in the Indigenous archaeological record, cultural periods are separated into the Early Woodland, Middle Woodland, and Late Woodland periods, based primarily on observed changes in formal ceramic decoration. It should be noted that these cultural periods do not necessarily represent specific cultural identities but are a useful paradigm for understanding changes in Indigenous culture through time. The current understanding of Indigenous archaeological culture is summarized in Table 1, based on Ellis and Ferris (1990). The provided time periods are based on the “Common Era” calendar notation system, i.e., Before Common Era (BCE) and Common Era (CE).

Table 1: Generalized Cultural Chronology of the Study Area

Period	Characteristics	Time Period	Comments
Early Paleo	Fluted Projectiles	9000 – 8400 BCE	Spruce parkland, caribou hunters
Late Paleo	Hi-Lo Projectiles	8400 – 8000 BCE	Smaller but more numerous sites
Early Archaic	Kirk and Bifurcate Base Points	8000 – 6000 BCE	Slow population growth
Middle Archaic	Brewerton-like points	6000 – 2500 BCE	Environment similar to present
Late Archaic	Narrow Points	2500 – 1800 BCE	Increasing site size
	Broad Points	1800 – 1500 BCE	Large chipped lithic tools
	Small Points	1500 – 1100 BCE	Introduction of bow hunting
Terminal Archaic	Hind Points	1100 – 950 BCE	Emergence of true cemeteries
Early Woodland	Meadowood Points	950 – 400 BCE	Introduction of pottery
Middle Woodland	Dentate/Pseudo-Scallop Pottery	400 BCE – 500 CE	Increased sedentism



STAGE 1 ARCHAEOLOGICAL ASSESSMENT: OVERLEA STATION RELOCATION PROJECT

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October 25, 2023

Period	Characteristics	Time Period	Comments
	Princess Point	550 – 900 CE	Introduction of corn
Late Woodland	Early Late Woodland	900 – 1300 CE	Emergence of agricultural villages
	Middle Late Woodland	1300 – 1400 CE	Long longhouses (100+ metres)
	Late Late Woodland	1400 – 1650 CE	Inter-group warfare and displacement
Contact Indigenous	Various Indigenous Groups	1650 – 1875 CE	Early written records and treaties
Late Historical	Euro-Canadian	1796 CE – present	European settlement

Between 9000 and 8000 BCE, Indigenous populations were sustained by hunting, fishing, and foraging and lived a relatively mobile existence across an extensive geographic territory. Despite these wide territories, social ties were maintained between groups. One method of maintaining social ties was through gift exchange, evident through exotic lithic material documented on many sites (Ellis 2013:35-40).

By approximately 8000 BCE, evidence exists and becomes more common for the production of ground-stone tools such as axes, chisels, and adzes. These tools themselves are believed to be indicative specifically of woodworking. This evidence can be extended to indicate an increase in craft production and arguably craft specialization. This latter statement is also supported by evidence, dating to approximately 7000 BCE of ornately carved stone objects which would be laborious to produce and have explicit aesthetic qualities (Ellis 2013:41). This is indirectly indicative of changes in social organization which permitted individuals to devote time and effort to craft specialization. As described above, since approximately 8000 BCE, the Great Lakes basin experienced a low-water phase, with shorelines significantly below modern lake levels (Stewart 2013: Figure 1.1.C). It is presumed that the majority of human settlements would have been focused along these former shorelines. At approximately 6500 BCE the climate had warmed considerably since the recession of the glaciers and the environment had grown more similar to the present day. By approximately 4500 BCE, evidence exists from southern Ontario for the utilization of native copper, i.e., naturally occurring pure copper metal (Ellis 2013:42). The recorded origin of this material along the north shore of Lake Superior indicates the existence of extensive exchange networks across the Great Lakes basin.

At approximately 3500 BCE, the isostatic rebound of the North American plate following the melt of the Laurentide glacier had reached a point which significantly affected the watershed of the Great Lakes basin. Prior to this, the Upper Great Lakes had drained down the Ottawa Valley via the French-Mattawa River valleys. Following this shift in the watershed, the drainage course of the Great Lakes basin had changed to its present course. This also prompted a significant increase in water-level to approximately modern levels (with a brief high-water period); this change in water levels is believed to have occurred catastrophically (Stewart 2013:28-30). This change in geography coincides with the earliest evidence for cemeteries (Ellis 2013:46). By 2900 to 2500 BCE, the earliest evidence exists for the construction of fishing weirs (Ellis *et al.* 1990: Figure 4.1; Stevens 2004). Construction of these weirs would have required a large amount of communal labour and are indicative of the continued development of social organization and communal identity. The large-scale procurement of food at a single location also has significant implications for permanence of settlement within the landscape. This period is also marked by



STAGE 1 ARCHAEOLOGICAL ASSESSMENT: OVERLEA STATION RELOCATION PROJECT

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further population increase and by 1500 BCE evidence exists for substantial permanent structures (Ellis 2013:45-46).

By approximately 950 BCE, the earliest evidence exists for populations using ceramics. Populations are understood to have continued to seasonally exploit natural resources. This advent of ceramic technology correlated, however, with the intensive exploitation of seed foods such as goosefoot and knotweed as well as mast such as nuts (Williamson 2013:48). The use of ceramics implies changes in the social organization of food storage as well as in the cooking of food and changes in diet. Fish also continued to be an important facet of the economy at this time. Evidence continues to exist for the expansion of social organization (including hierarchy), group identity, ceremonialism (particularly in burial), interregional exchange throughout the Great Lakes basin and beyond, and craft production (Williamson 2013:48-54).

By approximately 550 CE, evidence emerges for the introduction of maize into southern Ontario. This crop would have initially only supplemented Indigenous people's diet and economy (Birch and Williamson 2013:13-14). Maize-based agriculture gradually became more important to societies and by approximately 900 CE permanent communities emerge which are primarily focused on agriculture and the storage of crops, with satellite locations oriented toward the procurement of other resources such as hunting, fishing, and foraging. By approximately 1250 CE, evidence exists for the common cultivation of historic Indigenous cultigens, including maize, beans, squash, sunflower, and tobacco. The extant archaeological record demonstrates many cultural traits similar to historical Indigenous nations (Williamson 2013:55).

The study area is located close to the proposed Late Woodland-period Don River settlement sequence dating from the early 14th century (i.e., the Moatfield site) to the late 15th century (i.e., the Keffer site). Due to the extensive development of the City of Toronto during the 20th century, many sites have been lost from the archaeological record (Birch and Williamson 2013:31-38). Both Huron-Wendat and Anishinaabeg traditional history indicate that the Huron-Wendat and Anishinaabeg cohabited the region of the study area (Kapyrka 2018).

1.2.2 Post-contact Indigenous Resources

By the turn of the 16th century, the region of the study area appears to have been abandoned of permanent settlements. It has long been the understanding of archaeologists that, prior to the 16th century, the north shore of Lake Ontario was occupied by Iroquoian-speaking populations (Birch and Williamson 2013; Birch 2015; Dermakar *et al.* 2016). Recently, the direct correlation in Ontario between archaeology and ethnicity, and especially regional identity, has been questioned (cf. Fox 2015:23; Gaudreau and Lesage 2016:9-12; Ramsden 2016:124). Recent considerations of Indigenous sources on cultural history have led to the understanding that, prior to the 16th century, the north shore of Lake Ontario was co-habited by more mobile Anishinaabeg populations (Kapyrka 2018) who have not been represented in previous analyses of the archaeological record and who most likely have left a more ephemeral archaeological record than that of more densely populated agricultural settlements. The apparent void of permanent settlement along the north shore of Lake Ontario continued through the first half of the 17th century; however, this does not preclude the occupation of the region by mobile Anishinaabeg peoples.



STAGE 1 ARCHAEOLOGICAL ASSESSMENT: OVERLEA STATION RELOCATION PROJECT

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In 1649, the Seneca and Mohawk led a campaign into the north shore of Lake Ontario and dispersed the Huron-Wendat, Tionontati (Petun), and Atawandaron (Neutral) nations, and the Seneca established dominance over the region (Heidenreich 1978). Specifically, the study area would have been in the catchment of the Seneca settlement of Teiaiagon at Baby Point (Konrad 1981:136; Williamson 2008:50). This permanently occupied settlement on the north shore of Lake Ontario was of great strategic importance, being situated at the natural landfall for one of the branches of the Toronto Carrying Place portage route up to Lake Simcoe (Williamson 2008:50-52). The settlement was also of great economic importance, serving as a staging point on the north shore of Lake Ontario for Seneca fur trappers *en route* to and from New York State (Konrad 1981).

By 1690, Ojibwa speaking people had begun moving south into the lower Great Lakes basin (Konrad 1981; Rogers 1978). In particular, the Mississauga gained dominance in the region, occupying the abandoned Teiaiagon (Benn 2008:53). The Indigenous economy since the turn of the 18th century focused on fishing and the fur trade, supplemented by agriculture and hunting (Mississaugas of the New Credit First Nation n.d.).

Despite the dispersal and movement of Indigenous groups throughout southern Ontario during the 17th and 18th centuries, archaeologically they can be characterized by continuity with their pre-contact Indigenous counterparts. These peoples still maintained a Terminal Woodland archaeological culture, albeit with some features of European material culture. While there was cultural and social change occurring due to contact with European colonial powers, there was equally a definite persistence of Indigenous socio-cultural practices since these groups were not so profoundly affected by European contact that they left their former lifeways behind (Ferris 2009).

Regardless of the differentiation among Indigenous groups in Euro-Canadian sources, there was a considerably different view by Indigenous groups concerning their self-identification during the first few centuries of European contact. These peoples relied upon kinship ties that cut across European notions of nation identity (Bohaker 2006:277-283). Many of the British-imposed nation names such as Chippewa, Ottawa, Potawatomi, or Mississauga artificially separated how self-identified Indigenous peoples' classified themselves; these groups were culturally and socially more alike than contemporary European documentation might indicate (Bohaker 2006:1-8).

Since contact with European explorers and immigrants, and, later, with the establishment of provincial and federal governments (the Crown), the lands within Ontario have been included in various treaties, land claims, and land cessions. Following the American War of Independence (1775-1783), the Crown entered into treaties and purchases to secure land for trade routes and settlement. Though not an exhaustive list, Morris (1943) provides a general outline of some of the treaties within the Province of Ontario from 1783 to 1923. However, earlier treaties were made between Indigenous nations and the Crown such as the 1701 Albany Deed (Six Nations of the Grand River n.d.; Government of Canada 2013). It is difficult to exactly delineate treaty boundaries today and treaties often had varying degrees of geographic detail depending on their date or the ultimate purpose of the treaty. An approximate outline of the treaty lands described by Morris (1943) is provided in Figure 3.



STAGE 1 ARCHAEOLOGICAL ASSESSMENT: OVERLEA STATION RELOCATION PROJECT

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Based on Morris (1943), the study area is situated in the limits of the 1805 Toronto Purchase between the Crown and the Credit River Mississauga Nation (Government of Canada 2016). The 1805 Toronto Purchase was intended to clarify an earlier 1787 surrender of lands. An approximate outline of the Toronto Purchase, also known as Treaty Number 13, is provided in Figure 3 (identified by the letter “L”) relative to surrounding treaties.

The nature of Indigenous settlement size, population distribution, and material culture shifted as European settlers encroached upon Indigenous territory. However, despite this shift, “written accounts of material life and livelihood, the correlation of historically recorded villages to their archaeological manifestations, and the similarities of those sites to more ancient sites have revealed an antiquity to documented cultural expressions that confirms a deep historical continuity to...systems of ideology and thought” (Ferris 2009:114). As a result, Indigenous peoples have left behind archaeological resources throughout the region which show continuity with past peoples, even if they have not been explicitly recorded in Euro-Canadian documentation.

1.2.3 Euro-Canadian Resources

In 1791, the Provinces of Upper Canada and Lower Canada were created from the former Province of Quebec by an act of British Parliament. At this time, Colonel John Graves Simcoe was appointed as the Lieutenant Governor of Upper Canada and was tasked with governing the new province, directing its settlement, and establishing a constitutional government modelled after that of Britain. In 1792, Simcoe divided Upper Canada into 19 counties consisting of previously settled lands, new lands opened for settlement, and lands not yet acquired by Crown. These new counties stretched from Essex in the west to Glengarry in the east. The study area is in the Geographic Township of York, in the former County of York.

The Euro-Canadian development of the Township of York is largely tied to its proximity to the City of Toronto and to Yonge Street, the main thoroughfare of the 19th century. The survey for the Township of York was initiated in 1791 by Augustus Jones. This survey outlined the boundaries of the township and provided the basic framework for the Lots and Concessions. Jones originally named the township “Dublin”, but this was changed in 1793 by Simcoe (Mulvany *et al.* 1885:77).

When Simcoe landed in Upper Canada in 1792, he was accompanied by the Queen's Rangers, troops that would be utilized for both military and civic purposes. The Queen's Rangers provided assistance in the construction of various public works projects including roads and bridges, and they were available for military duties (Magel 1998:22). Under the directions of Simcoe, a party of Queen's Rangers was instructed to assist Augustus Jones in the survey of Yonge Street from Lake Ontario north to Lake Simcoe. Jones began the survey at the Holland Landing in 1793, working south towards Lake Ontario. The Toronto Carrying Place, an Indigenous trail between the two lakes, existed prior to the survey and helped form the basis of the survey.

Separate surveys were later undertaken for the Town Plot of York in the 1790s. A partial survey of the Township of York was undertaken in 1793 by Abraham Iredell. At this time, construction began on a section of Yonge Street between the Town of York at Lake Ontario and Lake Simcoe. On February 20,



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1796, Augustus Jones reported to Colonel Simcoe that Yonge Street was open from Holland Landing on Lake Simcoe to the Town of York on Lake Ontario (Magel 1998:14).

The route of Yonge Street, running south to north through the township, influenced the layout of concessions and lots. A further survey of the township was completed in 1802 by Deputy Surveyor Johann Stegmann. The concessions were laid out east and west of Yonge Street, one and a quarter mile apart with side roads one and a quarter mile apart, forming 200-acre lots (Kennedy 2013).

These 200-acre lots were advertised for settlement. Early patents were granted in 1796 in the township, with settlement initially occurring along Yonge Street and the lakeshore. Early European settlers in the township included United Empire Loyalists, disbanded British regiments, and government officials (Guillet 1946:38). The first meeting for the Township of York was held on March 4, 1797, and included the Townships of York, Markham, and Vaughan. During the meeting, wardens, assessors, and overseers of highways were elected. The Town of York was included in the Township of York until 1804 (Hart 1968:253).

Early European settlements occurred along Yonge Street, as it was the main supply and communication line to the Town of York (Byers 1976:3). From the Town of York moving north, this included the villages of Eglinton, York Mills, Willowdale, and Newtonbrook. Villages also appeared near river crossings where mills and blacksmiths built their businesses. Saw and grist mills were developed along Black Creek, the Don River, and the Humber River, all of which ran through the township. As the township was originally heavily forested, sawmills were the initial industry prior to farming. In 1802, the developing township had two sawmills and one grist mill (Mika and Mika 1983:681-685).

The War of 1812 proved to be beneficial to the Township of York, unlike other townships across Upper Canada that were faced with numerous raids and destruction by American invaders. Because the township was situated directly adjacent to the capital of Upper Canada and the military garrison of York, there was a large demand for food and supplies from the township (Hart 1968:28). Following the War of 1812, the boom that occurred had diminished and development was slowed for 10 years until the arrival of the first wave of immigrants to Upper Canada in 1825. That year, 12,818 immigrants, mostly from the British Isles, came to the County of York by way of the St. Lawrence River (Mulvany *et al.* 1885:80). The number of immigrants to the county increased each year, to 16,862 in 1826, and to 28,000 in 1828 (Mulvany *et al.* 1885:80). The Township of York greatly benefitted from the increased yearly influx of arrivals, and by 1833 settlement was occurring in the northern portions of the township (Mitchell 1952:58). The population of the township grew from 1,672 in 1820 to 3,127 in 1830, making it the largest township in the county (Mulvany *et al.* 1885:80).

In March 1834, the Town of York was incorporated as the City of Toronto, with a population of 9,250 (Hart 1968:63). As the City of Toronto developed to the south, the demand for produce and supplies created in the township increased. This included the need for large amounts of grain, lumber, flour, meat, fruit, milk, and vegetables (Kennedy 2013). Mills continued to develop in the township, from 10 sawmills and one grist mill in 1825 to 25 sawmills, eight grist mills, and two woolen mills by 1851 (Hart 1968:63). The mid-19th century was the peak for mills in the township. Since most of the land had been cleared for farming, the need for sawmills decreased towards the end of the century and the 1850s witnessed a shift in the



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township from wheat exports to livestock and dairy farming, reducing the need for gristmills (Kennedy 2013).

The Township of York was incorporated on January 1, 1850, following the abolition of districts and the creation of municipalities. The township became part of the United Counties of York, Ontario, and Peel, with meetings held regularly in three hotels at the village of Eglinton (Hart 1968:254-255).

1.2.3.1 Historical Mapping

In discussing 18th and 19th century historical mapping it must be remembered that many historical county atlases were produced primarily to identify factories, offices, residences, and landholdings of subscribers and were funded by subscription fees. Landowners who did not subscribe were not always listed on the maps (Caston 1997:100). As such, structures were not necessarily depicted or placed accurately (Gentilcore and Head 1984). Further, review of historical mapping has inherent accuracy difficulties due to potential error in georeferencing. Georeferencing is conducted by assigning spatial coordinates to fixed locations and using these points to spatially reference the remainder of the map. Due to changes in “fixed” locations over time (e.g., road intersections, road alignments, shorelines, etc.), errors/difficulties of scale and the relative idealism of the historical cartography, historical maps may not translate accurately into real space points. This may provide obvious inconsistencies during historical map review.

Historical mapping illustrates the development of the City of Toronto and its relationship to the study area over time. Three maps were selected to provide a broad overview of the study area during the 19th century: John Ownsworth Browne’s 1851 map (Browne 1851), George Tremaine’s 1860 map (Tremaine 1860), and the 1878 historical atlas map (Miles & Co. 1878).

A portion of the 1851 *Map of the Township of York* (Browne 1851) is illustrated in Figure 4. The 1851 map illustrates that the study area included both cleared lands and forested areas. The map also depicts early trails or roads (illustrated as dashed lines) running north-south through the study area. No other historical notations are depicted on the map within or adjacent to the study area.

Figure 5 illustrates a portion of the 1860 *Map of the County of York, Canada West* (Tremaine 1860). The 1860 map provides more details and historical notations than the 1851 map. Land tenure information from the 1860 map relevant to the study area is summarized in Table 2.

Table 2: Relevant Land Tenure Information from the 1860 Map of York County

Lot	Concession	Portion	Landowner	Comment
8	3 from the Bay	West half	John Taylor & Brothers	Portion of Don River and unnamed tributary (likely Walmsley Brook) within Lot.
12	3 from the Bay	East portion	William Lea	No historical notations depicted.
13	3 from the Bay	Southeast portion; Northern portion	William Lea; John Lea	No historical notations depicted.



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A portion of the 1878 *Illustrated Historical Atlas of County of York* (Miles & Co. 1878) is illustrated on Figure 6. Land tenure information from the 1878 map relevant to the study area is summarized in Table 3.

Table 3: Relevant Land Tenure Information from the 1878 Map of York County

Lot	Concession	Portion	Landowner	Comment
8	3 from the Bay	West half	Jno. H. Taylor & Bro	Portion of Don River and unnamed tributary (Walmsley Brook) within Lot.
12	3 from the Bay	East portion	William Lea	Southern end of parcel illustrated as wooded/forested. A structure with a garden/orchard is illustrated to the northwest of the study area.
13	3 from the Bay	Southeast portion; Northern portion	William Lea; John Lea	No historical notations depicted; single structure illustrated to the northwest of study area.

1.3 ARCHAEOLOGICAL CONTEXT

1.3.1 The Natural Environment

The study area is situated in the Iroquois Plain physiographic region, within the sandplain landform. The Iroquois Plain physiographic region is a lowland bordering Lake Ontario that constitutes the former nearshore of glacial Lake Iroquois. The shoreline is typically well defined by cliffs, bars, beaches, and boulder pavement. Shallow lacustrine deposits generally characterize the plain. The sandy soils of this region were preferred for early agricultural settlement and the former bars across river mouths have historically been a valuable resource for sand pits (Chapman and Putnam 1984:190-193). Sand plains are glaciolacustrine features. Sand plains are deposited by higher energy, shallow waters.

Soils in the study area consist of unclassified soils (Department of Agriculture 1954). A large part of the City of Toronto would have historically consisted of a variety of soils; however, subsequent urban and suburban development has resulted in many of the natural soils being obscured by development activities and they are presently unidentifiable (Department of Agriculture 1954).

The study area is approximately 200 metres south of an unnamed tributary of the Don River, likely Walmsley Brook (Lost Rivers n.d.). The study area is also approximately 200 metres north of the Don River.

1.3.2 Registered Archaeological Sites and Surveys

In Canada, archaeological sites are registered within the Borden system, a national grid system designed by Charles Borden in 1952 (Borden 1952). The grid covers the entire surface area of Canada and is divided into major units containing an area that is two degrees in latitude by four degrees in longitude. Major units are designated by upper case letters. Each major unit is subdivided into 288 basic unit areas, each containing an area of 10 minutes in latitude by 10 minutes in longitude. The width of basic units reduces as one moves north due to the curvature of the earth. In southern Ontario, each basic unit measures approximately 13.5 kilometres east-west by 18.5 kilometres north-south. In northern Ontario, adjacent to Hudson Bay, each basic unit measures approximately 10.2 kilometres east-west by 18.5



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kilometres north-south. Basic units are designated by lower case letters. Individual sites are assigned a unique, sequential number as they are registered. These sequential numbers are issued by the Ministry who maintain the *Ontario Archaeological Sites Database*. The study area is in Borden block AkGu.

Information concerning specific site locations is protected by provincial policy and is not fully subject to the *Freedom of Information and Protection of Privacy Act* (Government of Ontario 1990a). The release of such information in the past has led to looting or various forms of illegally conducted site destruction. Confidentiality extends to media capable of conveying location, including maps, drawings, or textual descriptions of a site location. The Ministry will provide information concerning site location to the party or an agent of the party holding title to a property, or to a licensed archaeologist with relevant cultural resource management interests.

An examination of the Ministry's *Ontario Archaeological Sites Database* has shown that there are five registered archaeological sites located within a one-kilometre radius of the study area (Government Ontario 2023a). None of the registered archaeological sites are located within 50 metres of the study area. Table 4 provides a summary of the registered archaeological sites within one kilometre of the study area.

Table 4: Registered Archaeological Sites

Borden Number	Site Name	Site Type	Cultural Affiliation
AkGu-7	Don Valley Brick Works	Industrial	Euro-Canadian
AkGu-29	Sunnybrook Park	Findspot	Indigenous
AkGu-319	Not applicable	Homestead/farmstead; findspot	Euro-Canadian; Indigenous
AkGu-325	Thornccliffe Site	Unknown	Indigenous
AkGt-52	Sauriol	Dump, homestead	Euro-Canadian

A query of the *Ontario Public Register of Archaeological Reports* (Government of Ontario 2023b) identified nine previous archaeological assessments within 50 metres of the study area. However, as the Ministry does not currently maintain a coordinate-based accessible or searchable database of previous archaeological assessment areas or study areas, other archaeological assessments and studies may have occurred, or are occurring, near the study area. Table 5 summarizes the previous archaeological assessment completed within or within 50 metres of the study area.

Table 5: Previous Archaeological Assessments

Consultant	Report Title	Year	Project Information Form (PIF) Number
Timmins Martelle Heritage Consultants Inc. (TMHC)	<i>Report on the Stage 1 and 2 Archaeological Assessment of A Proposed Overflow Parking Facility, For Costco Wholesale Located on Part of Lot 8 and Lot 9, Concession 3, City of Toronto, Ontario, Canada</i>	2016	P357-0068-2015
AECOM	<i>Ontario Line Stage 1 Archaeological Assessment Report – North</i>	2020	P438-0194-2019
Stantec	<i>Stage 1 Archaeological Assessment: Ontario Line Subway Project, Environmental Impact Assessment</i>	2023a	P1060-0086-2020



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Consultant	Report Title	Year	Project Information Form (PIF) Number
Stantec	<i>Stage 2 Archaeological Assessment: Ontario Line Subway Project, Don Valley Works</i>	2023b	P415-0341-2022 P415-0346-2022 P415-0356-2022 P415-0379-2022 P415-0387-2022 P415-0419-2022 P415-0420-2022
Stantec	<i>Stage 2 Archaeological Assessment: Ontario Line Subway Project, Don Valley Works, Additional Assessment</i>	2023c	P1148-0066-2022
Stantec	<i>Stage 2 Archaeological Assessment: Ontario Line Subway Project, Don Valley Works, Additional Assessment II</i>	2023d	P1148-0068-2023
Stantec	<i>Stage 2 Archaeological Assessment: Ontario Line Subway Project, Environmental Impact Assessment, 1-31 Saulter Street, 400 and 410 Logan Avenue, 444 Logan Avenue, and Banigan Drive</i>	2023e	P415-0381-2022 P415-0382-2022 P415-0384-2022 P415-0388-2022 P415-0391-2022
Stantec	<i>Stage 2 Archaeological Assessment: Ontario Line Subway Project, 10 Overlea Boulevard Additional Assessment</i>	2023f	P1148-0070-2023
Stantec	<i>Stage 1 Archaeological Assessment: Basement Flooding Remediation and Water Quality Improvement Master Plan, Class Environmental Assessment Areas 46 and 47</i>	2023g	P1148-0007-2021

TMHC completed a Stage 1 archaeological assessment on behalf of Hydro One Networks Inc. of a proposed circuit between Leaside Transfer Station, Todmorden Junction, Lumsden Junction, and the Mai Transfer Station in the Don Valley/Danforth area (TMHC 2016). The TMHC (2016) assessment noted that parts of the assessment area retained low archaeological potential and other parts of the assessment area retained archaeological potential. A portion of the TMHC (2016) study area overlaps with the study area for the Project. However, subsequent archaeological work by AECOM (2020) includes the relevant portions of the TMHC (2016) study area; thus, the TMHC (2016) study area is not illustrated on Figure 7 of this report.

AECOM completed a Stage 1 archaeological assessment as part of the north segment of the Ontario Line Project (AECOM 2020). The AECOM assessment noted parts of the assessment area as being deeply disturbed and recommended no further archaeological assessment on those parts. Other parts of the assessment area were evaluated as retaining archaeological potential. A portion of the AECOM (2020) study area overlaps with the study area for the Project. The area of overlap is similar to the area of overlap noted in TMHC (2016) and AECOM (2020) carried forward the archaeological potential recommendations of TMHC (2016). AECOM (2020) completed a property inspection relevant to the current study area for the Project and evaluated much of the current study area as disturbed, with smaller pockets of land retaining archaeological potential. The results of AECOM's (2020) work are illustrated on



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Figure 7; however, several subsequent archaeological assessments have been completed and are discussed below.

Stantec also completed a Stage 1 archaeological assessment report for the Ontario Line Project (Stantec 2023a). As it relates to the current study area, the Stantec (2023a) report carried forward evaluations of archaeological potential noted in AECOM (2020) and TMHC (2016). As such, the Stantec (2023a) study area is not illustrated in Figure 7.

Stantec completed Stage 2 archaeological assessment for the Don Valley Works associated with the Ontario Line Project (Stantec 2023b). Portions of the Stantec (2023b) study area overlap with the current study area. Within the areas of overlap, Stantec (2023b) completed test pit survey and photo documentation of areas of low to no archaeological potential. No archaeological resources were identified by Stantec (2023b) during the test pit survey of lands overlapping with the current study area. The Stantec (2023b) assessment also evaluated some lands as retaining archaeological potential and carried forward other evaluations of archaeological potential noted in AECOM (2020). The study area related to Stantec (2023b) is illustrated on Figure 7.

Stantec completed Stage 2 archaeological assessment for additional lands for the Don Valley Works associated with the Ontario Line Project (Stantec 2023c). Portions of the Stantec (2023c) study area overlap with the current study area for the Project, however no new evaluations or assessments of the overlapping lands were completed. As such, the study area from Stantec (2023c) is not illustrated on Figure 7.

Another Stage 2 archaeological assessment for additional lands for the Don Valley Works associated with the Ontario Line Project was completed by Stantec (2023d). Portions of the Stantec (2023d) study area overlap with the current study area for the Project. As part of their Stage 2 assessment, Stantec (2023d) evaluated lands within the current study area as retaining low to no archaeological potential, including lands which were previously evaluated in (Stantec 2032b). Stantec (2023d) also completed test pit survey for lands within the study area. No archaeological resources were identified by Stantec (2023d) during the test pit survey of lands overlapping with the current study area. The relevant portions of the Stantec (2023d) study area are illustrated in Figure 7.

Stantec completed Stage 2 archaeological assessment of several small parcels to the support the Ontario Line Subway Project (Stantec 2023e). One of the parcels in Stantec (2023e), a small area on Banigan Drive, is located within the current study area and was evaluated as retaining archaeological potential by TMHC (2016) and AECOM (2020). Stantec (2023e) completed Stage 2 assessment of the parcel on Banigan Drive and no archaeological resources were identified. The Stantec (2023e) study area is not illustrated on Figure 7 as it is captured by Stantec (2023d).

Stantec completed Stage 2 archaeological assessment of 10 Overlea Boulevard as part of the Ontario Line Project (Stantec 2023f). The study area for Stantec (2023f) is located within the study area for the Project and was previously evaluated as retaining archaeological potential by TMHC (2016) and AECOM (2020). No archaeological resources were identified by Stantec (2023f). The Stantec (2023f) study area is illustrated in Figure 7.



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Stantec completed a Stage 1 archaeological assessment of Basement Flooding Study Areas 46 and 47 in support of a Municipal Class Environmental Assessment for the City of Toronto (Stantec 2023g). Portions of the Stantec (2023g) study area, specifically portions of the municipal road rights-of-way of Millwood Road, Overlea Boulevard, Leaside Park Drive, and Banigan Drive, overlap with the current study area. Stantec (2023g) determined that these areas of overlap had been either previously assessed as retaining low to no archaeological potential (i.e., AECOM 2020) or were evaluated in that study as retaining low to no archaeological potential by way of a property inspection. Relevant portions of the Stantec (2023g) study area are illustrated on Figure 7.

1.3.3 Oral History and Traditional Knowledge

The following oral histories were provided to Stantec for inclusion in the archaeology reports and do not necessarily reflect the views of other Indigenous communities and nations, the consultant archaeologist, or Enbridge.

1.3.3.1 Curve Lake First Nation

The following is an excerpt from a collated oral history of the region, as recounted by Gitiga Migizi, a respected Elder and Knowledge Keeper of the Michi Saagiig Nation (see also Migizi and Kapyrka 2015):

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

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

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



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

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

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

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

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



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Michi Saagiig Elder Gitiga Migizi (2018) recounts:

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

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

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

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

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

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

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

1.3.3.2 Huron-Wendat Nation

The following is an excerpt from a collated oral history of the region provided by the Huron-Wendat Nation:



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“As an ancient people, traditionally, the Huron-Wendat, a great Iroquoian civilization of farmers and fishermen-hunter-gatherers and also the masters of trade and diplomacy, represented several thousand individuals. They lived in a territory stretching from the Gaspé Peninsula in the Gulf of Saint Lawrence and up along the Saint Lawrence Valley on both sides of the Saint Lawrence River all the way to the Great Lakes. Huronia, included in Wendake South, represents a part of the ancestral territory of the Huron-Wendat Nation in Ontario. It extends from Lake Nipissing in the North to Lake Ontario in the South and Île Perrot in the East to around Owen Sound in the West. This territory is today marked by several hundred archaeological sites, listed to date, testifying to this strong occupation of the territory by the Nation. It is an invaluable heritage for the Huron-Wendat Nation and the largest archaeological heritage related to a First Nation in Canada.

“According to our own traditions and customs, the Huron-Wendat are intimately linked to the Saint Lawrence River and its estuary, which is the main route of its activities and way of life. The Huron-Wendat formed alliances and traded goods with other First Nations among the networks that stretched across the continent.

“Today, the population of the Huron-Wendat Nation is composed of more than 4000 members distributed on-reserve and off-reserve.

“The Huron-Wendat Nation band council (CNHW) is headquartered in Wendake, the oldest First Nations community in Canada, located on the outskirts of Quebec City (20 km north of the city) on the banks of the Saint Charles River. There is only one Huron-Wendat community, whose ancestral territory is called the Nionwentsïo, which translates to ‘our beautiful land’ in the Wendat language.

“The Huron-Wendat Nation is also the only authority that have the authority and rights to protect and take care of her ancestral sites in Wendake South.”

1.3.3.3 Chippewas of Rama First Nation

The following is an excerpt from a collated oral history of the region provided by the Chippewas of Rama First Nation:

“The Chippewas of Rama First Nation are an Anishinaabe (Ojibway) community located at Rama First Nation, O[ntario]. Our history began with a great migration from the East Coast of Canada into the Great Lakes region. Throughout a period of several hundred years, our direct ancestors again migrated to the north and eastern shores of Lake Huron and Georgian Bay. Our Elders say that we made room in our territory for our allies, the Huron-Wendat Nation, during their times of war with the Haudenosaunee. Following the dispersal of the Huron-Wendat Nation from the region in the mid-1600s, our stories say that we again migrated to our territories in what today is known as Muskoka and Simcoe County. Several major battles with the Haudenosaunee culminated in peace being agreed between the Anishinaabe and the Haudenosaunee, after which the



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Haudenosaunee agreed to leave the region and remain in southern Ontario. Thus, since the early 18th century, much of central Ontario into the lower parts of northern Ontario has been Anishinaabe territory.

“The more recent history of Rama First Nation begins with the creation of the ‘Coldwater Narrows’ reserve, one of the first reserves in Canada. The Crown intended to relocate our ancestors to the Coldwater reserve and ultimately assimilate our ancestors into Euro-Canadian culture. Underlying the attempts to assimilate our ancestors were the plans to take possession of our vast hunting and harvesting territories. Feeling the impacts of increasingly widespread settlement, many of our ancestors moved to the Coldwater reserve in the early 1830s. Our ancestors built homes, mills, and farmsteads along the old portage route which ran through the reserve, connecting Lake Simcoe to Georgian Bay (this route is now called ‘Highway 12’). After a short period of approximately six years, the Crown had a change of plans. Frustrated at our ancestors continued exploiting of hunting territories (spanning roughly from Newmarket to the south, Kawartha Lakes to the east, Meaford to the west, and Lake Nipissing to the north), as well as unsuccessful assimilation attempts, the Crown reneged on the promise of reserve land. Three of our Chiefs, including Chief Yellowhead, went to York under the impression they were signing documents affirming their ownership of land and buildings. The Chiefs were misled, and inadvertently allegedly surrendered the Coldwater reserve back to the Crown.

“Our ancestors, then known as the Chippewas of Lakes Simcoe and Huron, were left landless. Earlier treaties, such as Treaty 16 and Treaty 18, had already resulted in nearly 2,000,000 acres being allegedly surrendered to the Crown. The Chippewas made the decision to split into three groups. The first followed Chief Snake to Snake Island and Georgina Island (today known as the Chippewas of Georgina Island). The second group followed Chief Aissance to Beausoleil Island, and later to Christian Island (Beausoleil First Nation). The third group, led by Chief Yellowhead, moved to the Narrows between Lakes Simcoe and Couchiching and eventually, Rama (Chippewas of Rama First Nation).

“A series of purchases, using Rama’s own funds, resulted in Yellowhead purchasing approximately 1,600 acres of abandoned farmland in Rama Township. This land makes up the core of the Rama Reserve today, and we have called it home since the early 1840’s. Our ancestors began developing our community, clearing fields for farming and building homes. They continued to hunt and harvest in their traditional territories, especially within the Muskoka region, up until the early 1920’s. In 1923, the Williams Treaties were signed, surrendering 12,000,000 acres of previously unceded land to the Crown. Once again, our ancestors were misled, and they were informed that in surrendering the land, they gave up their right to access their seasonal traditional hunting and harvesting territories.

“With accessing territories difficult, our ancestors turned to other ways to survive. Many men guided tourists around their former family hunting territories in Muskoka, showing them places to fish and hunt. Others worked in lumber camps and mills. Our



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Project Context

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grandmothers made crafts such as porcupine quill baskets and black ash baskets, and sold them to tourists visiting Simcoe and Muskoka. The children were forced into Indian Day School, and some were taken away to Residential Schools. Church on the reserve began to indoctrinate our ancestors. Our community, along with every other First Nation in Canada, entered a dark period of attempted genocide at the hands of Canada and the Crown. Somehow, our ancestors persevered, and they kept our culture, language, and community alive.

“Today, our community has grown into a bustling place, and is home to approximately 1,100 people. We are a proud and progressive First Nations community.”

1.3.4 City of Toronto’s Archaeological Management Plan

In 2004, ASI prepared an archaeological management plan for the City of Toronto title *A Master Plan of Archaeological Resources for the City of Toronto – Interim Report* (ASI 2004). The management plan is also available on the City of Toronto’s online interactive mapping (City of Toronto 2023). Based on a review of the archaeological management plan, the southwestern most portion of the study area, i.e., southwest of Millwood Road, is located within an area of archaeological potential. The remainder of the study area is not located within an area of archaeological potential.

1.4 EXISTING CONDITIONS

The archaeology study area for the Project is approximately 32.8 hectares and is located on part of Lots 8, 12, and 13, Concession 3 from the Bay, Geographic Township of York, former York County, now City of Toronto, Ontario. The study area largely comprises heavily urbanized, industrial, commercial, and retail lands, along with municipal drains and other infrastructure.



STAGE 1 ARCHAEOLOGICAL ASSESSMENT: OVERLEA STATION RELOCATION PROJECT

Field Methods
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2.0 FIELD METHODS

Based on a review of background information pertaining to the study area for the Project, a property inspection for the Stage 1 archaeological assessment was not required.



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Analysis and Conclusions

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3.0 ANALYSIS AND CONCLUSIONS

Archaeological potential is established by determining the likelihood that archaeological resources may be present within a study area. Stantec applied archaeological potential criteria commonly used by the Ministry (Government of Ontario 2011) to determine areas of archaeological potential within the study area. These variables include proximity to previously identified archaeological sites, distance to various types of water sources, soil texture and drainage, glacial geomorphology, elevated topography, and the general topographic variability of the area. However, it is worth noting that extensive land disturbance can eradicate archaeological potential (Government of Ontario 2011).

Potable water is the single most important resource for any extended human occupation or settlement and since water sources in Ontario have remained relatively stable over time, proximity to drinkable water is regarded as a useful index for the evaluation of archaeological site potential. In fact, distance to modern water is one of the most used variables for predictive modeling of archaeological site locations. Distance to modern or ancient water sources is generally accepted as the most important determinant past human settlement patterns and considered alone, may result in a determination of archaeological potential. However, any combination of two or more other criteria, such as well-drained soils or topographic variability, may also indicate archaeological potential.

As discussed above, distance to water is an essential factor in archaeological potential modeling. When evaluating distance to water it is important to distinguish between water and shoreline, as well as natural and artificial water sources, as these features affect site location and type to varying degrees. The Ministry categorizes water sources in the following manner:

- Primary water sources: lakes, rivers, streams, and creeks.
- Secondary water sources: intermittent streams and creeks, springs, marshes, and swamps.
- Past water sources: glacial lake shorelines, relic river or stream channels, cobble beaches, and shorelines of drained lakes or marshes.
- Accessible or inaccessible shorelines: high bluffs, swamp or marshy lake edges, and sandbars stretching into marsh.

As stated in Section 1.3.1, the study area is approximately 200 metres south of an unnamed tributary of the Don River, likely Walmsley Brook (Lost Rivers n.d.) and is also approximately 200 metres north of the Don River. Ancient and/or relic tributaries of other primary and secondary water sources may have existed but are not identifiable today and are not indicated on historical mapping. Soil texture can also be an important determinant of past settlement, usually in combination of other factors such as topography. As stated previously, soils within the study area are unclassified due to extensive urban disturbance but, generally, would have been suitable for early agriculture. A review of the Ministry's *Ontario Archaeological Sites Database* identified registered Indigenous archaeological sites within one kilometre of the study area (Government of Ontario 2023a).

Archaeological potential can also be extended to areas of early Euro-Canadian settlement, including places of military or pioneer settlements; early transportation routes; and properties listed on the municipal register or designated under the *Ontario Heritage Act* (Government of Ontario 1990b) or



STAGE 1 ARCHAEOLOGICAL ASSESSMENT: OVERLEA STATION RELOCATION PROJECT

Analysis and Conclusions

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property that local histories or informants have identified with possible historical events, activities, or occupations. Historical mapping demonstrates that the general area around the study area was occupied by the mid-19th century and that much of the established road networks from the 19th century is still visible today. A review of the Ministry's *Ontario Archaeological Sites Database* identified registered Euro-Canadian archaeological sites within one kilometre of the study area (Government of Ontario 2023a).

Based on a review of the City of Toronto's archaeological management plan (ASI 2004; City of Toronto 2023), the southwestern most portion of the study area, i.e., southwest of Millwood Road, is located within an area of archaeological potential. However, this portion of the study area was subject to previous archaeological assessment and no further archaeological work is recommended (i.e., Stantec 2023d).

In addition to Stantec (2023d), several other previous archaeological assessments have been completed within the study area (see Table 5). The previous archaeological assessments identified portions of the lands within the study area as retaining low to no archaeological potential due to deep and extensive disturbance, steep slope, and low and permanently wet areas. Portions of the study area identified as retaining archaeological potential were subject to Stage 2 assessment and no archaeological resources were identified. As noted, several previous archaeological assessments have been completed within the study area and many of these previous assessments overlap one another. For brevity, the most recent and/or relevant previous archaeological assessments have been mapped and illustrated on Figure 7, i.e., AECOM (2020) and Stantec (2023b, 2023d, 2023f, and 2023g). Collectively, the previous archaeological assessments capture the entirety (100%) of the study area and no further archaeological work is recommended.

In summary, the Stage 1 archaeological assessment of the Project, involving background research and a review of previous archaeological assessments, determined that the study area has been fully subject to previous archaeological assessment and no further archaeological work is recommended (Figure 7).



STAGE 1 ARCHAEOLOGICAL ASSESSMENT: OVERLEA STATION RELOCATION PROJECT

Recommendations

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4.0 RECOMMENDATIONS

The Stage 1 archaeological assessment of the study area for the Project determined that the entire study area (100%) retains low to no archaeological potential as it has been fully subject to previous archaeological assessment. In accordance with Section 1.3.2 and Section 7.7.4 of the Ministry's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), **Stage 2 archaeological assessment is not required for the Project's study area (Figure 7).**

The Ministry is asked to review the results presented and to accept this report into the *Ontario Public Register of Archaeological Reports*.



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Advice on Compliance with Legislation
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5.0 ADVICE ON COMPLIANCE WITH LEGISLATION

In accordance with Section 7.5.9 of the Ministry's 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011), the following standard statements are a required component of archaeological reporting and are provided from the Ministry's 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011).

This report is submitted to the Minister of Citizenship and Multiculturalism as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c.0.18 (Government of Ontario 1990c). The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Citizenship and Multiculturalism, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.

It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* (Government of Ontario 1990c) for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the *Ontario Public Register of Archaeological Reports* referred to in Section 65.1 of the *Ontario Heritage Act* (Government of Ontario 1990c).

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act* (Government of Ontario 1990c). The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the *Ontario Heritage Act* (Government of Ontario 1990c).

The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (Government of Ontario 2002) requires that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Public and Business Service Delivery.



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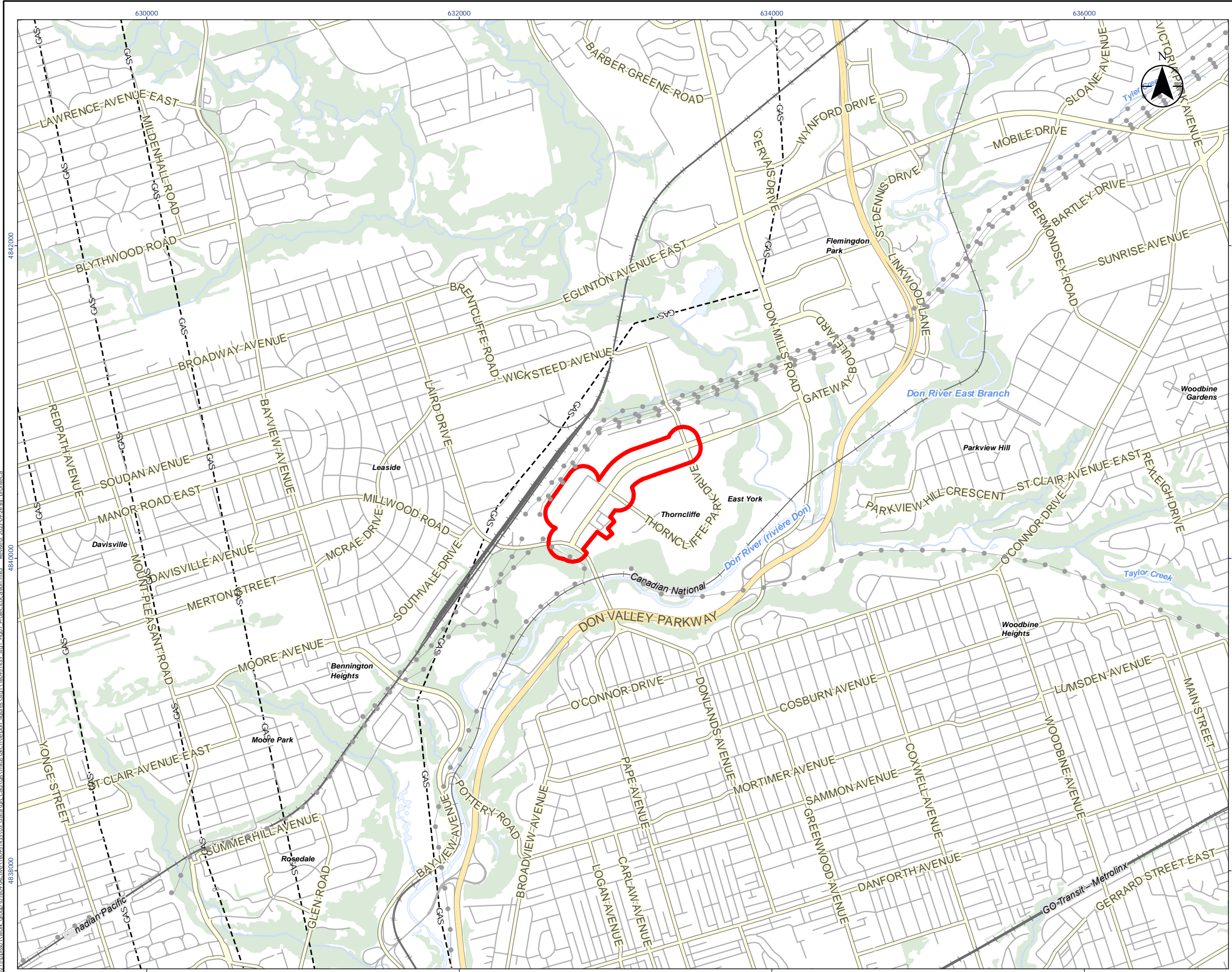
Maps

October 25, 2023

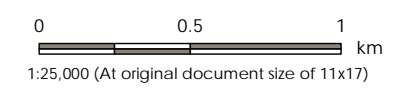
7.0 MAPS

General maps of the study area follow on succeeding pages.

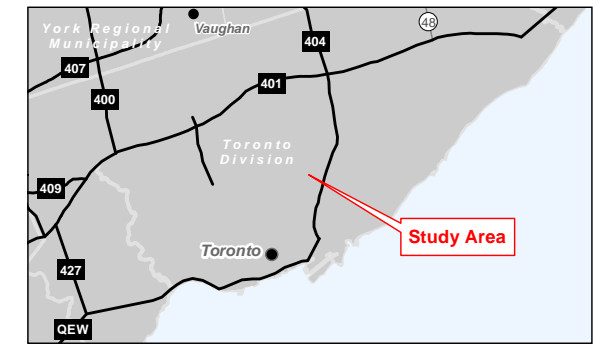




- Legend**
- Study Area
 - GAS- Gas Pipeline
 - Highway
 - Major Road
 - Minor Road
 - Hydro Line
 - Railway
 - Watercourse
 - Waterbody
 - Wooded Area



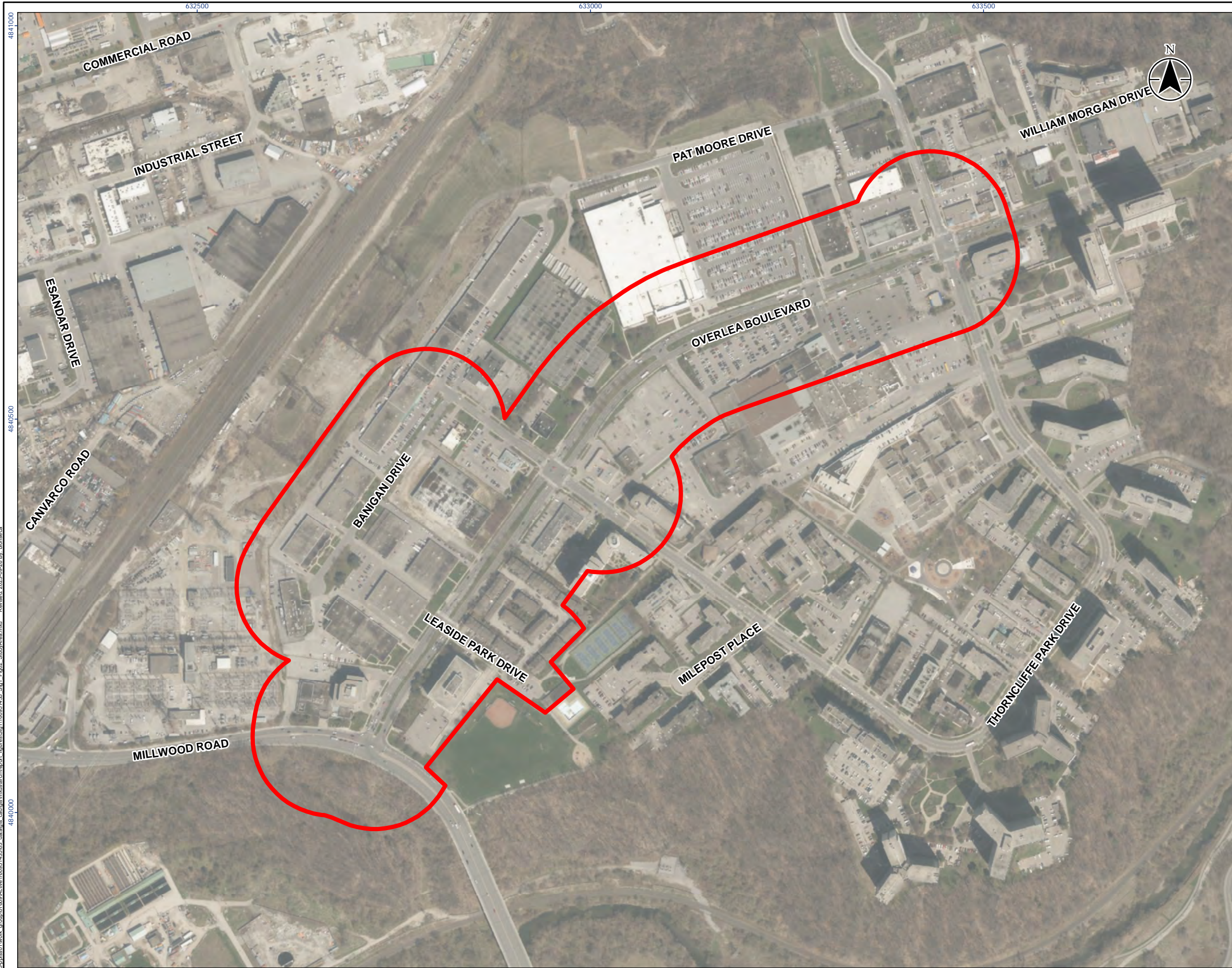
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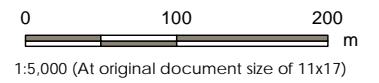
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 160951435 REV1
 Prepared by BF on 2023-09-26
 Technical Review by SPE on 2023-09-26

Client/Project: ENBRIDGE GAS INC.
 OVERLEA STATION RELOCATION PROJECT
 STAGE 1 ARCHAEOLOGICAL ASSESSMENT

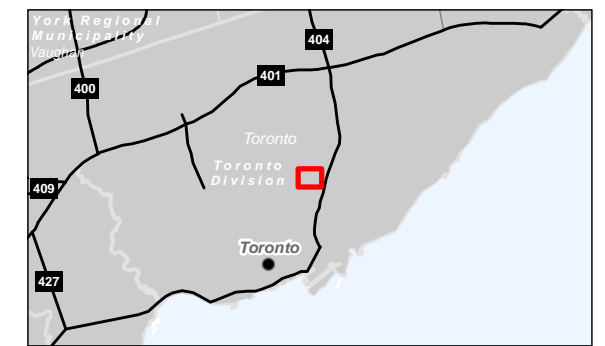
Figure No.: 1
 Title: Location of the Project



Legend
 Study Area



- Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2023.
 3. Orthoimagery © First Base Solutions, 2023. Imagery Date, 2022.

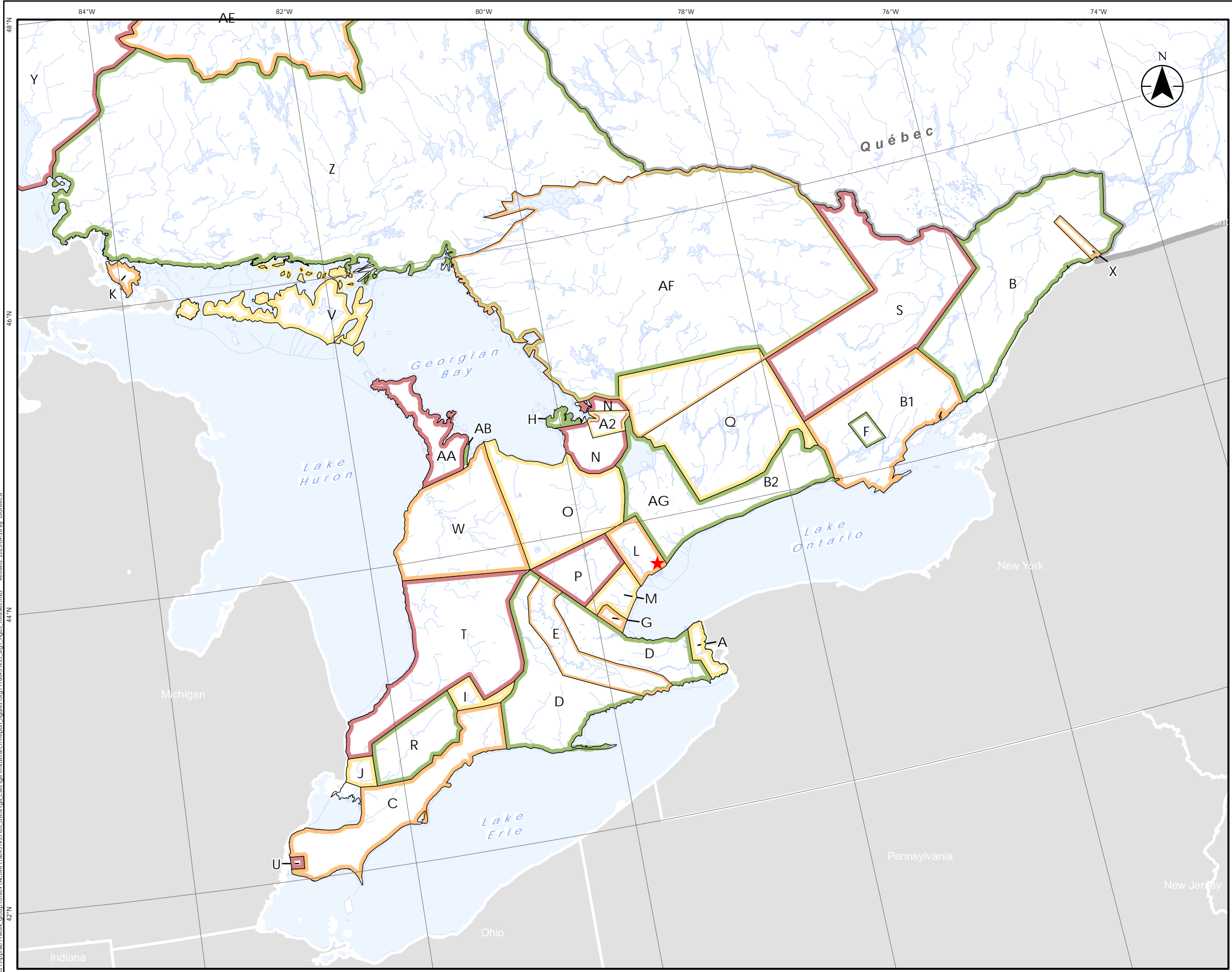


Project Location: Toronto, ON
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 OVERLEA STATION RELOCATION PROJECT
 STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.
 2

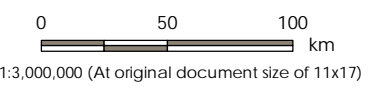
Title
 Location of the Study Area



Legend

- ★ Study Area
- Waterbody

- A Treaty No. 381, May 9th, 1781 (Mississauga and
- AA Treaty No. 72, October 30th, 1854
- AB Treaty No. 82, February 9th, 1857
- AE Treaty No. 9, James Bay 1905, 1906 (Ojibway and
- AF Williams Treaty, October 31st and November 15th, 1923 (Chippewa and Mississauga)
- AG Williams Treaty, October 31st, 1923
- A2 John Collins' Purchase, 1785
- B Crawford's Purchase, October 9th, 1783 (Algonquin and
- B1 Crawford's Purchase, October 9th, 1783
- B2 Crawford's Purchase, 1783, 1787, 1788
- C Treaty No. 2, May 19th, 1790 (Odawa, Chippewa, Pottawatomi, and
- D Treaty No. 3, December 2nd, 1792
- E Haldimand Tract: from the Crown to the Mohawk,
- F Tyendinaga: from the Crown to the Mohawk,
- G Treaty No. 3 3/4: from the Crown to Joseph Brant, October 24th,
- H Treaty No. 5, May 22nd, 1798
- I Treaty No. 6, September 7th, 1796
- J Treaty No. 7, September 7th, 1796
- K Treaty No. 11, June 30th, 1798
- L Treaty No. 13, August 1st, 1805
- M Treaty No. 13A, August 2nd, 1805
- N Treaty No. 16, November 18th, 1815
- O Treaty No. 18, October 17th, 1818
- P Treaty No. 19, October 28th 1818
- Q Treaty No. 20, November 5th, 1818
- R Treaty No. 21, March 9th, 1819
- S Treaty No. 27, May 31st, 1819
- T Treaty No. 27 1/2, April 25th, 1825 (Ojibwa and
- U Treaty No. 35, August 13th, 1833 (Wyandot or
- V Treaty No. 45, August 9th, 1836 (Chippewa and Odawa, "For All Indians To Reside Thereon")
- W Treaty No. 45 1/2, August 9th, 1836
- X Treaty No. 57, June 1st, 1847 (Iroquois of St.
- Y Treaty No. 60, Robinson, Superior, September 7th, 1850
- Z Treaty No. 61, Robinson, Huron, September 9th, 1850



- Notes
1. Coordinate System: NAD 1983 Statistics Canada Lambert
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2023.
 3. Treaty boundaries adapted from Morris 1943 (1964 reprint). For cartographic representation only.

Project Location: Toronto, ON
 Prepared by BF on 2023-09-26
 Technical Review by SPE on 2023-09-25

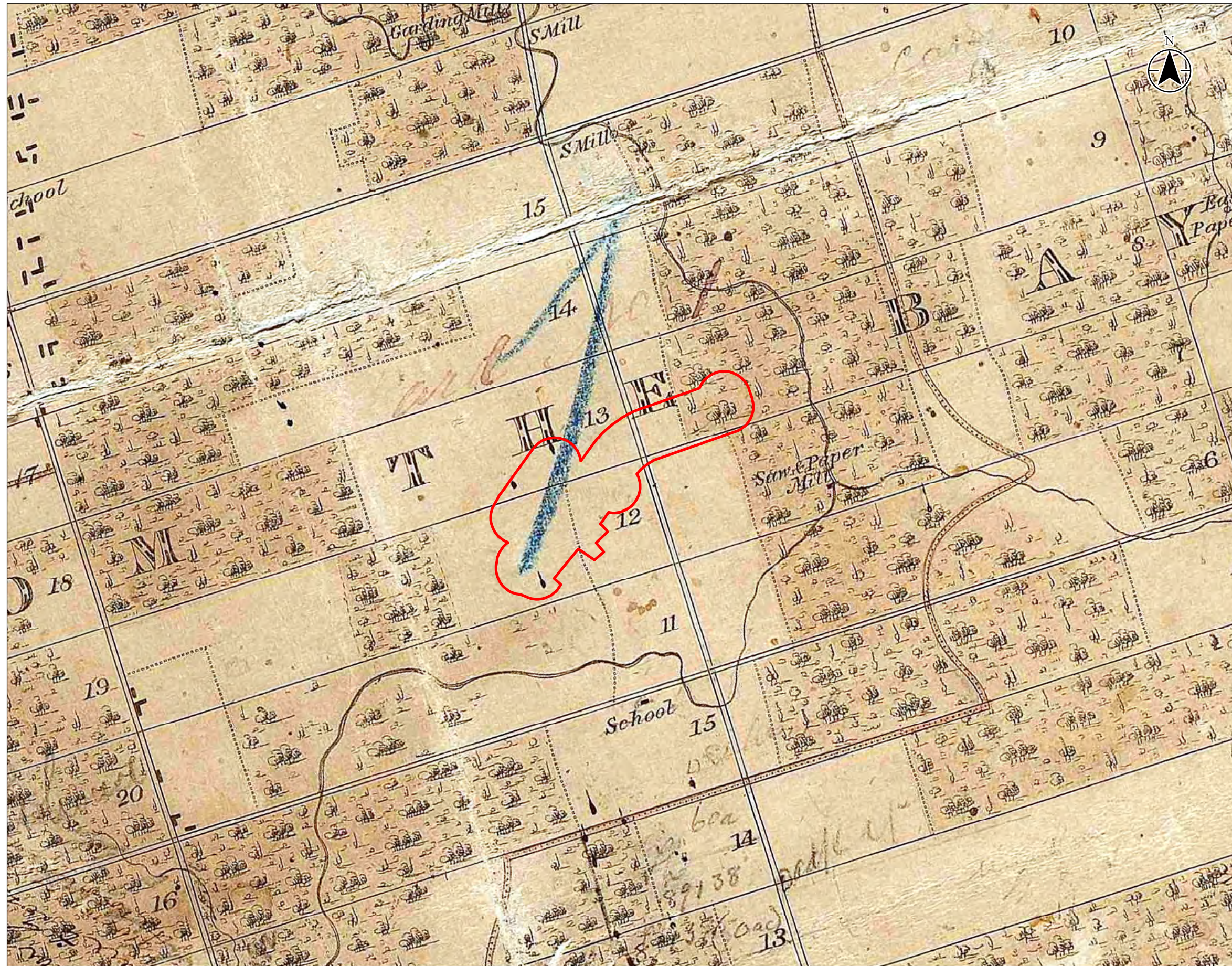
Client/Project: ENBRIDGE GAS INC.
 OVERLEA STATION RELOCATION PROJECT
 STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.: 3


Title: Treaties and Purchases (Adapted from Morris 1943)

\\ca0215-ppl601\work_group\01609\Active\160951435\03_data\figs_cad\figs\mxd\report_figures\Sig1\160951435_Sig1_Fig03_treaties.mxd
 Revised: 2023-09-26 By: blonscca
 42°N
 44°N
 46°N
 48°N

\\va0215-sps-01\work_group\01609\Active\160951435_03_S01_F004_1851Historic.mxd
Revised: 2023-09-26 By: bbonasca

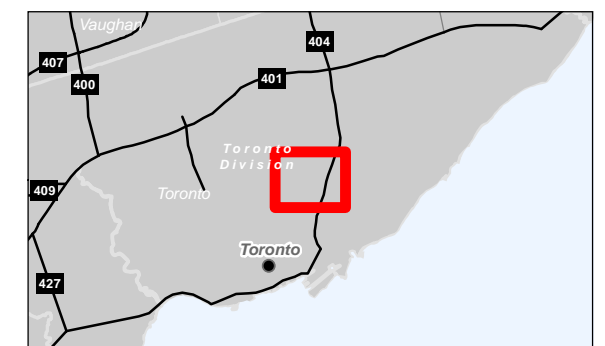


Legend

 Study Area (Approximate)

Notes

1. Historic image not to scale.
2. Reference: Browne, J.O. 1851. Map of the Township of York in the County of York, Upper Canada. 1851. Map on file with the City of Toronto Archive: Series 443, File 40.



Project Location
Toronto, ON

160951435 REV1
Prepared by BF on 2023-09-26
Technical Review by SPE on 2023-09-25

Client/Project
ENBRIDGE GAS INC.
OVERLEA STATION RELOCATION PROJECT
STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.

4

Title

Portion of the 1851 Map of York Township

\\va02715-sps-01\work_group\01609\160951435_data\analysis_cad\gis\mxd\arch\report_figures\Sig1\160951435_Sig1_Fig05_1860Historic.mxd Revised: 2023-09-26 By: bbonasca

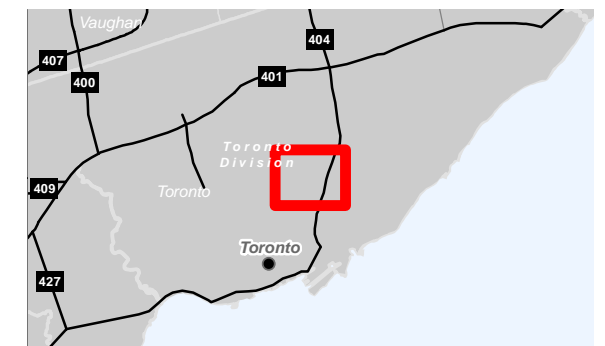


Legend

 Study Area (Approximate)

Notes

- 1. Historic image not to scale.
- 2. Reference: Tremaine, Geo. R. 1860. Tremaine's Map of the County of York, Canada West. Toronto: Geo. C. Tremaine.



Project Location
Toronto, ON

160951435 REV1
Prepared by BF on 2023-09-26
Technical Review by SPE on 2023-09-25

Client/Project
ENBRIDGE GAS INC.
OVERLEA STATION RELOCATION PROJECT
STAGE 1 ARCHAEOLOGICAL ASSESSMENT


Figure No.
5

Title
Portion of the 1860 Map of York County

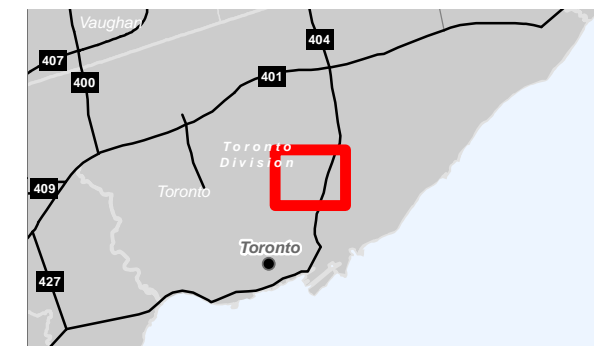
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Revised: 2023-09-26 By: bbonasca



Legend

 Study Area (Approximate)

Notes
1. Historic image not to scale.
2. Reference: Miles & Co. 1878. Illustrated Historical Atlas of the County of York.
Toronto: Miles & Co.



Project Location
Toronto, ON
160951435 REV1
Prepared by BF on 2023-09-26
Technical Review by SPE on 2023-09-25

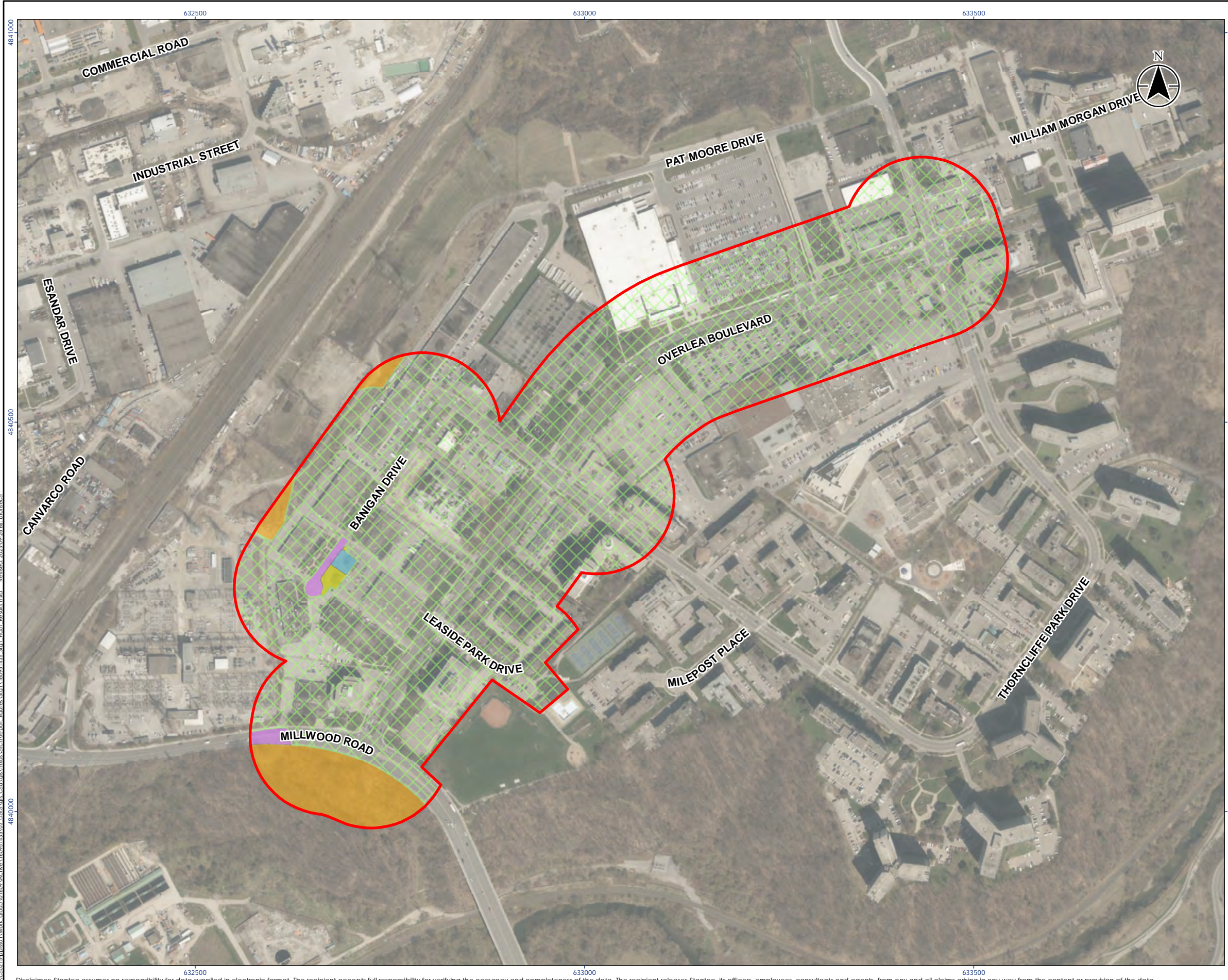
Client/Project
ENBRIDGE GAS INC.
OVERLEA STATION RELOCATION PROJECT
STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.

6

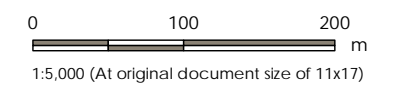
Title

Portion of the 1878 Map of York Township

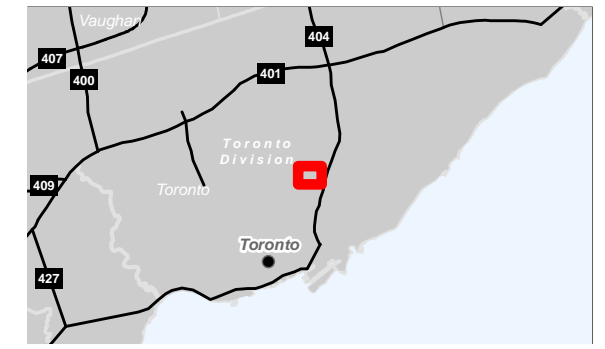


Legend

- Study Area
- Assessment Method
- Previously Assessed (AECOM 2020), No Further Archaeological Work Recommended
- Previously Assessed (Stantec 2023b), No Further Archaeological Work Recommended
- Previously Assessed (Stantec 2023d), No Further Archaeological Work Recommended
- Previously Assessed (Stantec 2023f), No Further Archaeological Work Recommended
- Previously Assessed (Stantec 2023g), No Further Archaeological Work Recommended



- Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2023.
 3. Orthoimagery © First Base Solutions, 2023. Imagery Date, 2022.



Project Location: Toronto, ON
 160951435 REV1
 Prepared by BF on 2023-09-26
 Technical Review by SPE on 2023-09-26

Client/Project: ENBRIDGE GAS INC.
 OVERLEA STATION RELOCATION PROJECT
 STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.: 7

Title: Stage 1 Archaeological Assessment Results

STAGE 1 ARCHAEOLOGICAL ASSESSMENT: OVERLEA STATION RELOCATION PROJECT

Closure
October 25, 2023

8.0 CLOSURE

This report documents work that was performed in accordance with generally accepted professional standards at the time and location in which the services were provided. No other representations, warranties or guarantees are made concerning the accuracy or completeness of the data or conclusions contained within this report, including no assurance that this work has uncovered all potential archaeological resources associated with the identified property.

All information received from the client or third parties in the preparation of this report has been assumed by Stantec to be correct. Stantec assumes no responsibility for any deficiency or inaccuracy in information received from others.

Conclusions made within this report consist of Stantec’s professional opinion as of the time of the writing of this report and are based solely on the scope of work described in the report, the limited data available and the results of the work. The conclusions are based on the conditions encountered by Stantec at the time the work was performed. Due to the nature of archaeological assessment, which consists of systematic sampling, Stantec does not warrant against undiscovered environmental liabilities or that the sampling results are indicative of the condition of the entire property.

This report has been prepared for the exclusive use of the client identified herein and any use by any third party is prohibited. Stantec assumes no responsibility for losses, damages, liabilities, or claims, howsoever arising, from third party use of this report. We trust this report meets your current requirements. Please do not hesitate to contact us should you require further information or have additional questions about any facet of this report.

Quality Review  Colin Varley
2023.10.25
11:25:31 -04'00'

(signature)

Colin Varley, Senior Associate, Senior Archaeologist

Independent Review  Tracie Carmichael
2023.10.25
11:27:53 -04'00'

(signature)

Tracie Carmichael, Managing Principal, Environmental Services



**Appendix E Cultural Heritage Checklist and Cultural
Heritage Report**



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
Overlea Station Relocation Project

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

Proponent Name
Enbridge Gas Inc.

Proponent Contact Information

Screening Questions

1. Is there a pre-approved screening checklist, methodology or process in place? Yes No

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

2. Has the property (or project area) been evaluated before and found **not** to be of cultural heritage value? Yes No

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.

3. Is the property (or project area): Yes No

a. identified, designated or otherwise protected under the *Ontario Heritage Act* as being of cultural heritage value? Yes No

b. a National Historic Site (or part of)? Yes No

c. designated under the *Heritage Railway Stations Protection Act*? Yes No

d. designated under the *Heritage Lighthouse Protection Act*? Yes No

e. identified as a Federal Heritage Building by the Federal Heritage Buildings Review Office (FHBRO)? Yes No

f. located within a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site? Yes No

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

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

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

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

If No, continue to Question 4.

Part B: Screening for Potential Cultural Heritage Value

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

Part C: Other Considerations

	Yes	No
5. Is there local or Aboriginal knowledge or accessible documentation suggesting that the property (or project area):		
a. is considered a landmark in the local community or contains any structures or sites that are important in defining the character of the area?	<input 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](#).



**Cultural Heritage Report: Existing
Conditions and Preliminary Impact
Assessment—Overlea Station
Relocation Project**

March 2024

Prepared for:
Enbridge Gas Inc.
101 Honda Boulevard
Markham, Ontario L6C 0M6

Prepared by:
Stantec Consulting Ltd.
400-1305 Riverbend Road
London, Ontario N6K 0J5

Project Number:
160951435

Limitations and Sign-off

The conclusions in the Report titled Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment—Overlea Station Relocation Project are Stantec’s professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient’s own risk.


Stantec has assumed all information received from Enbridge (the “Client”) and third parties in the preparation of the Report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

This Report is intended solely for use by the Client in accordance with Stantec’s contract with the Client. While the Report may be provided to applicable authorities having jurisdiction and others for whom the Client is responsible, Stantec does not warrant the services to any third party. The report may not be relied upon by any other party without the express written consent of Stantec, which may be withheld at Stantec’s discretion.

Prepared by  Digitally signed by Smith, Frank
Date: 2024.03.25 14:56:21 -04'00'


(signature)

Frank Smith, MA, CAHP, Cultural Heritage Specialist

Reviewed by  Digitally signed by Jones, Lashia
Date: 2024.03.26 15:53:00 -04'00'

(signature)

Lashia Jones, MA, CAHP, Senior Cultural Heritage Specialist

Approved by  Digitally signed by Rivard, Meaghan
Date: 2024.03.26 15:00:29 -04'00'

(signature)

Meaghan Rivard, MA, CAHP, Senior Heritage Consultant, Associate



Executive Summary

Enbridge Gas Inc. (Enbridge Gas) is proposing to construct the Overlea Station Relocation Project, located in the community of East York, City of Toronto, to accommodate the construction of the Metrolinx Ontario Line Subway Expansion Transit Project. The requirement to consider potential and known built heritage resources and cultural heritage landscapes is discussed in the *Ontario Energy Board (OEB) Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Projects and Facilities in Ontario* (the OEB Guidelines, revised March 2023). The OEB Guidelines note that “the assessment of the impact of a proposed project on known or potential cultural heritage resources should inform decisions in the Hydrocarbon Project development planning stage”. To facilitate this, the OEB Guidelines note that a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR) should be prepared for the Study Area.

As per OEB Guidelines, the CHR defined a Study Area for the assessment that includes a 50-metre boundary around the Project Location. The CHR summarizes the applicable heritage policies, summarizes the Study Area’s geography and history, identifies known and potential built heritage resources and cultural heritage landscapes, and screens potential built heritage resources and cultural heritage landscapes for potential cultural heritage value or interest (CHVI) using the criteria prescribed in *Ontario Regulation (O. Reg.) 9/06 of the Ontario Heritage Act (OHA)* as amended by O. Reg. 569/22. Based on this understanding of the Study Area and surrounding area, the potential impacts resulting from the Project are assessed, and future actions are recommended.

Historical research, municipal and agency data requests, and the field program completed for this CHR identified four potential built heritage resources (BHR-1 at 21 Redway Drive, BHR-2 at the northeast corner Millwood Road and Overlea Boulevard, BHR-3 at 1100 Millwood Road, and BHR-4 at 1,3,4,6, and 8 Overlea Boulevard) and one previously identified built heritage resource (BHR-5 at 42-46 Overlea Boulevard) within the Study Area. Following an assessment of impacts, potential indirect impacts from land disturbance were identified for BHR-2, the Thorncliffe Park entrance marker, at the northeast corner of Overlea Boulevard and Millwood Road. The position of the marker within seven metres has the potential for indirect impacts resulting from vibration damage during construction activities.

The preferred option is to avoid BHR-2 by establishing a buffer zone around the resource to avoid construction activity within 50 metres. This should use appropriate preventive measures such as mapping on construction maps or plans and temporary fencing. Staging and laydown areas should also be selected to be non-invasive and avoid the built heritage resource. Where avoidance is not feasible, the alternative option should be applied.



**Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment—Overlea
Station Relocation Project**
Executive Summary
March 2024

The alternative option is that a qualified person(s) should be retained to complete a pre-construction vibration assessment to determine acceptable levels of vibration given the site-specific conditions (including soil conditions, equipment proposed to be used, and structure characteristics). Should BHR-2 be determined to be within the zone of influence, additional steps should be taken to secure the structure from experiencing negative vibration effects (i.e., adjustment of machinery or establishment of buffer zones).

The Executive Summary highlights key points from the report only; for complete information and findings, the reader should examine the complete report.



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Appendix A Project Personnel Biographies



Project Personnel

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Quality Reviewer: Lashia Jones, MA, CAHP

Independent Reviewer: Meaghan Rivard, MA, CAHP

Biographies of heritage project personnel are contained in Appendix A



Acronyms and Abbreviations

BHR	Built Heritage Resource
CHL	Cultural Heritage Landscape
CHR	Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment
CHVI	Cultural heritage value or interest
ESC	Erosion and sediment control
HDD	Horizontal Directional Drilling
MCM	Ministry of Citizenship and Multiculturalism
N/A	Not applicable
O. Reg.	Ontario Regulation
OEB	Ontario Energy Board
OHA	Ontario Heritage Act
OHT	Ontario Heritage Trust
ROW	Right-of-way



1 Introduction

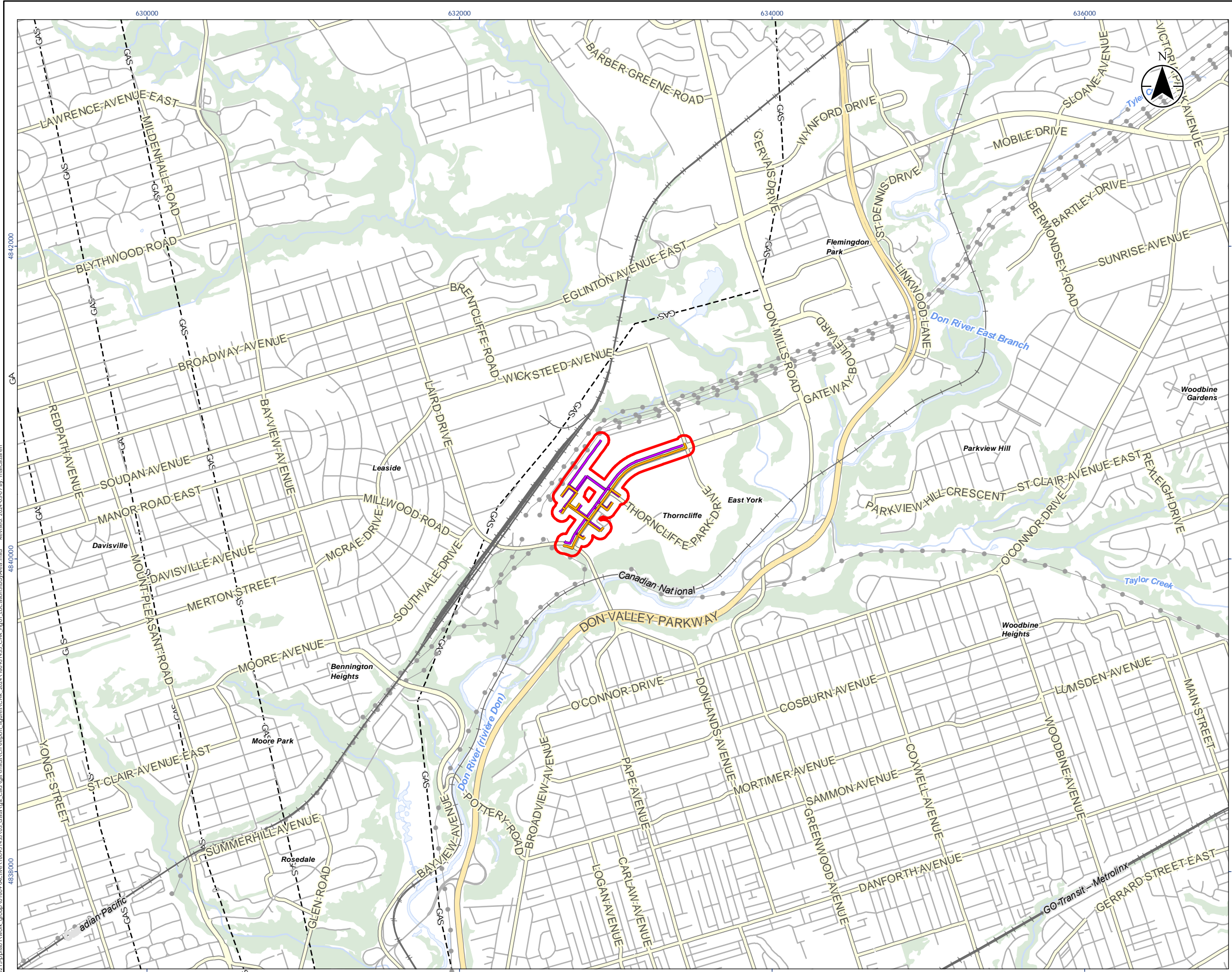
1.1 Study Purpose and Objectives

Enbridge Gas Inc. (Enbridge Gas) is proposing to construct the Overlea Station Relocation Project (the Project), located in the community of East York, City of Toronto, to accommodate the construction of the Metrolinx Ontario Line Subway Expansion Transit Project (Ontario Line). Enbridge Gas currently has existing natural gas infrastructure in the Overlea Boulevard area; however, Enbridge Gas is required to accommodate the construction of the Metrolinx Ontario Line Subway Expansion Transit Project while maintaining existing service to Enbridge Gas customers. As a result, the Project will involve the construction of two new natural gas regulating stations, and the decommissioning of one existing natural gas regulating station. One new natural gas station to be constructed will be located on Leaside Park Drive, and the other will be on Thorncliffe Park Drive. The natural gas station to be decommissioned is located on Millwood Drive. The Project will also include the relocation of approximately 1.4 kilometres of natural gas pipeline, ranging from 4 inches to 12 inches in diameter. In addition, approximately 360 metres of additional pipeline, 4 inches in diameter, will be relocated from its current location between Overlea Boulevard and Banigan Drive onto Metrolinx-owned private property (Figure 1 and Figure 2).

The requirement to consider potential and known built heritage resources (BHR) and cultural heritage landscapes (CHL) is discussed in the *Ontario Energy Board (OEB) Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Projects and Facilities in Ontario* (the OEB Guidelines, revised March 2023). The OEB Guidelines note that “the assessment of the impact of a proposed project on known or potential cultural heritage resources should inform decisions in the Hydrocarbon Project development planning stage” (OEB 2023: 31). To facilitate this, OEB Guidelines note that a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR) should be prepared for the Study Area.

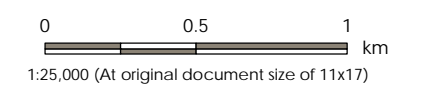
As per OEB Guidelines, the CHR defined a Study Area for the assessment that includes a 50-metre boundary around the Project Location. The CHR summarizes the applicable heritage policies, summarizes the Study Area’s geography and history, identifies known and potential built heritage resources and cultural heritage landscapes, and screens potential built heritage resources and cultural heritage landscapes for potential cultural heritage value or interest (CHVI) using the criteria prescribed in *Ontario Regulation (O. Reg.) 9/06 of the Ontario Heritage Act (OHA)* as amended by O. Reg. 569/22. Based on this understanding of the Study Area and surrounding area, the potential impacts resulting from the Project are assessed, and future actions are recommended.



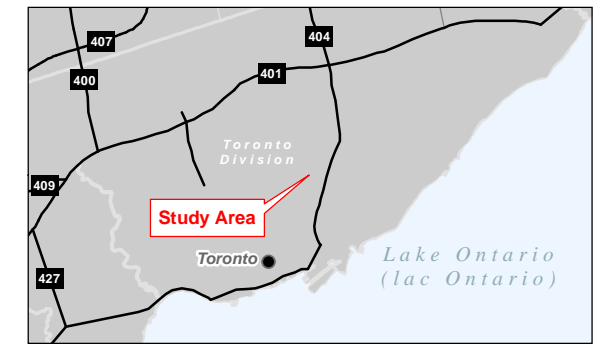


Legend

- Study Area
- Pipeline Routes**
- Pipeline To Be Abandoned
- Preferred Route
- Base Features**
- GAS- Gas Pipeline
- Highway
- Major Road
- Minor Road
- Hydro Line
- Railway
- Watercourse
- Municipal Boundary, Lower
- Waterbody
- Wooded Area



- Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2023.



Project Location: City of Toronto
 160951435 REV1
 Prepared by BF on 2024-03-07
 Technical Review by SPE on 2024-02-22

Client/Project: ENBRIDGE GAS INC.
 CULTURAL HERITAGE REPORT
 OVERLEA STATION RELOCATION PROJECT

Figure No.: 1
 Title: Location of Study Area

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 Revised: 2024-03-07 By: malcazaren
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2 Methodology

2.1 Regulatory Requirements

The *Ontario Heritage Act* (OHA) provides the primary statutory framework for the conservation of cultural heritage resources in Ontario. Conservation of cultural heritage resources is a matter of provincial interest, as reflected in the OHA and Ministry of Citizenship and Multiculturalism (MCM) policies. As discussed briefly in Section 1.0, the OEB Environmental Guidelines make provisions for the consideration of previously identified or potential built heritage resources or cultural heritage landscapes, as defined by the OHA. The OEB Environmental Guidelines views the OHA as a point of reference for potential CHVI. According to the OEB Environmental Guidelines (OEB 2023: 31), due diligence should be exhibited by:

- *Identifying and describing existing components of the environment (baseline environmental conditions) by recognizing all known and potential cultural heritage resources in the Study Area*
- *Identifying preliminary potential Hydrocarbon Project specific impacts on the known and potential cultural heritage resources that have been identified*
- *Recommending measures to avoid or mitigate potential negative impacts to known or potential cultural heritage resources*

Stantec's study methodology is broadly based on guidelines provided by the MCM within InfoSheet #5 (Government of Ontario 2006). In response to requirements outlined in InfoSheet #5, and the *OEB Environmental Guidelines*, Stantec has identified previously identified and potential built heritage resources and cultural heritage landscapes; evaluated the potential impacts of the proposed undertaking on the previously identified or potential built heritage resource or cultural heritage landscape; and provided options to mitigate those impacts, if applicable.

2.2 Background History

To familiarize the study team with the Study Area, local historical resources were consulted, archival documents were reviewed, and a summary of the historical background of the local area was prepared. Specifically, historical mapping and topographic mapping from 1878, 1909, 1927, 1942, and 1961 were reviewed to identify the presence of structures, settlements, and other potential built heritage resources and cultural heritage landscapes in advance of the field program.



2.3 Municipal and Agency Information Requests

Requests for information from municipalities, agencies, and heritage-based organizations in the area within which the Project is proposed were undertaken to determine the presence of listed, designated, or otherwise identified heritage properties within the Study Area. Stantec issued information requests to the City of Toronto, the Ontario Heritage Trust (OHT), and the MCM. The result of each request is provided in Section 3.3. Consultation with the public and Indigenous communities is carried out as part of the broader environmental study process. Should built heritage resources or cultural heritage landscapes be identified by the public or Indigenous communities, they will be incorporated into the finalized version of the CHR.

Recognition of protected properties varies greatly and depends on the level of CHVI identified or, in some cases, the level of investigation undertaken. For this study, property previously known by municipal staff or provincial agencies as containing, or having the potential to contain, CHVI was determined to be a protected heritage property. Specific requirements pertaining to these properties are described within the OEB Environmental Guidelines, which emphasize that early identification allows the proponent to consider the impact the Project may have on protected heritage properties.

2.4 Field Program

A vehicular windshield survey was conducted on February 26, 2024, by Guy Taylor and Frank Smith, Cultural Heritage Specialists with Stantec. The weather conditions were sunny and seasonably warm. The windshield survey was conducted from the publicly accessible right-of-way (ROWs), unless specified otherwise. During the survey, the Study Area was surveyed for known and potential built heritage resources and cultural heritage landscapes. Where identified, these were photographed, the characteristics noted while in the field, and their locations recorded.

In general, buildings and structures of more than 40 years of age were screened during the survey using the criteria prescribed in O. Reg. 9/06 and the MCM *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (MCM 2022). Properties containing buildings or structures determined to have the potential to satisfy O. Reg. 9/06 were inventoried. The use of the 40-year threshold is generally accepted by both the federal and provincial authorities as a preliminary screening measure for CHVI. This practice does not imply that all buildings and structures more than 40 years of age are inherent of significant heritage value, nor does it exclude exceptional examples constructed within the past 40 years of being of significant cultural heritage value.



2.5 Screening of Cultural Heritage Value or Interest

The criteria for determining CHVI is defined by O. Reg. 9/06 as amended by O. Reg. 569/22 (see Section 2.5.1). Each potential heritage resource was screened both as an individual structure and as a potential cultural heritage landscape. Where potential CHVI was identified, a structure or landscape was assigned a built heritage resource (BHR), or cultural heritage landscape (CHL) number and the property was determined to contain a potential heritage resource.

2.5.1 Ontario Regulation 9/06

- The property has design value or physical value because it is a rare, unique, representative, or early example of a style, type, expression, material or construction method.
- The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.
- The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.
- The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.
- The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.
- The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
- The property has contextual value because it is important in defining, maintaining or supporting the character of an area.
- The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.
- The property has contextual value because it is a landmark.

(Government of Ontario 2023)



2.6 Assessment of Impacts

Where a component of a previously identified or potential built heritage resource or cultural heritage landscape was situated within the Study Area, the impacts of the proposed undertaking were evaluated. The impacts, both direct and indirect, are evaluated according to the possible effects or impacts resulting from the development of a hydrocarbon project that could affect cultural heritage resources as outlined in the OEB Guidelines.

Seven potential negative effects have been identified in the OEB Guidelines (OEB 2023), including:

1. *Destruction or removal of any—or part of any—significant heritage attributes or features*
2. *Alteration that is not sympathetic, or is not compatible, with heritage character of appearance*
3. *Isolation of heritage attributes or features from their surrounding environment, context or a significant relationship*
4. *Visual intrusions, direct or indirect obstruction of significant views or vistas from, within, or to a built or natural feature*
5. *Shadows created by new development that alter the appearance or character of a heritage resource*
6. *A change in physical character, such as when development fills in formerly open spaces, or when significant vegetation is removed*
7. *Ground disturbances or land alterations, such as a change in grade, alteration of soil composition or drainage patterns that could adversely affect a cultural heritage resource*

The potential for indirect effects resulting from vibration due to construction and operation activities and the transportation of Project components and personnel were also evaluated. Although the existing effect of traffic and construction vibrations on historical period structures is not fully known, negative effects have been demonstrated on buildings with a setback of less than 40 metres from the curbside (Crispino and D'Apuzzo 2001; Ellis 1987; Rainer 1982; Wiss 1981; National Park Service 2001). The proximity of Project components to built heritage resources and cultural heritage landscapes was considered in this assessment, particularly those within 50 metres, to encompass a wide enough buffer zone to account for built resources less than 40 metres from curbside or potential Project activities. The 50-metre buffer represents a conservative approach to effects identification.



Indirect impacts resulting from ground disturbances to archaeological resources are beyond the scope of this assessment. An Archaeological Assessment has been prepared under separate cover which addresses the archaeological potential of the Study Area and includes recommendations for further work (Stantec 2023). No further consideration to archaeological resources is provided in this report.

2.7 Mitigation Strategies

Mitigation strategies were prepared based on the MCM and the OEB guidelines. The MCM suggests methods of minimizing or avoiding negative direct or indirect impacts including, but not limited to:

- *Alternative development approaches*
- *Isolating development and site alteration from significant built and natural features and vistas*
- *Design guidelines that harmonize mass, setback, setting, and materials*
- *Limiting height and density*
- *Allowing only compatible infill and additions*
- *Reversible alterations*
- *Buffer zones, site plan control, and other planning mechanisms*

(Government of Ontario 2006)

In the case of pipeline projects, as discussed in Section 2.6, buffer zones and site plan controls are often the most appropriate mitigation method when combined with alternative development approaches.



3 Existing Conditions

3.1 Background and Historical Research

3.1.1 Introduction

The Study Area is located in the City of Toronto, within the community of East York (former Borough of East York). The Study Area includes the following historical lots and concessions in the former Township of York, County of York:

- Lots 12 and 13, Concession 3 from the Bay
- Lot 8, Concession 3 from the Bay

3.1.2 Physiography

The Study Area is located in the Iroquois Plain physiographic region of southern Ontario. The Iroquois Plain encompasses the lowland bordering Lake Ontario which was inundated by Lake Iroquois during the last Ice Age and stretches from the Niagara River to the Trent River. The width of the region varies from a few hundred metres to about 13 kilometres (Chapman and Putnam 1984: 190). Within the part of Toronto to the west of Scarborough, the Iroquois Plain is about 4.8 kilometres in width and gently slopes northward. The area also contains deep valleys that were cut by the Don River and Humber River (Chapman and Putnam 1984: 191-192).

3.1.3 Indigenous Context

Indigenous peoples have lived in present-day southern Ontario for thousands of years, beginning with the retreat of the glaciers and gradual end of the Ice Age about 10,000 years ago (Ellis 2013). Contact between Indigenous peoples in Canada and European culture began in the 16th century (Loewen and Chapdelaine 2016). The nature of Indigenous settlement size, population distribution, and material culture shifted as European settlers encroached upon their territory (Ferris 2009: 114).

The City of Toronto is situated on the traditional territory of the Mississaugas of the Credit, the Anishnabeg, Haudenosaunee (Iroquois), and Wendat Indigenous peoples (City of Toronto 2023). The Study Area is situated within the limits of the 1787 Toronto Purchase, also known as Treaty Number 13. This treaty was entered into between the Crown and certain Mississauga peoples and covers approximately 250,800 acres of land. This section of land encompasses most of present-day Toronto west of Scarborough and continues north to near Newmarket (Ministry of Indigenous Affairs 2024).



3.1.4 Township of York and East York

3.1.4.1 Survey and Settlement

The historical development of the Township of York is largely tied to the City of Toronto, which developed within its boundaries. The survey for the Township of York was initiated in 1791 under Crown Surveyor Augustus Jones, under the company Messrs. Aitken and Jones. This survey outlined the boundaries of the township and provided the basic framework for the concessions and lots. Jones originally named the township Dublin, but this was changed to York in 1793 by Lieutenant Governor John Graves Simcoe (Mulvany *et al.* 1885: 77).

At the same time as the township survey, construction began on a section of Yonge Street between the Town of York at Lake Ontario and Lake Simcoe. The plan of Yonge Street running south to north through the township influenced the layout of concessions and lots. The original survey of the township was left incomplete in Concessions 5 to 7. The remainder was surveyed in the late 18th and early 19th centuries, including Abraham Iredell's in 1795, Samuel Street Wilmot's in 1810 and 1829, and Reuben Sherwood's in 1811 (Miles & Co. 1878: xii).

Early patents were granted in 1796 with settlement initially occurring along Yonge Street and the shoreline of Lake Ontario. Early settlers in the township included United Empire Loyalists, disbanded British officers, and governmental officials (Guillet 1946:38). In 1797, the provincial capital of Upper Canada was moved from Newark (present-day Niagara-on-the-Lake) to the townsite at York. For administrative purposes the Township of York was broken into west and east halves, with Yonge Street as the dividing line (Mulvaney *et al.* 1885: 77). The initial settlement of present-day East York is linked to the Don River. Early settlers in this area included the Coon family, Skinner family, and Terry family. Both the Skinner and Terry families established mills on the Don River (Borough of East York 1976: 12-13).

3.1.4.2 19th Century Development

The War of 1812 (1812-1815) was economically profitable for York Township. Township farmers earned large profits feeding the large military garrison stationed in York and also benefited from developing shipping networks (Hart 1968: 28). Following the war, development slumped until the township received an influx of immigrants from the British Isles beginning in the mid-1820s. Between 1820 and 1830, the population of York Township grew from 1,672 to 3,127 (Mulvaney *et al.* 1885: 80). In 1826, one of the first paper mills in Upper Canada was completed along the Don River by John Eastwood and Thomas Helliwell. By the 1833, the Township of York east of the Don River contained a tannery, grocery, bricklayer, paper mill, and brewery (Borough of East York 1976: 16).



By 1832, the townsite at York had grown to be Upper Canada's largest town and in 1834 the Town of York was reincorporated as the City of Toronto. The original borders of Toronto remained outside the Study Area. At the time of incorporation, the eastern boundary of the City was Parliament Street (City of Toronto Archives 1967). In 1846, *Smith's Canadian Gazetteer* described the Township of York as "...an old settled township, and much of it has long been under cultivation" (Smith 1846: 225). That year the township contained 55,236 acres of occupied land, of which 22,238 acres were under cultivation. The population of the township had grown to 5,720. Important exports during the 1840s included flour, potash, pork, timothy seed, bran, lumber, cloth, barley, and peas (Smith 1846: 225).

The area east of the Don River within York Township developed somewhat slowly compared to other parts of the township. However, the proximity of the area to Toronto encouraged market gardening to supply foodstuffs to the growing City (Borough of East York 1976: 28). Several hamlets did develop to the east of the Don River during the 1850s and 1860s, including Chester, Doncaster, Todmorden, Coleman, and Little York (Borough of East York 1976: 38).

In the summer of 1856, the Grand Trunk Railway line was opened between the east bank of the Don River and Oshawa. By the end of 1856, the Grand Trunk Railway line was opened between Toronto and Montreal and the travel time between the two cities was reduced from about five days to 14 hours (Toronto Railway Historical Association 2022).

In 1871, the east half York Township, which included the Study Area, contained a population of 4,930 and 428 occupied farmsteads. About half of the farmsteads in the township were under 50 acres in size, reflecting the prevalence of market garden farming in the area. A total of 20,405 acres of land in the east half of York Township was considered improved and consisted of 14,553 acres of crops, 4,749 acres of pasture, and 1,103 acres of gardens and orchards (Census of Canada 1875).

By the late 19th century, the City began to expand east of the Don River and this part of the Township of York began to urbanize. In 1884, the City annexed a large portion of land east of the Don River and west of Greenwood Avenue (City of Toronto Archives 1967). In 1891, the population of York Township was recorded as 11,938 and the population of the City of Toronto was recorded as 181,215 (Dominion Bureau of Statistics 1953).

3.1.4.3 20th Century Development

Early 20th century growth in the eastern part of York Township was spurred by the opening of the Danforth Streetcar in 1912 and the completion of Bloor-Danforth Viaduct in 1919 (Borough of East York 1976: 43). After the First World War, the southeast portion of the township saw extensive development as returning veterans purchased building lots and many built their own homes (Redway 2018: 49).



The increasingly urbanized populace along the fringes of Toronto in York Township began to clash with the rural and agricultural northern parts of York Township. Rural residents balked at having to fund sidewalks, paved streets, and streetlighting (Borough of East York 1976: 43). By 1921, the urbanized population of York Township was about 75,000 and the rural population was about 6,000. As a result, none of the Township's council members were farmers and almost all of its revenue was spent on servicing the urban areas of the township (Redway 2018: 8).

On June 13, 1922, the northern part of York Township voted to separate from York Township and form the new Township of North York. As a result, the eastern part of what remained of York Township was now separated from the remaining western part of York Township by Toronto and Leaside (Borough of East York 1976: 43). In 1923, the Township of York petitioned to separate the eastern part of the township into a new township called East York. Voters in the eastern part of York Township approved the plan in July 1923 and on January 1, 1924, the Township of East York was formed (Redway 2018: 10-11).

The population of the newly incorporated Township of East York was 19,849 and the main communities were Todmorden and Little York. With the exception of about 4,000 acres of land owned by the Taylor family and the Clergy Reserves, most of East York consisted of small farms and market gardens (Redway 2018: 13-14). The Study Area is situated on land owned by the Taylor family and is discussed further in Section 3.1.5. Between its incorporation and the stock market crash of 1929, the new township embarked on an ambitious infrastructure program that saw the building of the Todmorden and Leaside Bridge, the East York Collegiate Institute, the Toronto East General Hospital, and the Woodbine Bridge (Redway 2018: 43).

The Great Depression had a significant negative impact on East York Township. Many residents were new homeowners who had mortgages and worked in Toronto. The City of Toronto encouraged businesses and industry to layoff workers not residing in the City and as a result many of East York's residents became unemployed. The tax burden on East York's residents greatly increased as it struggled to support the Township's unemployed. In 1930, East York entered into annexation negotiations with the City of Toronto. However, the City had little interest in supporting a poor township with high unemployment and negotiations did not succeed (Redway 2018: 54). In November 1933, the Township of East York entered bankruptcy (Redway 2018: 59). Beginning in 1937, the effects of the Depression began to wane, and workers enrolled in relief programs dropped by half between 1936 and 1937 (Redway 2018: 66). In 1940, East York was able to regain full control of its financial affairs and its bankruptcy ended (Redway 2018: 122).



As the Great Depression eased and the Second World War began, largescale homebuilding once again began in East York Township. Home building began to accelerate during the late 1930s and by 1942 East York was the leading municipality in Canada for home construction (Redway 2018: 100). During the 1940s and 1950s, the vast majority of remaining rural and agricultural land in the township was developed into suburban housing, some of which was built for veterans of the Second World War (Redway 2018: 116-117). Between 1941 and 1951 the population of East York increased from 41,821 to 64,616 and the population of Toronto increased from 667,457 to 675,754 (Dominion Bureau of Statistics 1953).

Some newly suburbanized townships could not provide the services that the growing communities demanded, such as adequate water, sewage service, and transportation infrastructure (Bonnell 2014: 141). In response, the provincial government passed legislation to create Metropolitan Toronto in 1953. The new region, the first of its kind in Ontario, was responsible for major infrastructure such as highways and mass transit, major sewage and water facilities, regional planning, and large parks. The individual municipalities initially retained individual fire and police departments, health facilities, and libraries (Bonnell 2014: 142).

Metropolitan Toronto would see rapid growth. The 394 square kilometre entity had a population of 1.25 million when created (Armstrong 1983: 184). By 1961, this increased to 1.6 million. A significant portion of the population increase was a result of immigration from Eastern and Southern Europe (Lemon 1985: 113). The community of Thorncliffe Park, located within the Study Area, was built to address Toronto's rapid population growth and is further discussed in Section 3.1.5. In 1967, the Township of East York and Town of Leaside were amalgamated to form the Borough of East York (Redway 2018: 185). The population of the Borough of East York was recorded as 104,784 in 1971 (Statistics Canada 1973).

In 1995, the provincial government began a review of Metropolitan Toronto to amend the borders of the region (Redway 2018: 430). During the 1990s, the provincial government embarked on a program of municipal restructuring to reduce the total number of municipalities in Ontario. Between 1996 and 2001, the number of municipalities in Ontario was reduced from 815 to 471 (Rusk 2000). As part of this restructuring, it was proposed to amalgamate the six municipalities of Metropolitan Toronto. This garnered considerable controversy from residents of East York and in 1997 81% of borough residents voted against amalgamation (Redway 2018: 440). However, on January 1, 1998, Metropolitan Toronto was abolished, and Toronto, East York, Etobicoke, North York, Scarborough, and York were amalgamated to form the new City of Toronto (Archives of Ontario 2015). The population of the City of Toronto was recorded as 2,794,356 in 2021, an increase of 2.3% since 2016 (City of Toronto 2022).



3.1.5 Study Area History

The study area is located in part of Lots 8, 12, and 13, Concession 3 from the Bay. This land was initially developed by the Taylor family, and the Lea family. John Lea was born in Lancashire in 1773, and married Mary Hutchinson, from Cumberland (Pitfield 1999: 5). Their son, William, was born in 1814 in Lancaster and the family immigrated to the United States shortly after his birth (Pitfield 1999: 5). The family first settled in Philadelphia, before moving to Pittsburgh, and finally north to Upper Canada, where John purchased Lot 13, Concession 3 from the Bay (Pitfield 1999: 5). They had two more children: first another son, John, and then a daughter, Mary (Pitfield 1999: 6). In 1841, William bought 190 acres directly south of John's land, and that same year he married Mary Anne Taylor, the daughter of James Taylor (Pitfield 1999: 8-10). Mary died in 1844, and William would remarry twice more during his lifetime (Pitfield 1999: 10). After the death of John senior in 1854, William and his brother split the family's lands between them. Over William's lifetime he grew his land to a total of 250 acres, which was combined with the lands of John junior and the neighbouring Murray farm, Elgie farm, and Beatty farm. This formed the town of Leaside in 1913 (Pitfield 1999: 11).

The Taylors were a multi-generational family of paper mill owners and land developers who were instrumental in shaping the City of Toronto in its early years, and whose presence is still felt in the cityscape today. John Taylor was from Staffordshire, England. He immigrated to the United States in 1821, briefly settling in Cherry Valley, New York, before moving north to Upper Canada in 1826 (Davidson 1972). Taylor settled in Vaughan Township initially, living there for nine years with his family before moving to the Don Valley in 1835, where he purchased the east half of Lot 11, Concession 3, just south of the Study Area (Davidson 1972; Sauriol 1995: 173). Taylor helped his brother James with clearing lots, and after realizing that they could profit from the quality and quantity of timber on their land, built a sawmill on the west half of Lot 7, Concession 3, at the Forks of the Don, and adjacent to the Study Area (Borough of East York 1976; Davidson 1972). Taylor began building a house on Lot 7, and ultimately constructed a large frame house described as a "clapboard southern style mansion" and named it Thorn Cliff (Pitfield 1999: 134).

Taylor had three sons: Thomas, George, and John, and it was the three brothers who began the Taylor papermill business as John Taylor and Brothers (Borough of East York 1976). It was John who built the first Taylor papermill in 1844, on the same site as the sawmill, allegedly at the urging of his friend Geroge Brown, who was just starting up the Globe newspaper at the time (Davidson 1972). The first mill became known as the Upper Mill, and the Taylor brothers were quick to expand their business, building a second mill further down river, known as the Lower Mill, and a third mill between them in 1847, known as the Middle Mill (Sauriol 1995: 175). The Upper Mill specialized in producing manila paper, the Middle Mill in producing newspapers, and the Lower Mill in producing felt (Sauriol 1995: 198). The Upper and Middle Mills can be seen on historic mapping from 1878, along with the extent of the Taylor family's land holdings (Figure 3).



John Taylor the elder died in 1850, and his three sons continued running the paper mill business into the latter half of the 19th century (Borough of East York 1976). George Taylor had three sons, who took over running the business as their father and uncles aged out of it. John F., George A. and William Thomas, who is also referred to as Thomas, renamed the company Thomas Taylor and Brothers (Borough of East York 1976). William also expanded the Taylor family business into other industries, founding the Don Valley Pressed Brick Works and the Sun Brick Company (Borough of East York 1976). John ran the papermills, William dealt with sales and warehousing, and George ran the Taylor farm and sawmill operations (Sauriol 1995: 197).

Of the three brothers, John was the most in the public spotlight, becoming a leader of the Toronto branch of the Reform Association of Canada, and a director at the newly founded Bank of Commerce (Davidson 1972). When he died in 1871 his two brothers took over his share of running the family business (Davidson 1972).

The Upper Mill shut down in 1890, and a fire destroyed the Lower Mill in 1900 (Borough of East York 1976). Davis attempted to rebuild the Lower Mill in 1907, but ultimately abandoned the project (Borough of East York 1976). The final death knell for the Taylor paper making business came when an employee misappropriated funds from the company, and it was forced into bankruptcy (Borough of East York 1976). The ruins of the Upper Mill were demolished during the creation of Ernest Thompson Seton Park, the Middle Mill was demolished during greenbelt restoration in the early 1990s, and the Lower Mill with its chimney were restored, and can be accessed at the Todmorden Mills Heritage Site, roughly four kilometres south of the Study Area (Sauriol 1995: 176)

Around 1890 Robert Davis bought Thorn Cliff house, as well as several hundred acres of adjacent land, from his brother-in-law Thomas Taylor for \$50,000 (Pitfield 1999: 134; Sauriol 1995: 200). Davis was a successful Toronto businessman who had married into the Taylor family, and he owned a brewery, a meat-packing plant, and would later take over the Taylors' brickworks business (Pitfield 1999: 134). Davis renamed the estate to Thorncliffe Park and turned it into a successful and well-regarded stock farm, raising Thoroughbred, Standardbred, and Clydesdale horses, as well as prize winning cattle, sheep, and pigs (Pitfield 1999: 134-135). An idea of the size of his estate can be understood through a topographic map from 1909, which shows private roads on the land, as well as a training track for his horses (Figure 4).

Davis was an avid fan of horse racing, and his farm was a prominent player in the world of Thoroughbred racing (Pitfield 1999: 136). In the early 1920s Mathilda Bryan and James O'Hara, two racing enthusiasts from Baltimore, purchased Thorncliffe Park from Davis, and formed the Thorncliffe Park Racing and Breeding Association (Pitfield 1999: 136). They built a racetrack on the site, with stables for 610 horses and facilities to accommodate 4,000 spectators, the scope of which can be seen on a topographic map from 1927 (Figure 5, Pitfield 1999: 136). The track opened in 1920, with the first race held on May 31st of that year (Pitfield 1999: 136). It was an instant success and became



a focal point of the area. Neighbouring Leaside residents were known to leave work early to make the late afternoon races, and the Toronto Transit Commission even reduced their fares from \$0.25 to \$0.15 for those using public transit to attend the racetrack (Pitfield 1999: 138). The popularity of the track was so great that it indirectly contributed to the construction of the Leaside viaduct in 1927, which was built to attempt to mitigate the intense congestion that would arise when thousands of racing fans would converge on the track (Pitfield 1999: 138). The Leaside viaduct is adjacent to the Study Area, leading directly to the intersection of Millwood Road and Overlea Boulevard within the Study Area, as seen on a topographic map from 1942 (Figure 6).

The racetrack remained in operation until the 1950s. In 1952, the Ontario Jockey Club purchased the property a reported \$1 million (Pitfield 1999: 138). The Club was building a new racetrack in Malton, Woodbine Racetrack, and had been buying up other racetracks that could pose as potential rivals for their new venture (Pitfield 1999: 138). As soon as they purchased Thorncliffe, the Club sold it to Thorncliffe Park Limited, a group of residential and industrial developers (Pitfield 1999: 138). In 1954, the Ontario Municipal Board annexed the 387-acre property from the Township of East York and gave it to the Town of Leaside. The development of Thorncliffe Park began in the late 1950s, with a focus on modernist architecture, and a mix of residential, commercial, and light industrial buildings. In 1958 Thorncliffe Park Limited registered Plan M736 and began construction (City of Toronto 2015). A covered shopping centre, claimed to be the first in Canada, and 21 six-storey apartment blocks were in the first phase of construction (Pitfield 1999: 139). The shopping centre is located in the Study Area, and the apartment blocks range from being within to being adjacent to the Study Area (Figure 7).

Along the western edge of the Study Area, the North Toronto Sewage Treatment Plant was built in 1929. During the 1920s, residents of the area complained about inadequate sewage treatment facilities. The Toronto Commissioner of Public Works, R.C. Harris, built the facility in response of threats to de-amalgamate from Toronto. The facility was built in the valley near the Don River so it could easily dispose of sewage into the river and because of the drop in elevation, gravity flow was possible. Construction was authorized in 1926 and operations began on August 1, 1929 (Lost Rivers 2021; Leaside Life 2019).



In 1962 Coca-Cola purchased 13 acres in the Study Area, on the north side of Overlea Boulevard, with the plan to house both an office and a bottling plant on the site (City of Toronto 2015). They enlisted the architecture firm of Mathers and Haldenby to design the site. The firm already had a relationship with Coca-Cola, having started working for the drink maker as early as the 1940s, aiding them with their expansion across Canada (City of Toronto 2015). Their modernist designed complex for Coca-Cola was officially opened in 1965 (City of Toronto 2015). A bronze statue commissioned by artist Walter Yarwood was erected in front of the building: a series of intertwined forms resembling the design of Coca-Cola bottles, stacked on a domed base with the name of the brand inscribed in various languages (City of Toronto 2015). The complex design also retained the concrete winners circle from the Thorncliffe racetrack, as a homage to the history of the site.

Throughout the 1960s the Thorncliffe Park industrial area developed alongside its residential neighbour. Acting as a buffer between the residential towers to the south and the heavier industry to the north, it was an attractive area for businesses looking to combine office space alongside lighter industrial facilities. Companies like Coca-Cola, paper manufacturing Berber Ellis, the encyclopaedia publisher Grolier, and food business Dyment shared the area with churches, service organizations, and a retirement community (Peter Barnard Associates 1981)

The late 1960s saw the construction of nine additional apartment buildings in Thorncliffe Park, ranging from 17 to 23 storeys (Pitfield 1999: 139). These came with state-of-the-art modern amenities, with private indoor and outdoor pools, saunas, and recreation centres for use by the residents (Pitfield 199: 139). The last two towers to be built were the most imposing: the Leaside Towers, located adjacent to the east end of the Study Area. Designed by the architect Alexander Benedek, the two towers contained 998 units, each with air conditioning and a double-glazed sunroom in lieu of a balcony (Smith 1970; Toronto Daily Star 1970). The project cost \$20 million-, and one-bedroom units started at a monthly rental rate of \$185, going up to \$750 for a penthouse (Smith 1970; Toronto Daily Star 1970). At 43 storeys, they were the tallest apartment buildings in Canada when they were completed in 1971 (Toronto Daily Star 1970).



These rapid new developments were not without their challenges, however. The initial plan for Thorncliffe Park had three sites set aside for churches. The United Church took one, for its Chapel in the Park mission, but the remaining two sites struggled to find takers – the perception amongst other major denominations was that apartment dwellers were not seen as church goers (Borough of East York 1976: 108) When the two sites were taken – by St Clement of Ohrid Macedonian Orthodox Church and Saint Demetrius Greek Orthodox Church, respectively – there were occasional disputes between parishioners and residents, due to the noise from wedding festivities, and the comings and goings of traffic for midnight mass (Borough of East York 1976: 108). These tensions soon resolved, and Thorncliffe Park began to gain a reputation as a place of coexisting and mingling cultures, with a high level of density as seen in a topographic map from 1975 (Figure 8, Pitfield 1999: 139; Wong 2004).

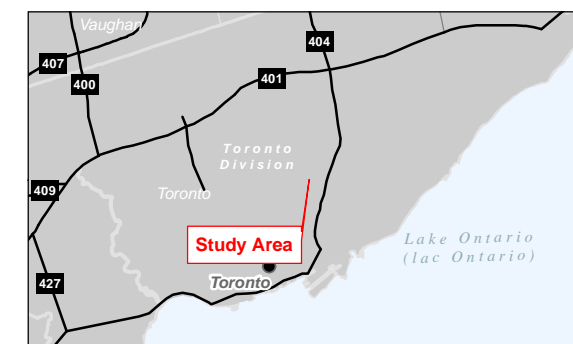
In 1993, the neighbourhood was renamed to East York Centre, and the name of the covering shopping centre was changed from Thorncliffe Market Place to East York Town Centre (Pitfield 1999: 139). In 1995 an addition was added to Coca-Cola's office building (City of Toronto 2015). Coca-Cola remained on the site until 2013, when they relocated to a new office in downtown Toronto, and their bottling operations were moved to Brampton. The Yardwood sculpture was removed to their Brampton site in 2015 (City of Toronto 2015). Today Thorncliffe Park maintains its diverse reputation, and is home to many new immigrants to Canada, with only one-third of the residents being born in the country, and only one-quarter of residents identifying English as their mother tongue (City of Toronto 2018).





Legend
 Study Area (Approximate)

Notes
 1. Historic image not to scale.
 2. Reference: 1878. Map of York Township. Illustrated historical atlas of the county of York and the township of West Gwillimbury & town of Bradford in the county of Simcoe, Ont. Toronto: Miles & Co.



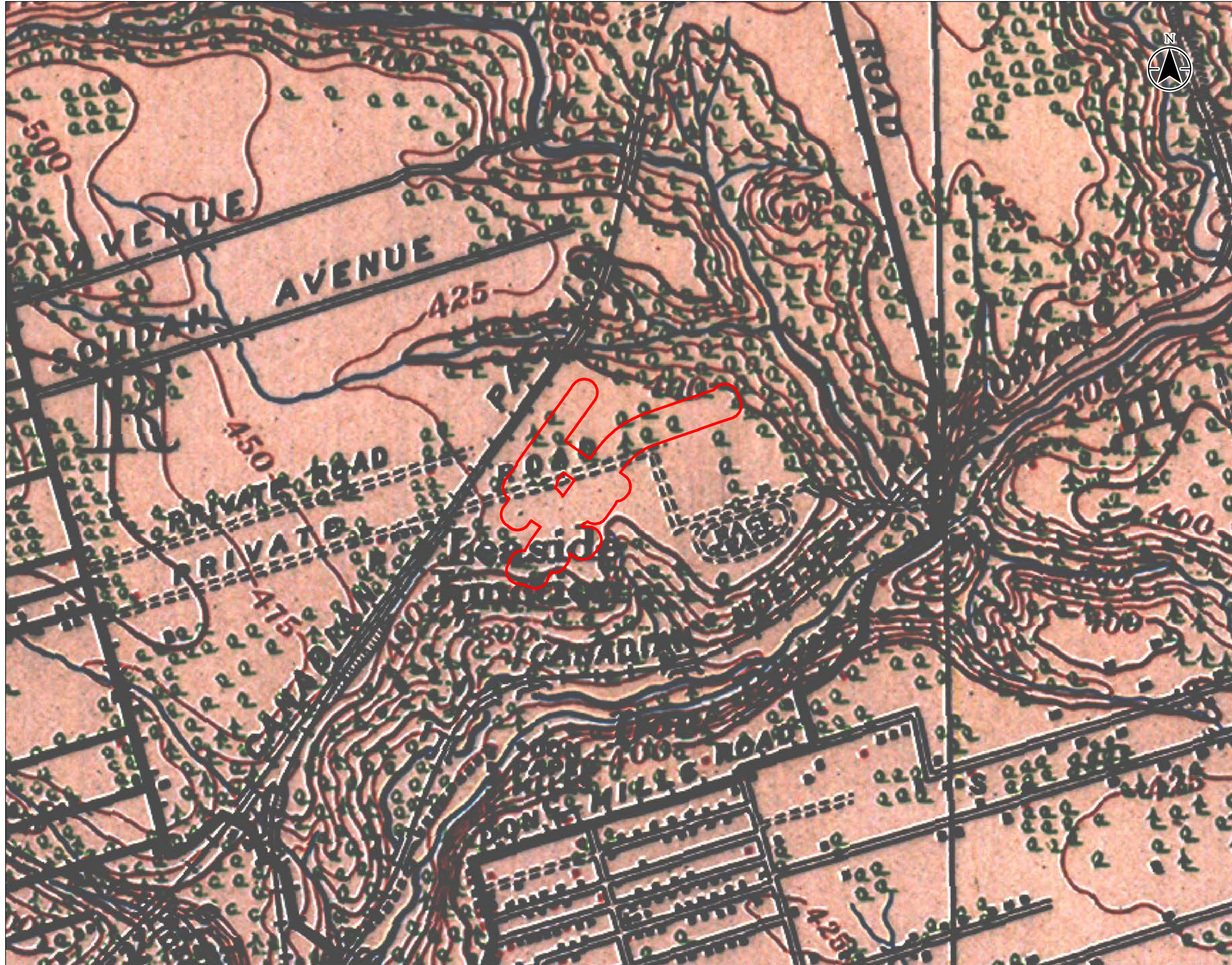
Project Location: City of Toronto
 160951435 REV1
 Prepared by BF on 2024-03-07
 Technical Review by SPE on 2024-02-22

Client/Project:
 ENBRIDGE GAS INC.
 CULTURAL HERITAGE REPORT
 OVERLEA STATION RELOCATION PROJECT

Figure No.
 3

Title
 Historical Mapping, York Township, 1878

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 Revised: 2024-03-07 By: malcaznan

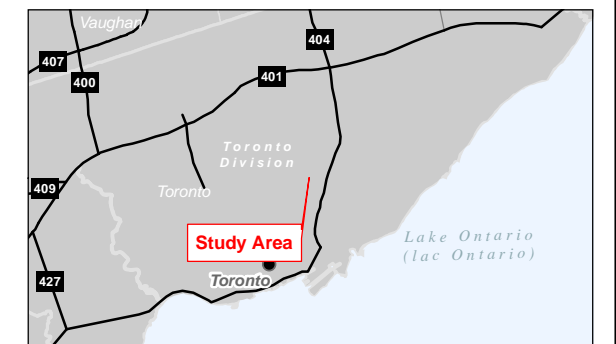


Legend

- Study Area (Approximate)

Notes

1. Historic image not to scale.
2. Reference: Survey Division, Department of Militia and Defence. 1909. Topographic Map, Ontario, Toronto Sheet.



Project Location
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Technical Review by SPE on 2024-02-22

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Figure No.
4

Title
Topographic Mapping, Toronto, Ontario,
1909

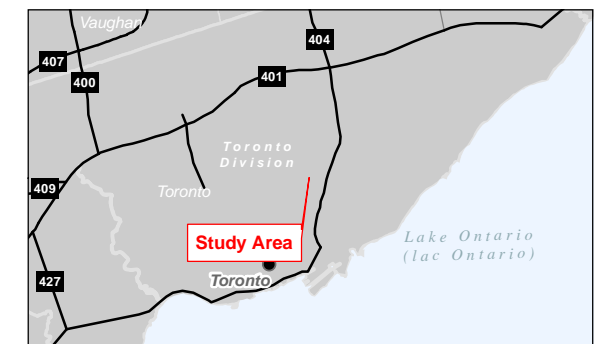


Legend

Study Area (Approximate)

Notes

1. Historic image not to scale.
2. Reference: Geographical Section, General Staff, Department of National Defence. 1927. Topographic Map, Ontario, Toronto Sheet.



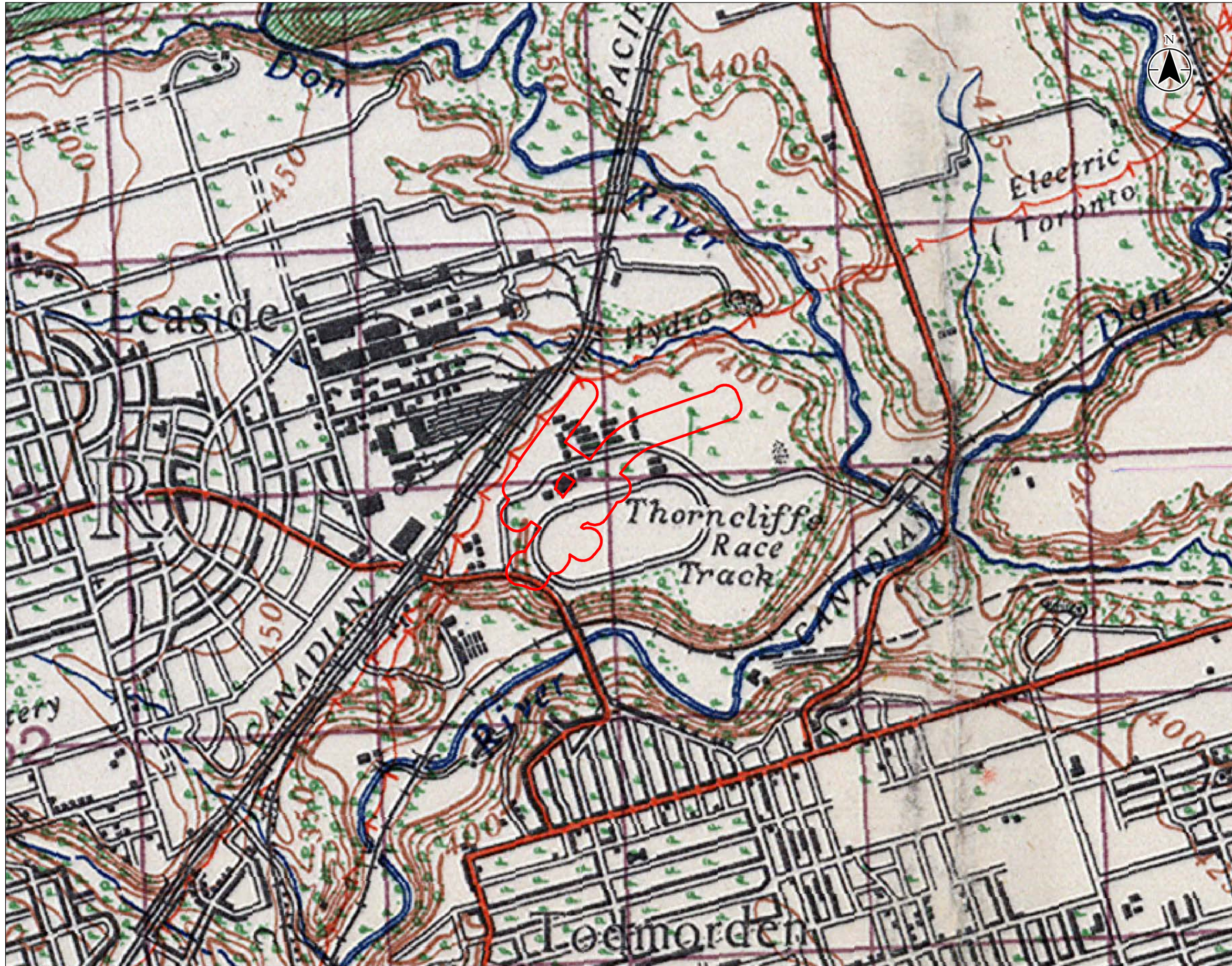
Project Location
City of Toronto

160951435 REV1
Prepared by BF on 2024-03-07
Technical Review by SPE on 2024-02-22

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OVERLEA STATION RELOCATION PROJECT

Figure No.
5

Title
Topographic Mapping, Toronto, Ontario,
1927

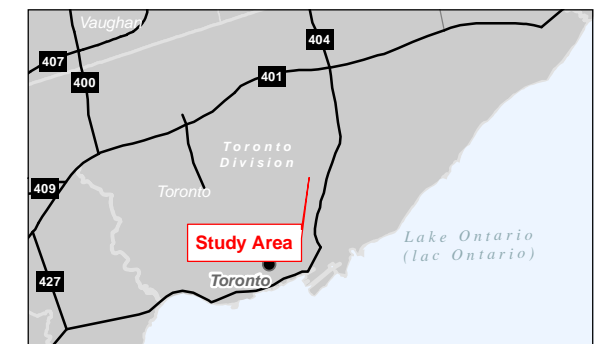


Legend

Study Area (Approximate)

Notes

1. Historic image not to scale.
2. Reference: Geographical Section, General Staff, Department of National Defence. 1942. Topographic Map, Ontario, Toronto Sheet.



Project Location
City of Toronto

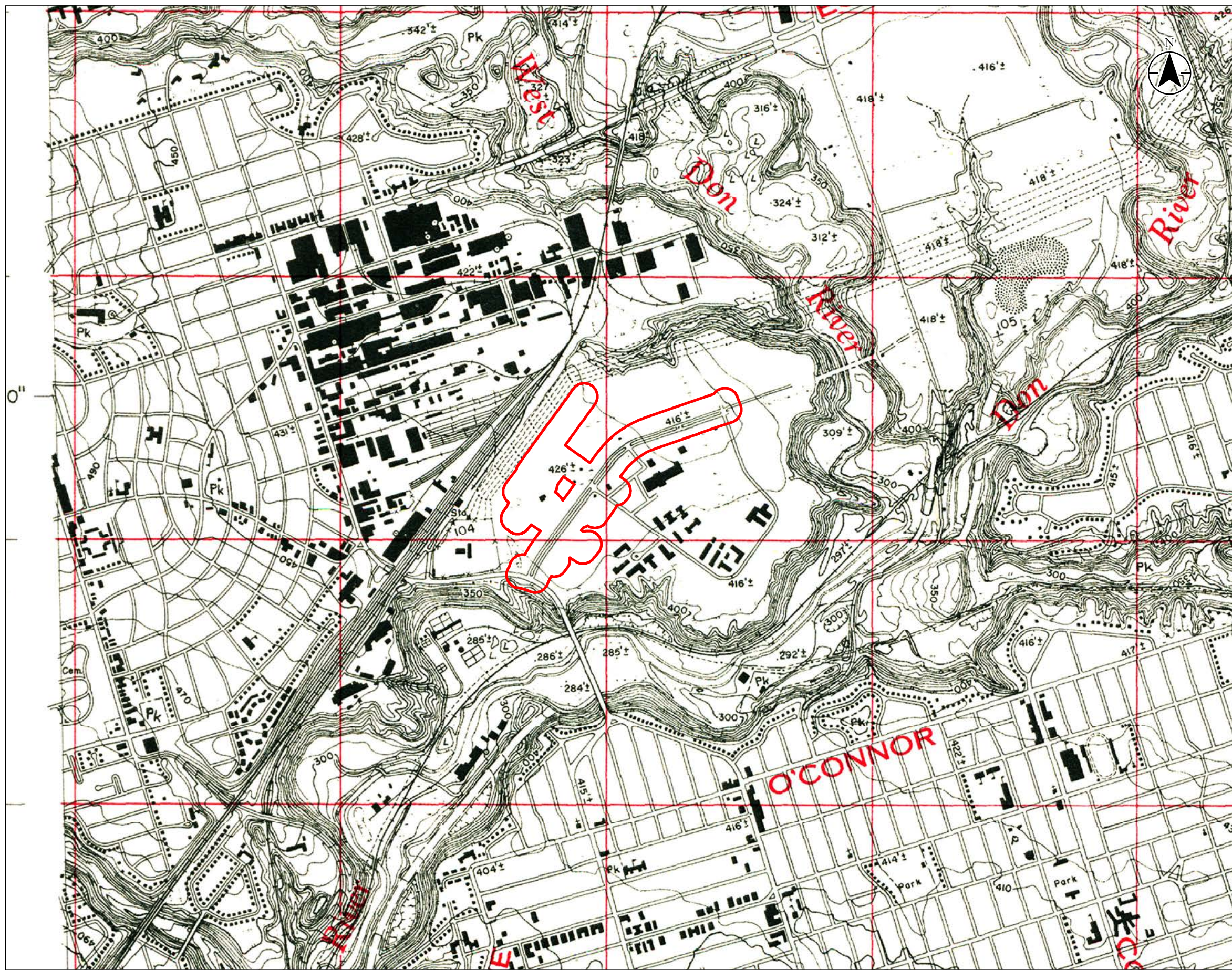
160951435 REV1
Prepared by BF on 2024-03-07
Technical Review by SPE on 2024-02-22

Client/Project
ENBRIDGE GAS INC.
CULTURAL HERITAGE REPORT
OVERLEA STATION RELOCATION PROJECT

Figure No.
6

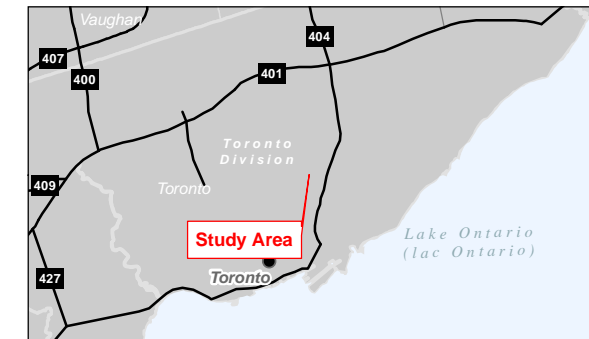
Title
Topographic Mapping, Toronto, Ontario,
1942

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Legend
Study Area (Approximate)

Notes
1. Historic image not to scale.
2. Reference: Surveys and Mapping Branch, Department of Energy, Mines and Resources. 1961. Topographic Map, Toronto Area, East Toronto.

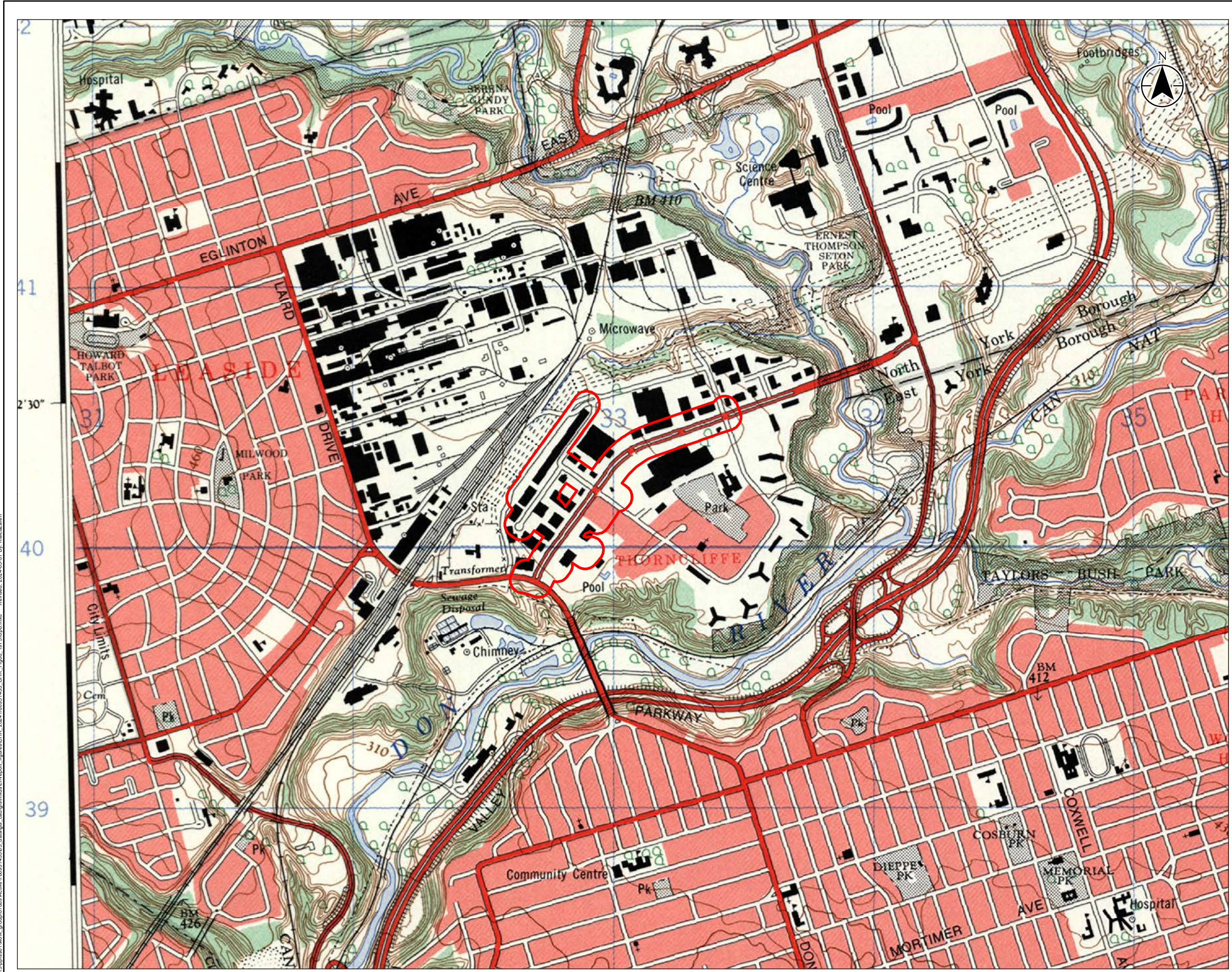


Project Location: City of Toronto
160951435 REV1
Prepared by BF on 2024-03-07
Technical Review by SPE on 2024-02-22

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CULTURAL HERITAGE REPORT
OVERLEA STATION RELOCATION PROJECT

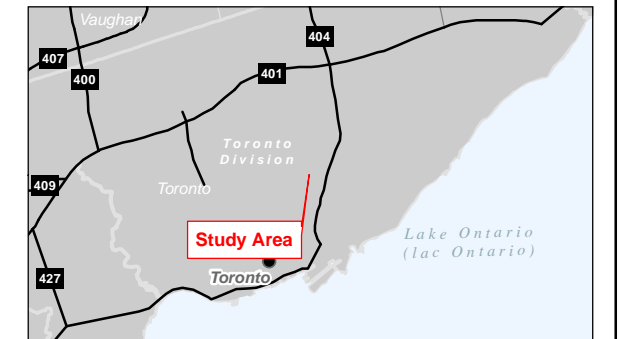
Figure No.: 7

Title: Topographic Mapping, Toronto Area, East Toronto, 1961



Legend
 Study Area (Approximate)

Notes
 1. Historic image not to scale.
 2. Reference: Surveys and Mapping Branch, Department of Energy, Mines and Resources. 1975. Topographic Map, East Toronto, Metropolitan Toronto Municipality, Ontario.



Project Location
 City of Toronto
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 Prepared by BF on 2024-03-07
 Technical Review by SPE on 2024-02-22

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 OVERLEA STATION RELOCATION PROJECT

Figure No.
 8

Title
 Topographic Mapping, East Toronto,
 Metropolitan Toronto Municipality,
 Ontario, 1975

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 Reviewed: 2024-03-07 By: malczarek

3.2 Municipal and Agency Information Requests

To identify previously known built heritage resources or cultural heritage landscapes, the MCM, OHT, and City of Toronto were contacted, and municipal heritage registers and other inventories of heritage properties were reviewed. As a result of the information request and review of heritage registers, one previously known built heritage resource was identified. The Study Area contains 42-46 Overlea Boulevard which is designated under Part IV of the OHA.

Consultation with the public and Indigenous communities is carried out as part of the broader environmental studies process and therefore not reflected the summary of results and requests provided Table 1. Should built heritage resources or cultural heritage landscapes be identified by the public or Indigenous communities, they will be incorporated into the finalized version of the CHR.

Table 1: Municipal and Agency Information Request Results

Organization	Contact	Results
OHT	Samuel Bayefsky	Mr. Samuel Bayefsky confirmed that there are no OHT conservation easements or Trust-owned properties within the Study Area.
MCM	Karla Barboza	Ms. Karla Barboza confirmed that there are no known properties designated by the Minister within or adjacent to the Study Area.
City of Toronto	heritageplanning@toronto.ca	A response was not received, but municipal mapping indicates 42-46 Overlea Boulevard is a designated heritage property.

3.3 Identification of Previously Known and Potential Built Heritage Resources and Cultural Heritage Landscapes

3.3.1 Field Program

As described in Section 2.4, a windshield survey of the Study Area was undertaken to identify potential BHRs and CHLs within the Study Area and confirm the presence of the previously known protected property. Where identified, the site was photographed from the publicly accessible ROW, and its location was digitally recorded.

The Study Area is located in the Thorncliffe Park neighbourhood of East York, Toronto. The overall character of the Study Area is mixed and consists mostly of medium to high density residential properties, commercial properties, and light industry. Overlea Boulevard within the Study Area is a four-lane roadway with a lawn boulevard lined with



small trees (Photo 1). Commercial properties include a mix of mid-20th century structures and more recent infill dating to the 1990s to early 2000s. The most visually prominent commercial properties include the East York Town Centre at 45 Overlea Boulevard and the Costco at 42-46 Overlea Boulevard. The Costco was built between 2017 and 2018 and incorporates a former Coca-Cola facility. Both these commercial properties also contain large surface parking lots (Photo 2). Residential properties along Overlea Boulevard within the Study Area consist of the mid-rise mid-20th century apartment at 1 Overlea Boulevard and more recent infill consisting of a townhouse development at Leaside Park Drive (Photo 3 and Photo 4).

Banigan Drive is a light industrial and commercial area of Thorncliffe Park and contains a mix of mid-20th century to late 20th century structures (Photo 5). Contextually, the area is defined by the stone clad entrance marker at the intersection of Millwood Road and Overlea Boulevard and adjacent high rise residential developments, including the Leaside Towers just east of the Study Area (Photo 6).

As described in Section 2.5, the potential for CHVI was identified through professional judgement, historical research, and evaluation following the MCM *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (MCM 2022) and screening against O. Reg 9/06. If found to have potential for CHVI, a structure or landscape was assigned a BHR or CHL number and deemed to contain a potential built heritage resource or cultural heritage landscape. A total of four potential BHRs and one previously identified BHR were identified following the application of the screening criteria for the project. The location of these resources is depicted in Figure 9. The labels placed on each resource indicate the approximate location of each built heritage resource or cultural heritage landscape and are not meant to indicate a distance from the Project Location. Each property was considered both as an individual built heritage resource and as part of a larger potential cultural heritage landscape. Table 2 provides an overview of the identified built heritage resources and cultural heritage landscapes in the Study Area.



Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment—Overlea Station Relocation Project
3 Existing Conditions
March 2024



Photo 1: Overlea Boulevard, looking east



Photo 2: East York Town Centre, looking northeast



Photo 3: Mid-rise apartments on Overlea Boulevard, looking east



Photo 4: Infill townhomes adjacent to Overlea Boulevard, looking northeast






Photo 5: Banigan Drive, showing light industrial character, looking east





Photo 6: High-rises visible from Overlea Boulevard, looking northeast

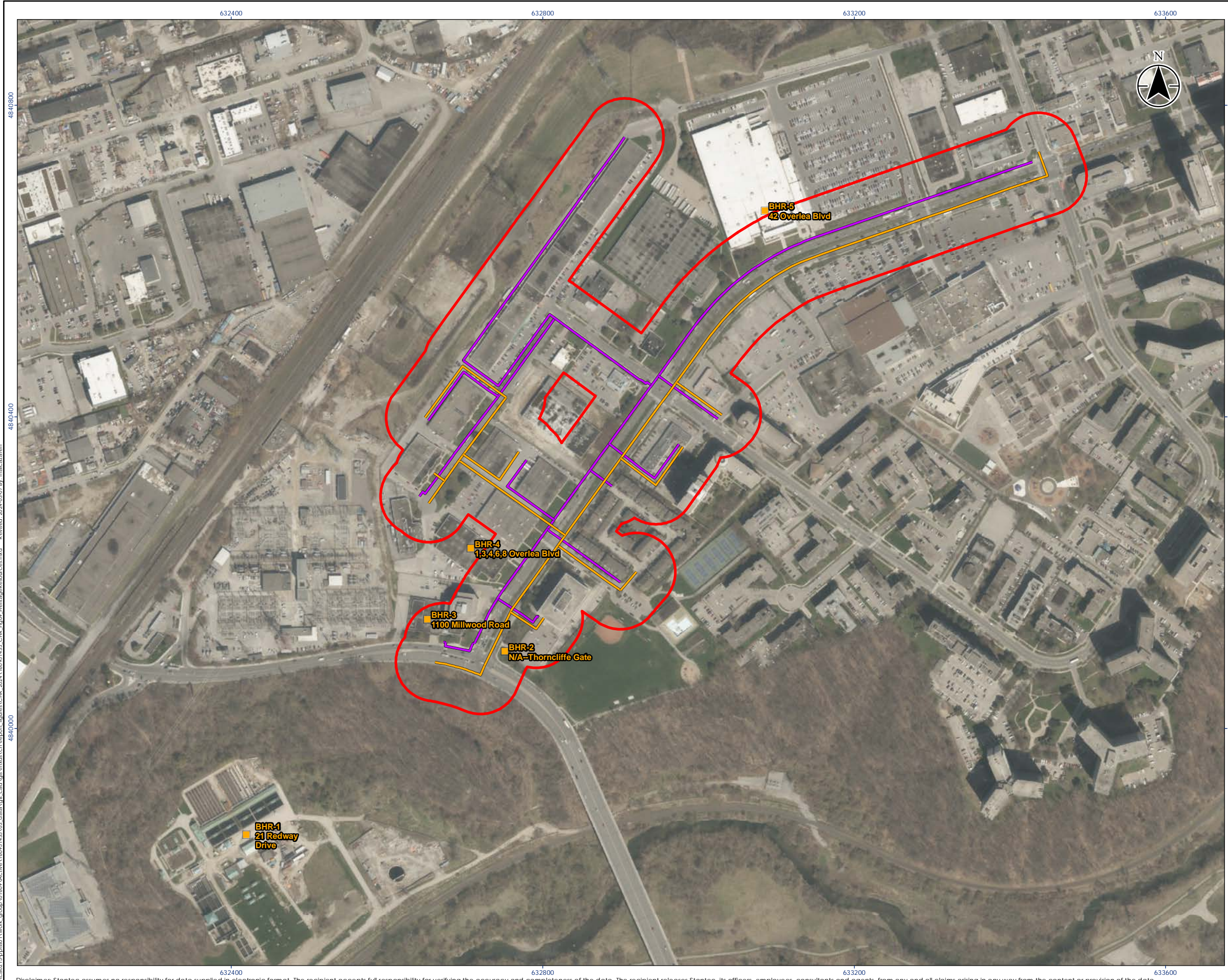


Table 2: Identified Built Heritage Resources and Cultural Heritage Landscapes

Reference Number	Type of Property	Location	Previous Heritage Recognition	Description of Known or Potential CHVI	Photograph
BHR-1	Civic	21 Redway Drive, Toronto	Identified during field program	This property contains the North Toronto Wastewater Treatment Plant. The wastewater treatment plant is located on a large, wooded parcel of land in the Don River Valley. The wastewater plant is accessed by a driveway accessed off Redway Drive. The property contains red brick buildings with metal roofs, including one building with a red brick stack, and various infrastructure associated with wastewater treatment. The wastewater plant was completed in 1929 (City of Toronto 2024). The North Toronto Wastewater Treatment plant has potential historical and associative value for its association with providing adequate sewer services to the area of East York from the early 20 th century into the present-day. In addition, the plant is historically associated with R.C. Harris, an important early 20 th century official in Toronto. Harris oversaw the construction of many largescale and important projects in the City, including the North Toronto Wastewater Treatment Plant (Leaside Life 2019).	
BHR-2	Civic	N/A—Northeast corner Millwood Road and Overlea Boulevard, Toronto	Identified during field program	This property contains an entrance marker to Thorncliffe Park. The marker is monumental in size and is a square clad in stone with a metal trellis located along the east part of the south façade. Sans-serif lettering is attached to both sides of the marker. The south side reads “Thorncliffe Park, Thorncliffe Residential Community” and the north side reads “Thorncliffe Park is a good place to live...work...shop”. The area is landscaped with a bluestone or slate walkway and lighting. Based on the development of Thorncliffe Park, the marker was likely built <i>circa</i> 1958. The marker has potential contextual value as it helps to define the south main entrance to Thorncliffe Park and has potential contextual value as a landmark structure along Overlea Boulevard and Millwood Road.	
BHR-3	Institutional	1100 Millwood Road, Toronto	Identified during field program	This property contains the York Masonic Temple and the Salvation Army Territorial Headquarters for Canada and Bermuda. The York Masonic Temple is a one storey structure with a flat roof. The exterior is clad in pebbledash and curtainwall window exterior. The front (south) façade is lined with a breezeway with a pebbledash clad roof and columns. The York Masonic Temple is connected to the Salvation Army Headquarters, which is a mid-rise predominantly curtain wall window clad structure. The property is landscaped with intermediate and mature trees, lawn, and flagpoles. The York Masonic Temple was constructed between 1954 and 1965 based on aerial photography. The York Masonic Temple has potential design value as a representative modernist structure with International Style design influence. Modernist and International Style design elements include the pebbledash clad exterior, curtain wall, and breezeway which gives a strong vertical emphasis to the structure.	

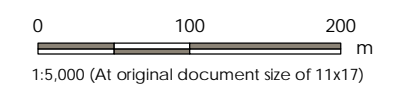


Reference Number	Type of Property	Location	Previous Heritage Recognition	Description of Known or Potential CHVI	Photograph
BHR-4	Commercial	1,3,4,6, and 8 Overlea Boulevard, Toronto	Identified during field program	<p>This property contains a commercial structure. The building is a one storey structure with a flat roof. The exterior is clad in brick and the front (south) façade is clad in mixed materials including curtain wall windows, pebbledash, stone, and brick pilasters. The foundation is poured concrete. The property is landscaped with intermediate trees, a lawn, and shrubs. The structure was built between 1965 and 1978 based on aerial photography. The structure has potential design value as a representative example of a modernist structure with a vernacular interpretation of the International Style. Modernist and International design elements include the front façade clad in mixed materials, the curtain wall exterior, and the brick pilasters which give a strong vertical emphasis to the structure.</p>	
BHR-5	Commercial	42-46 Overlea Boulevard, Toronto	Designated under Part IV of the OHA (By-law 425-2017)	<p>This property contains a mid-20th century commercial structure which has been integrated into an early 21st century commercial warehouse. The mid-20th century sections consist of a three storey structure with a flat roof and bronze clad columns. The exterior is curtain wall with composite panels and windows. The front (south) façade has a projecting one storey section clad in black granite. The north and south elevations contain vertical louvers. The mid-20th century section is surrounded by a contemporary warehouse clad in corrugated metal. The mid-20th century section was built in 1964 and the adjoining warehouse was built between 2017 and 2018. Based on the designating bylaw, the property has design and physical value as a modernist structure. The property has historical and associative value for its association with the architects Mathers and Haldenby, among Toronto’s best known 20th century architects, and for its association with the development of Thorncliffe Park. The property has contextual value as it supports and maintains the character of Thorncliffe Park and is highly visible opposite the East York Town Centre.</p>	

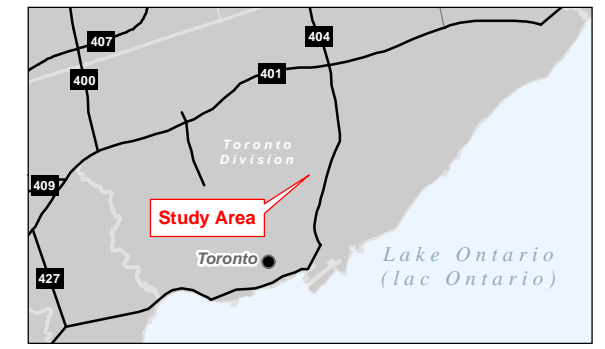


Legend

- Study Area
- Built Heritage
- Pipeline Routes
 - Pipeline To Be Abandoned
 - Preferred Route



- Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2023.
 3. Orthoimagery © First Base Solutions, 2024. Imagery Date, 2022.



Project Location: City of Toronto
 Prepared by BF on 2024-03-07
 Technical Review by SPE on 2024-02-22

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 CULTURAL HERITAGE REPORT
 OVERLEA STATION RELOCATION PROJECT

Figure No.: 9

Title: Identified Built Heritage Resources and Cultural Heritage Landscapes

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4 Preliminary Impact Assessment

4.1 Description of Proposed Undertaking

The pipeline construction process includes various activities as described below:

Site Preparation and Clearing: The first activity is typically the survey and staking, which delineate the boundaries of ROW and temporary work areas. Next, the ROW and temporary work areas are cleared of any vegetation, if necessary. Safety fence is installed at the edge of the construction ROW where public safety considerations are required, and aspects of the Traffic Management Plan are implemented (i.e., signs, vehicle access). Silt fence is installed at required locations.

Pipeline Installation: Following site preparation and clearing, the pipeline may be installed by any one of two methods:

- **Horizontal Directional Drilling (HDD):** This trenchless pipeline installation method involves creating entry and exist pits on either side of a feature (such as watercourses), drilling a pilot hole with the aid of drilling fluid, and then pulling the pipeline back through the hole.
- **Trenching:** This pipeline installation method involves excavation of a trench, lowering the pipeline into place, and then backfilling the trench. During backfilling the originally excavated subsoil is placed over the pipe in the trench. In stony areas, the pipe may be sand padded to protect the coating. In shallow water table areas, the pipeline may be weighted to provide negative buoyancy.

Hydrostatic/Pressure Testing: The pipeline is pressure tested by filling the pipe with water or air and holding it at a high pressure for a set period of time, per the requirements of CSA Z662-19 Clause 8 and applicable Enbridge Gas specifications for pressure testing.

Clean-Up and Restoration: Clean-up is the restoration of the ROW and other work areas. In natural areas, clean-up will include restoring disturbed areas (road embankment) to pre-existing conditions and re-seeding of the ROW. Watercourse crossings and wetlands (if disturbed) will be restored and stabilized. Erosion and sediment controls (ESC) installed during construction may be removed if necessary. Clean-up will also include landscaping, and/or laneways and driveway rehabilitation.



The station related construction and decommissioning process includes various activities as described below:

Site Preparation and Clearing: The first activity is typically the survey and staking, which delineate the boundaries of the ROW and temporary work areas. Next, the ROW and temporary work areas are cleared any vegetation, if necessary. Safety fence is installed at the edge of the construction ROW where public safety considerations are required, and aspects of the Traffic Management Plan are implemented (i.e., signs, vehicle access). Silt fence is installed at required locations.

Stripping and Grading: Next, the grading crew prepares the construction area for access by construction equipment. Existing concrete, landscaping etc. may also be removed, and dewatering undertaken, where necessary.

Station building: underground and above-ground infrastructure will be installed as required.

Station decommissioning: all above-ground equipment will be excavated and removed. The equipment will be purged\cleaned prior to removal. All removed materials will be capped and wrapped, as applicable, and transported off-site for disposal at an approved landfill or salvaged via scrap metal facilities. Heavy equipment will be used, such as excavators, bulldozers.

Clean-Up and Restoration: Clean-up is the restoration of the ROW and other work areas. In natural areas, clean-up will include restoring disturbed areas (road embankment) and re-seeding of the ROW. ESC installed during construction may be removed if necessary. Clean-up will also include landscaping, and/or laneways and driveway rehabilitation.

4.2 Identification of Preliminary Potential Project Specific Impacts and Proposed Mitigation Measures

The results of the preliminary impact assessment and preparation of mitigation measures are presented in Table 3.



Table 3: Preliminary Impact Assessment and Mitigation Measures

Reference Number	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation
BHR-1	21 Redway Drive, Toronto	Identified during field program	No Impacts Anticipated: The property is located adjacent to the Project Location. Construction activities are proposed more than 250 metres southwest of the water treatment plant. Therefore, the property is not at risk of direct or indirect impacts and no mitigation measures or further cultural heritage studies are required.	Continued avoidance is recommended.
BHR-2	N/A—Northeast corner Millwood Road and Overlea Boulevard, Toronto	Identified during field program	Indirect: The marker is situated adjacent to the Project Location. Construction activities are proposed within seven metres of the identified BHR. The position of the marker within seven metres has the potential for indirect impacts resulting from vibration damage during construction activities.	Preferred Option: Avoid the BHR by establishing a buffer zone around the marker to limit construction activity to more than 50 metres away. This should use appropriate preventive measures such as mapping the BHR on construction maps and temporary fencing. Staging and laydown areas should also be non-invasive and avoid the BHR. Where avoidance is not feasible, the alternative option should be applied. Alternative Option: Where construction activities are anticipated within the 50-metre buffer zone, a pre-construction vibration assessment by a qualified engineer is recommended to determine if vibration monitoring or site plan controls are required.
BHR-3	1100 Millwood Road, Toronto	Identified during field program	No Impacts Anticipated: The property is located adjacent to the Project Location. While construction activities are proposed within 15 metres of the structure, land disturbance from vibration damage is typically limited to historic foundations and finishes such as plaster, stone, brick, and shallow masonry. While vibrations may still be present, the structure at 1100 Millwood Road is a mid-20 th century commercial structure and likely incorporates reinforced concrete, steel, and a piled foundation. Therefore, the property is not at risk of direct or indirect impacts and no mitigation measures or further cultural heritage studies are required.	Continued avoidance is recommended.



Reference Number	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation
BHR-4	1,3,4,6, and 8 Overlea Boulevard, Toronto	Identified during field program	<p>No Impacts Anticipated: The property is located adjacent to the Project Location. While construction activities are proposed within 20 metres of the structure, land disturbance from vibration damage is typically limited to historic foundations and finishes such as plaster, stone, brick, and shallow masonry. While vibrations may still be present, the structure at 1,3,4,6 and 8 Overlea Boulevard is a mid-20th century commercial structure and likely incorporates reinforced concrete, steel, and a piled foundation.</p> <p>Therefore, the property is not at risk of direct or indirect impacts and no mitigation measures or further cultural heritage studies are required.</p>	Continued avoidance is recommended.
BHR-5	42-46 Overlea Boulevard, Toronto	Designated under Part IV of the OHA (By-law 425-2017)	<p>No Impacts Anticipated: The property is located adjacent to the Project Location. While construction activities are proposed within 10 metres of the structure, land disturbance from vibration damage is typically limited to historic foundations and finishes such as plaster, stone, brick, and shallow masonry. While vibrations may still be present, the structure at 42 Overlea Boulevard is a mid-20th century commercial structure and likely incorporates reinforced concrete, steel, and a piled foundation. In addition, the building is integrated into a contemporary structure built between 2017 and 2018.</p> <p>Therefore, the property is not at risk of direct or indirect impacts and no mitigation measures or further cultural heritage studies are required.</p>	Continued avoidance is recommended.



4.2.1 Summary of Impacts

Direct Impacts: Following the assessment of impacts in Table 3, no potential built heritage resources or cultural heritage landscapes were identified to be situated within the Project Location and are therefore not at risk for direct impacts.

Indirect Impacts: Following the assessment of impacts in Table 3, BHR-2, located at the Northeast corner Millwood Road and Overlea Boulevard, may be at potential risk of indirect impacts due to land disturbance.

Where the potential for impacts has been identified, measures to mitigate them have been prepared. Precautions are required to conserve previously identified or potential built heritage resources or cultural heritage landscapes through avoidance and mitigation where the potential for the Project to cause an impact has been identified.

The potential for indirect impacts resulting from vibration effects is related to the Project's construction phase. Where potential impacts have been identified, components of the potential built heritage resource are positioned within the 50-metre buffer but outside the Project Location. As a result, a preventive approach to mitigation measures will reduce the risk of indirect impacts. The following are the preferred and alternative mitigation options.

Preferred Option: The preferred option is to avoid BHR-2 by establishing a 50 metre buffer zone around the resource within which Project activity should be avoided. This should use appropriate preventive measures such as mapping on construction maps or plans and temporary fencing. Staging and laydown areas should also be selected to be non-invasive and avoid the built heritage resource. Where avoidance is not feasible, the alternative option should be applied.

Alternative Option: If the 50-metre buffer cannot be avoided, the alternative option is that a qualified person(s) should be retained to complete a pre-construction vibration assessment to determine acceptable levels of vibration given the site-specific conditions (including soil conditions, equipment proposed to be used, and structure characteristics). Should BHR-2 be determined to be within the zone of influence, additional steps should be taken to secure the structure from experiencing negative vibration effects (i.e., adjustment of machinery or establishment of buffer zones).



5 Recommendations

Historical research, municipal and agency data requests, and the field program completed for this CHR identified four potential built heritage resources and one previously identified built heritage resource (42-46 Overlea Boulevard) within the Study Area. Following an assessment of impacts, potential indirect impacts from land disturbance were identified for BHR-2, the Thorncliffe Park entrance marker, at the northeast corner of Overlea Boulevard and Millwood Road. The position of the marker within seven metres of the Project has the potential for indirect impacts resulting from vibration damage during construction activities.

The preferred option is to avoid BHR-2 by establishing a 50 metre buffer zone around the resource within which Project activity should be avoided. This should use appropriate preventive measures such as mapping on construction maps or plans and temporary fencing. Staging and laydown areas should also be selected to be non-invasive and avoid the built heritage resource. Where avoidance is not feasible, the alternative option should be applied.

The alternative option is that a qualified person(s) should be retained to complete a pre-construction vibration assessment to determine acceptable levels of vibration given the site-specific conditions (including soil conditions, equipment proposed to be used, and structure characteristics). Should BHR-2 be determined to be within the zone of influence, additional steps should be taken to secure the structure from experiencing negative vibration effects (i.e., adjustment of machinery or establishment of buffer zones).



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Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment—Overlea Station Relocation Project

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Appendices



Appendix A Project Personnel Biographies

Lashia Jones, MA, CAHP: Lashia Jones is a Senior Cultural Heritage Specialist and member of Stantec’s Environmental Services Team, with experience in identifying, evaluating and planning for cultural heritage resources. Ms. Jones is a member of the Canadian Association of Heritage Professionals, and has a Master’s Degree in Canadian Studies from Carleton University, specializing in Heritage Conservation. Ms. Jones has worked for both public and private sector clients, providing a variety of cultural heritage services including heritage impact assessments, cultural heritage evaluations, inventories of cultural heritage resources, heritage conservation districts, heritage master plans, conservation plans and cultural heritage bridge evaluations. Ms. Jones is well versed with local, provincial and national tools for the identification, evaluation and planning best practices for cultural heritage resources, including the Ontario Heritage Act, Provincial Policy Statement, Planning Act, Environmental Assessment Act, Ontario Heritage Tool Kit, Standards and Guidelines for the Conservation of Provincial Heritage Properties and the Standards and Guidelines for the Conservation of Historic Places in Canada. Lashia’s role on various project types has given her experience in public engagement and consultation, constructive dialogue with clients, heritage committees, local councils and multi-disciplinary project teams.

Meaghan Rivard, MA, CAHP: Meaghan Rivard is Stantec’s Senior Heritage Consultant with experience in the identification, evaluation, and documentation of heritage resources as well as expertise in the environmental assessment process as it pertains to heritage resources. Ms. Rivard is a member of the Canadian Association of Heritage Professionals and works across disciplines in a variety of settings from municipal conservation planning to transportation infrastructure and environmental assessments. Ms. Rivard has experience managing and executing all aspects of Cultural Heritage Evaluation Reports (CHERs), Cultural Heritage Assessment Reports (CHARs), Heritage Impact Assessments (HIAs), Strategic Conservation Plans (SCPs), and Documentation and Salvage Reports, among others. She has assessed more than 2,500 properties as part of windshield surveys and directed large scale inventory work across the province working under various classed environmental assessments (EAs). In addition to EA related work, Meaghan continues to be actively involved in the assessment of individual properties. Here she utilizes knowledge in the identification, evaluation, and documentation of heritage resources alongside expertise in the assessment of proposed change and preparation of options to mitigate negative impacts on heritage resources. Meaghan is focused on regulatory satisfaction balanced with an admiration for the heritage of our province.



Frank Smith, MA, CAHP: Frank Smith is a Cultural Heritage Specialist with more than ten years of experience in detailed historical research and the evaluation of cultural heritage resources for cultural institutions, businesses, universities, and various levels of government in Canada and the United States. Frank joined Stantec from Western University where he worked as a Research Assistant for the Census of Canada of 1891 Project and the Curator of the John P. Metras Sports Museum. At Stantec, Frank's work has spanned the entire province, ranging from hydroelectric facilities along northern rivers to heritage studies in downtown Toronto. He is a professional member of the Canadian Association of Heritage and has a deep knowledge of sound historical research practices and the requirements when working with municipal and provincial agencies during the assessment and approvals process. Frank's research skills have been developed over the years while working in museums in the United States and Canada, serving as a research assistant, volunteer work for conservation organizations, and during the completion of his master's degree in public history.

Guy Taylor, BA (hons): Guy has a Hons. BA in Art History from the University of Toronto and is completing a Dip. in Heritage Conservation from the Willowbank School of Restoration Arts. His professional interests are in stone conservation and stone carving, specifically in monument conservation and restoration, and in cultural landscapes. His previous experiences working and studying in the cultural heritage field include undertaking historical research, fieldwork, report writing, and heritage site analysis. His educational background in architectural history and conservation, as well as his experiences practicing traditional building crafts, provides him a unique lens to examine heritage building stock, and to speak to the value of these structures.



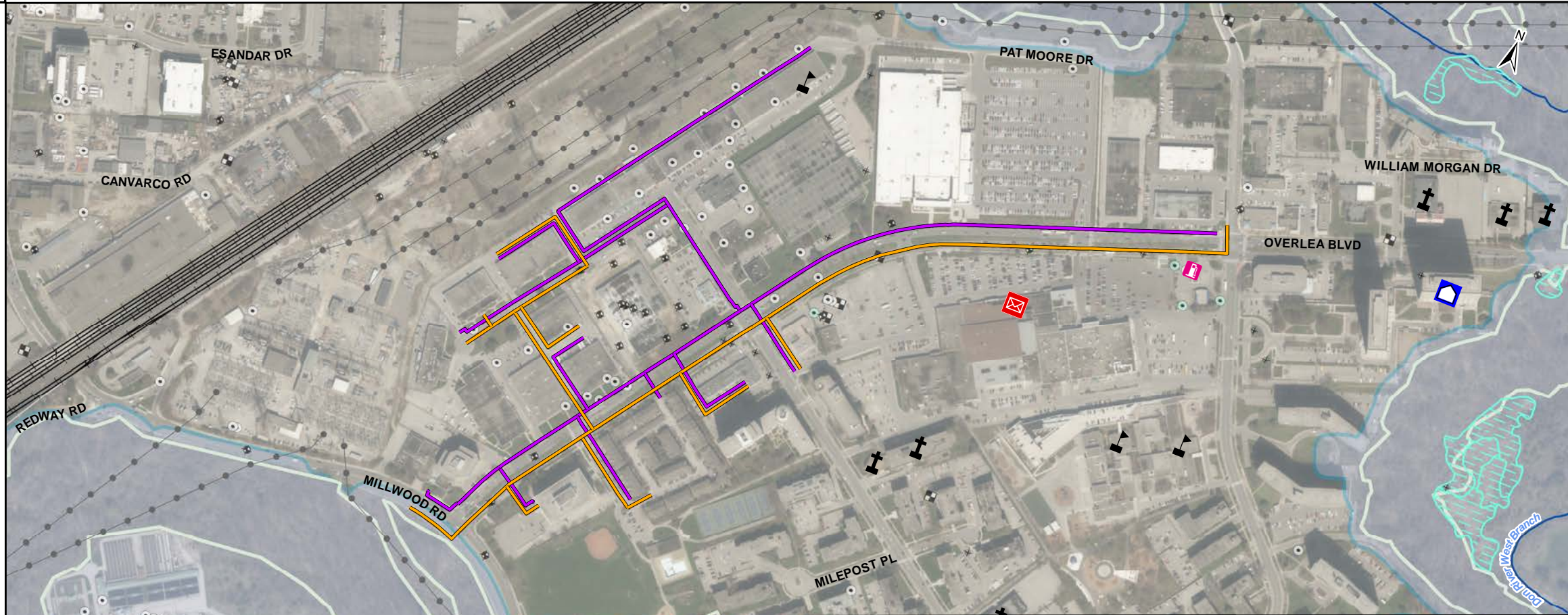
Appendix F Environmental Alignment Sheet



Resources	CONSERVATION AUTHORITY REGULATED AREA / ANSI	Regulated Area and Natural Hazards
	WETLAND WATERCOURSE ANSI	
	VEGETATION	Wooded Area
	WATER WELL WITHIN 50 m	Wells Present
	LINEAR FEATURES	Driveways & Roads
	ENVIRONMENTALLY SENSITIVE AREA	
	SPECIES AT RISK (SAR) HABITAT	

Construction Mitigation Notes:
 Note 1: HDD construction method recommended. Refer to Sections 12.1, 12.4 and 15.0 of the ECMM 2022.
 Note 2: No clearing activities during the migratory breeding bird restricted activity period (April 1 – August 31) without preconstruction nesting surveys. Refer to row section 3.4.1.3 - 4.4.1.4 'Wildlife Habitat, Wildlife, and Species at Risk' of Table 5.1 of the ER and Section 8.2 of the ECMM 2022.
 Note 3: Tree removal in potential bat maternity roosting habitat areas should be limited to the extent possible and will be avoided during the active season for bats (March 15 to October 1). Refer to row section 3.4.1.3 - 4.4.1.4 'Wildlife Habitat, Wildlife, and Species at Risk' of Table 5.1 of the ER and Section 8.2 of the ECMM 2022.
 Note 4: Groundwater wells present. Refer to row section 3.3.3 'Groundwater' of Table 5.1 of the ER and Section 8.6.2 of the ECMM 2022.
 Note 5: Water well monitoring program recommended. Refer to Section 7.1.2 of the ER.
 Note 6: Permit from TRCA required. Refer to row section 3.3.7 'Regulated Area and Natural Hazards' in Table 5.1 of the ER.
 Note 7: Slope stability assessment for erosion hazard required for the TRCA. Refer to row section 3.3.7 'Regulated Area and Natural Hazards' in Table 5.1 of the ER.
 Note 8: Maintain emergency egress. Refer to Section 18.0 of the ECMM 2022.
 Note 9: Implement Suspect Soils Program. Refer to Section 8.13 of the ECMM 2022.

Acronyms List:
 ER: Environmental Report (Stantec 2024)
 ECMM: Enbridge Construction and Maintenance Manual, September 25, 2022 (ECMM 2022)
 HDD: Horizontal directional drilling
 MECP: Ministry of the Environment, Conservation and Parks
 TRCA: Toronto Region Conservation Authority



Legend

- Pipeline To Be Abandoned
- Proposed Pipeline Route
- Hydro Line
- Railway - Operational
- Railway - Discontinued
- Watercourse
- Regulation Limit (TRCA)
- Unevaluated Wetland (per OWES)
- Waterbody
- Wooded Area

Socio-Economic Features

- Gas Station
- Library
- Place of Worship
- Post Office
- Residential Community
- School

MECP Water Well Record

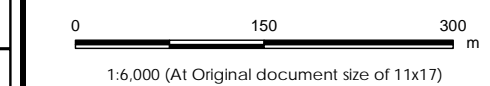
- Monitoring
- Monitoring and Test Hole
- Not Used
- Test Hole
- Use Not Identified



Construction Mitigation	CONSTRUCTION REQUIREMENTS	Note 8
	MONITORING	Notes 4 & 5
	PIPELINE CROSSING METHODS	
	VEGETATION RESTRICTIONS	Notes 2 & 3
	POTENTIALLY CONTAMINATED SITES	Note 9
	PERMITTING REQUIREMENTS	Notes 6 & 7

Notes

- Coordinate System: NAD 1983 UTM Zone 17N
- Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2023.
- Orthomagey © First Base Solutions, 2024. Date of Imagery 2022.
- MECP Water well locations are approximate and have been positioned based on published UTM coordinates © Queen's Printer for Ontario, 2024.
- This figure contains information made available the Toronto and Region Conservation Authority (TRCA)'s data sharing agreement. Data received 2024-02-21.



Project Location: 160951435
 City of Toronto
 Prepared by BF on 2024-02-22
 Technical Review by SE on 2022-02-24

Client/Project
 ENBRIDGE GAS INC.
 OVERLEA STATION RELOCATION PROJECT

Figure No.
 A-1

Title
 Environmental Alignment
 Sheets - Map

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 Revised: 2024-02-22 By: bfonseca