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Enbridge Gas Inc.
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November 12, 2024

Nancy Marconi
 Registrar
 Ontario Energy Board
 2300 Yonge Street, Suite 2700
 Toronto, ON M4P 1E4

Dear Nancy Marconi,

**Re: Enbridge Gas Inc. (Enbridge Gas or the Company)
 Ontario Energy Board (OEB) File No. EB-2024-0200
 St. Laurent Pipeline Replacement Project
 Application and Evidence – Updated**

Further to the application and evidence filed by Enbridge Gas on June 17, 2024, in the above noted proceeding, enclosed please find the following evidence update:

Exhibit	Update
Exhibit H-1-1 Attachment 4	The Ontario Ministry of Energy and Electrification (ENERGY) has completed its review of the Indigenous consultation record for the St. Laurent Pipeline Replacement Project. The exhibit has been updated to include the letter received on November 8, 2024.

If you have any questions, please contact the undersigned.

Sincerely,

Patricia Squires
 Manager, Regulatory Applications – Leave to Construct

Cc: Zora Crnojacki (OEB Staff)
 Charles Keizer (Torys)
 Arlen Sternberg (Torys)
 Intervenors (EB-2024-0200)

EXHIBIT LIST

A – ADMINISTRATION

<u>Exhibit</u>	<u>Tab</u>	<u>Schedule</u>	<u>Contents of Schedule</u>
A	1	1	Exhibit List
		2	Glossary of Acronyms and Defined Terms
	2	1	Application Attachment 1 – Project Map
		2	Executive Summary

B – PROJECT NEED

<u>Exhibit</u>	<u>Tab</u>	<u>Schedule</u>	<u>Contents of Schedule</u>
B	1	1	Project Need Appendix A – Additional Surveys Appendix B – Quantitative Risk Assessment (QRA) Overview Attachment 1 – Letter to OEB (October 5, 2022) – Planned Emergency Repair Attachment 2 – Quantitative Risk Assessment (QRA) – St. Laurent North Pipeline Attachment 3 – DNV – St. Laurent Pipeline Risk Review Memo
	2	1	Stakeholder Engagement Attachment 1 – Consultation Log
	3	1	Energy Transition Attachment 1 – Probabilistic Asset Life Analysis Attachment 2 – Letter from Hydro Ottawa

C – ALTERNATIVES & PROJECT DESCRIPTION

<u>Exhibit</u>	<u>Tab</u>	<u>Schedule</u>	<u>Contents of Schedule</u>
C	1	1	Project Alternatives

Attachment 1 – Residual Risks of Scenarios
 Attachment 2 – IRPA Analysis Project – St. Laurent Analysis
 Modelling Findings
 Attachment 3 – St. Laurent Pipeline Replacement Project
 (SLPRP) Non-Binding Expression of Interest and Binding
 Reverse Open Season

D – PROPOSED PROJECT

<u>Exhibit</u>	<u>Tab</u>	<u>Schedule</u>	<u>Contents of Schedule</u>
D	1	1	Proposed Project Attachment 1 – Proposed Construction Schedule
	2	1	General Techniques and Methods of Construction

E – PROJECT COST AND ECONOMICS

<u>Exhibit</u>	<u>Tab</u>	<u>Schedule</u>	<u>Contents of Schedule</u>
E	1	1	Project Cost and Economics

F – ENVIRONMENTAL MATTERS

<u>Exhibit</u>	<u>Tab</u>	<u>Schedule</u>	<u>Contents of Schedule</u>
F	1	1	Environmental Matters Attachment 1 – Environmental Report Attachment 2 – Environmental Report Amendment Attachment 3 – Environmental Report Amendment Rev. 2 Attachment 4 – OPCC Member Comments Attachment 5 – ER Consultation Log Attachment 6 – Stage 1 Archaeological Assessment

G – LAND MATTERS

<u>Exhibit</u>	<u>Tab</u>	<u>Schedule</u>	<u>Contents of Schedule</u>
G	1	1	Land Matters Attachment 1 – Pipeline Easement Form

Attachment 2 – Temporary Land Use Agreement
Attachment 3 – Landowner Line List

H – INDIGENOUS CONSULTATION

<u>Exhibit</u>	<u>Tab</u>	<u>Schedule</u>	<u>Contents of Schedule</u>
H	1	1	Indigenous Consultation Attachment 1 – MENDM Correspondence Attachment 2 – Update Project Description to ENERGY (November 7, 2023) Attachment 3 – Response from ENERGY (December 21, 2023) Attachment 4 – Sufficiency Letter Attachment 5 – Enbridge Indigenous Peoples Policy Attachment 6 – Indigenous Consultation Report Summary Table Attachment 7 – Indigenous Consultation Log and Correspondence

I – CONDITIONS OF APPROVAL

<u>Exhibit</u>	<u>Tab</u>	<u>Schedule</u>	<u>Contents</u>
I	1	1	Conditions of Approval

Glossary of Acronyms and Defined Terms	
AA	Archaeological Assessment
A/C	Air Conditioner
Act	Ontario Energy Board Act, 1998, S.O. 1998, c. 15, Schedule B
AHR	Asset Health Review
AMP	Asset Management Plan
AR	Alternative route(s)/route combinations
CER	Canadian Energy Regulator
CHAR	Cultural Heritage Assessment Report
CHRECPA	Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment
CIPS	Close Interval Potential Survey
City	City of Ottawa
CNG	Compressed Natural Gas
CNR	Canadian National Railway Company
CP	Cathodic Protection
DCF	Discounted Cash Flow
DCVG	Direct Current Voltage Gradient
Delegation Letter	Letter indicating that the MOE had delegated the procedural aspects of consultation to Enbridge Gas for the Project
DFO	Department of Fisheries and Oceans Canada
Dillon	Dillion Consulting Ltd.
District Station	Pressure reduction station
DR	Demand Response
ECCC	Environment and Climate Change Canada
Enbridge Gas, the Company or the Applicant	Enbridge Gas Inc.
Energy Evolution	Energy Evolution: Ottawa's Community Energy Transition Strategy
EOC	Emergency Operations Centre
EOI	Expression of Interest
EPP	Environmental Protection Plan
ER	Environmental Report
ER Amendment 1	Environmental Report Amendment finalized in October 2020.
ER Amendment 2	Environmental Report Amendment finalized in January 2024.
ESM	Earnings Sharing Mechanism
ETEE	Enhanced Targeted Energy Efficiency
GHG	Greenhouse Gas
Guidelines	The OEB's Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario
HER+	Home Energy Rebate Plus
ICR	Indigenous Consultation Report
ICM	Incremental Capital Module
IDC	Interest During Construction
IESO	Independent Electricity System Operator
ILI	In-line Inspection
Integral	Integral Engineering
IP	Intermediate Pressure
IRP	Integrated Resource Planning
IRPA	Integrated Resource Planning Alternative
IRP Framework	Integrated Resource Planning Framework
IRRP	Integrated Regional Resource Plan
LDS	Laser Deformation Sensor
LLS	Leakage Limit State (ie. small leaks)
LTC	Leave-to-Construct
LVCD	Large Volume Contract Demand
MCM	Ministry of Citizenship and Multiculturalism
MECP	Ministry of Environment, Conservation and Parks
MENDM	Ontario Ministry of Energy, Northern Development and Mines
MFL	Magnetic Flux Leakage
MHSTCI	Ministry of Heritage, Sport, Tourism and Cultural Industries

Glossary of Acronyms and Defined Terms	
MOE or ENERGY	Ontario Ministry of Energy
Monte Carlo simulation	A risk assessment technique recognized by ISO 31010. It is used to analyze uncertain outcomes by running multiple simulations using random variables.
MOP	Maximum Operating Pressure
MTO	Ministry of Transportation Ontario
MTO Corridor	Highway 417 corridor and its interchanges
NBC	National Building Code
NCC	National Capital Commission
NDE	Non-Destructive Examination
NPS	Nominal Pipe Size
NPV	Net Present Value
OBC	Ontario Building Code
OEB	Ontario Energy Board
O&M	Operating and Maintenance
OPCC	Ontario Pipeline Coordinating Committee
ORAM	Operational Risk Assessment Matrix
P2D	Pathways to Decarbonization Report
PE	Polyethylene
PHMSA	Pipeline and Hazardous Materials Safety Administration
Plan	Climate Change Master Plan
Policy	Enbridge Inc.'s company-wide Indigenous Peoples Policy
Posterity	Posterity Group
PPR	Preliminary Preferred Route
PR	Preferred Route
Project	St. Laurent Pipeline Replacement Project
PSPC	Public Services and Procurement Canada
QRA	Quantitative Risk Assessment
R ₀	Current pipeline risk
R ₁	Post-mitigation residual risk
RCMP	Royal Canadian Mounted Police
Region	National Capital Region
Residual Risks	The Health and Safety, Operational Reliability, and Financial risks that remain after mitigation efforts are completed.
RNG	Renewable Natural Gas
ROS	Reverse Open Season
ROW	Right-of-way
Running line	The location where the pipeline is to be installed.
RVCA	Rideau Valley Conservation Authority
SLP	St. Laurent Pipeline
SLP or St. Laurent Pipeline	An extra high pressure steel natural gas pipeline that is currently located along St. Laurent Boulevard, Sandridge Road, and Tremblay Road in the City of Ottawa.
SMYS	Specified Minimum Yield Strength
Specifications	Enbridge Gas's Construction and Maintenance Manual, and Gas Distribution Engineering GDS Document Library.
ST	Steel Coated
TMHC	Timmins Martelle Heritage Consultants Inc.
TPD	Third-Party Damage
TSSA	Technical Standards & Safety Authority
UCC	Utility Coordination Committee
ULS	Ultimate Limit State (ie. large leaks and ruptures)
UNDRIP	United Nations Declaration on the Rights of Indigenous Peoples
VIA	Via Rail Canada Inc
XHP	Extra High Pressure
X-ray	Radiographic examination

ONTARIO ENERGY BOARD

IN THE MATTER OF the Ontario Energy Board Act, 1998, S.O. 1998, c. 15, Schedule B, and in particular, sections 90 (1) and 97 thereof;

AND IN THE MATTER OF an application by Enbridge Gas Inc. for an order granting leave to construct natural gas pipelines in the City of Ottawa.

APPLICATION

1. Enbridge Gas Inc. (Enbridge Gas, the Company or the Applicant)¹ hereby applies to the Ontario Energy Board (the OEB), pursuant to Section 90 (1) of the *Ontario Energy Board Act, 1998, S.O. 1998, c.15, Schedule B* (the Act), for an Order granting leave to construct the following:
 - Approximately 10.0 km of Nominal Pipe Size (NPS) 12 Extra High Pressure (XHP) Steel Coated (ST) natural gas pipeline;
 - Approximately 2.5 km of NPS 16 XHP ST natural gas pipeline;
 - Approximately 0.3 km of NPS 6 XHP ST natural gas pipeline;
 - Approximately 0.9 km of NPS 6 Intermediate Pressure (IP) Polyethylene (PE) natural gas pipeline; and
 - Approximately 3.9 km of NPS 4 IP PE natural gas pipeline.
2. Enbridge Gas will also construct ancillary facilities to connect the gas services currently fed from the existing XHP main.
3. Enbridge Gas also applies to the OEB, pursuant to Section 97 of the Act, for an Order approving the form of Pipeline Easement agreement and form of Temporary Land Use

¹ Enbridge Gas is an Ontario corporation with its head office in the City of Toronto, in the business of selling, distributing, transmitting, and storing natural gas within the province of Ontario.

agreement found in the pre-filed evidence at Exhibit G, Tab 1, Schedule 1, Attachments 1 and 2, respectively.

4. The facilities, collectively referred to as the St. Laurent Pipeline Replacement Project (the Project) are required to address the potentially significant consequences to health and safety and operational reliability on the St. Laurent Pipeline (SLP) system. The Project as proposed is designed to replace approximately 14.4 km of existing XHP ST natural gas main along St. Laurent Boulevard, Sandridge Road, and Tremblay Road in the City of Ottawa, Ontario. With leave of the OEB, construction is planned to commence in April 2025 and be placed fully into service by December 2026.
5. For ease of reference and to assist the OEB with preparation of the Notice of Application for this Project, a map of the proposed facilities is included at Attachment 1.
6. Selection of the route and location for the proposed facilities associated with the Project was supported by an independent environmental consultant through the process outlined in the OEB's Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario (the Guidelines).²
7. Enbridge Gas requests that the OEB's review of this Application proceed by way of written hearing in English.
8. Enbridge Gas requests that the OEB issue the following orders:
 - (i) Pursuant to Section 90 (1) of the Act, an Order granting leave to construct the Project.
 - (ii) Pursuant to Section 97 of the Act, an Order approving the form of Pipeline Easement agreement found at Exhibit G, Tab 1, Schedule 1, Attachment 1, and

² The Environmental Report (ER) and ER Amendment 1 conform to the 7th Edition, 2016 Guidelines. The ER Amendment 2, finalized in January 2024, was prepared in accordance with the OEB's 8th Edition Guidelines.

the form of Temporary Land Use agreement found at Exhibit G, Tab 1, Schedule 1, Attachment 2.

9. Enbridge Gas requests that all documents relating to the Application and its supporting evidence, including the responsive comments of any interested party, be served on Enbridge Gas and its counsel as follows:

- (a) The Applicant
- Patricia Squires
Manager, Regulatory Applications – Leave to Construct
- Address: P. O. Box 650, Scarborough, ON M1K 5E3
- Telephone: (416) 753-6284
- Email: patricia.squires@enbridge.com;
egiregulatoryproceedings@enbridge.com
- (b) The Applicant's counsel (1)
- Guri Pannu
Sr. Legal Counsel
Enbridge Gas Inc.
- Address for personal service: 500 Consumers Road
Toronto, ON M2J 1P8
- Mailing Address: P. O. Box 650, Scarborough, ON M1K 5E3
- Telephone: (416) 758-4761
- Email: guri.pannu@enbridge.com

(c) The Applicant's counsel (2) Charles Keizer
Torys, LLP

Mailing Address: 79 Wellington St. W, 30th Floor, Box 270, TD
South Tower, Toronto, ON M5K 1N2

Telephone: (416) 865-7512

Fax: (416) 865-7380

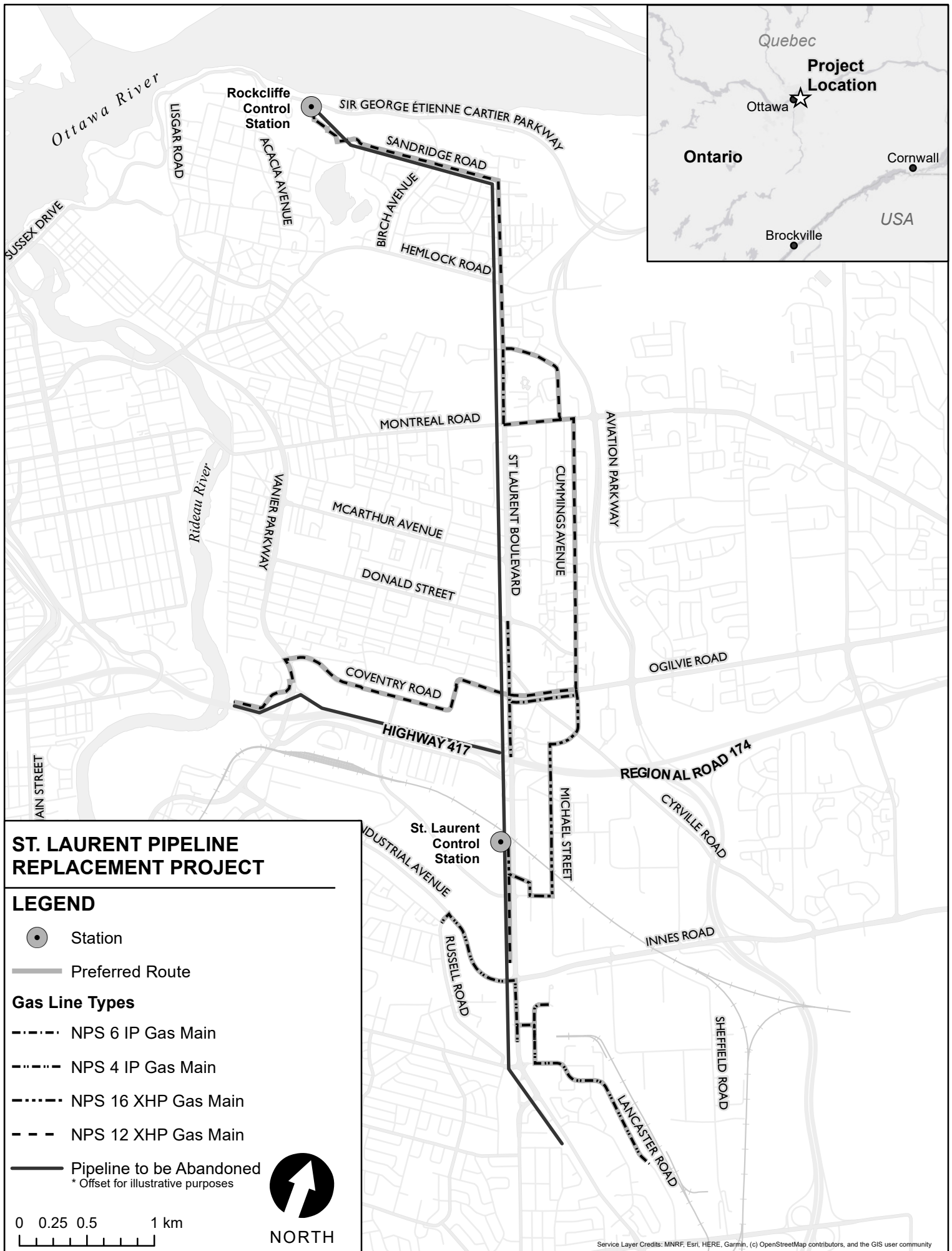
Email: ckeizer@torys.com

DATED at the City of Toronto this 17th day of June 2024.

Enbridge Gas Inc.

Patricia Squires


Patricia Squires
Manager, Regulatory Applications – Leave to Construct




ST. LAURENT PIPELINE REPLACEMENT PROJECT


LEGEND


 Station


 Preferred Route

Gas Line Types

 NPS 6 IP Gas Main


 NPS 4 IP Gas Main

 NPS 16 XHP Gas Main

 NPS 12 XHP Gas Main

 Pipeline to be Abandoned
* Offset for illustrative purposes

0 0.25 0.5 1 km




NORTH

EXECUTIVE SUMMARY

1. On March 2, 2021, Enbridge Gas filed an application under section 90 of the *Ontario Energy Board Act, 1998, S.O. 1998, c. 15, Schedule B* (the Act) seeking an order granting leave to construct approximately 17.6 kilometres of natural gas pipeline and associated facilities in the City of Ottawa, replacing the existing St. Laurent Pipeline (SLP) (Phase 3 and 4).¹ In their Decision and Order, the Ontario Energy Board (OEB) denied the application, finding that:

“...the need for the Project and the alternatives to the Project have not been appropriately assessed. Enbridge Gas has not demonstrated that the pipeline integrity is compromised, and that pipeline replacement is required at this time. The OEB urges Enbridge Gas to thoroughly examine other alternatives such as the development and implementation of an in-line inspection and maintenance program using available modern technology, and propose appropriate action based on its finding as part of its next rebasing application.”²

2. Enbridge Gas has carefully considered the conclusions and recommendations of the OEB in that Decision. Since the Decision, Enbridge Gas has undertaken a full re-examination of the condition of the existing SLP using the most current available technology and risk assessment techniques, and has conducted a new, objective evaluation of alternative actions to mitigate the condition of the pipeline. The current application is based on a physical inspection of the SLP pipeline, including an in-depth technical assessment in conjunction with a review of the historical SLP condition records, and not exclusively on evidence contained within EB-2020-0293. The application is also responsive to the OEB’s recommendations for future applications related to this pipeline.

¹ EB-2020-0293.

² EB-2020-0293, Decision and Order (May 3, 2022), p. 3.

3. The findings of these assessments (as provided in detail in Exhibit B, Tab 1, Schedule 1) point decisively to the conclusion that urgent, significant mitigation is required to address the condition of the SLP. In-line inspection (ILI) analysis indicates an average corrosion density of 138 features/km or over one active corrosion feature for every 10 meters of pipe, with several features reported with depths greater than 40% of wall thickness. A total of 386 dent features with depth greater than 0.5% of the pipeline diameter were identified – with several likely due to unreported previous third-party damage – along inspected portions of pipe, which could lead to accelerated corrosion and ultimately failure. The calculated third-party interference hazard rate is within the highest 13% of hazard rates for mains within the Enbridge Gas distribution system. Field excavations conducted to validate and augment the ILI findings highlighted significant anomalies in the SLP that could lead to future failures.
4. The Quantitative Risk Assessment (QRA) summarized in Exhibit B, Tab 1, Schedule 1, Section F utilized industry-standard reliability methods and published failure rates to produce a comprehensive assessment of threats to the SLP and evaluate them against various risk acceptance criteria. The QRA further validated the conclusion that immediate remedial action is required in order to meet industry risk acceptance benchmarks and the Enbridge Inc. acceptable risk levels.
5. The results of the physical inspection, integrity assessments, and QRA demonstrate that not only is urgent mitigation required, but also maintaining the status quo as a permanent mitigation strategy is unacceptable because of the current condition and risks associated with the pipeline. If the status quo continues, Enbridge Gas will take extraordinary measures to reduce the operating risk, which will also result in a significant impact on customers.

6. Enbridge Gas also conducted an extensive review of facility and non-facility alternatives to address the urgent need for mitigation as provided in Exhibit C, Tab 1, Schedule 1. Two options were considered: the Full Replacement of the pipeline, and Extensive Inspection and Repair of the pipeline. Enbridge Gas has concluded that Full Replacement of the SLP is the best viable solution to effectively mitigate the risks associated with the current condition of the pipeline. Full Replacement is the most predictable and stable solution that reduces the level of risk for the pipeline to an acceptable level, and it is also the most economic option for rate payers. In contrast, the Extensive Inspection and Repair alternative may reduce the risks to the pipeline at a particular point in time; however, in the long term this option carries significant uncertainties, as new conditions and circumstances could arise that make it inadequate at mitigating those risks. Table 1 summarizes the comparison of Full Replacement versus Extensive Inspection and Repair against the five dimensions included in the analysis presented in detail in Exhibit C, Tab 1, Schedule 1.

Table 1
Alternatives and Risk Reduction Comparison

Dimension of Alternative Analysis	Metric		Full Replacement	Extensive Inspection and Repair
1. Public Safety and Residual Risk	Risk Reduction from Status-quo	Health and Safety	80x	10x
		Operational Reliability	150x	25x
		Financial ³	5,000x	300x
	Risk Acceptability and Sustainment		<ul style="list-style-type: none"> Residual risk substantially below limits and sustainable 	<ul style="list-style-type: none"> Residual risk at risk limits and transitory

³ Financial risks encompass the financial impacts of failures, which include property damage, emergency repair costs, and costs associated with restoring service to customers after disruptions.

Dimension of Alternative Analysis	Metric		Full Replacement	Extensive Inspection and Repair
2. Public Disruption and Nuisance	Qualitative		<ul style="list-style-type: none"> • Disruption limited to short term (2 years) • Construction planned, coordinated, and communicated. • Optimized route 	<ul style="list-style-type: none"> • Numerous, ongoing integrity-driven excavations and replacements along heavily trafficked roads • Ongoing inspection and remedial actions through construction activities on a 7-year cycle, plus restoration work • Significant defect repairs/replacements on an emergency basis where disruptions cannot be minimized⁴
3. Financial	NPV (\$M in 2024 Dollars)	Case A ⁵ (63 yrs)	\$(134)	\$(253)
		Case B ⁴ (42 yrs)	\$(134)	\$(170)
		Case C ⁴ (31 yrs)	\$(134)	\$(140)
4. Uncertainty	Qualitative		<ul style="list-style-type: none"> • Lower project scope and execution uncertainty as project is planned and implemented over a much shorter period of time. • Costs are more easily forecast with a higher degree of confidence 	<ul style="list-style-type: none"> • Scope of current and on-going integrity mitigations is highly uncertain with available data. • Cost escalation and discount rates significantly impact NPV. • Multiple unknowns in feasibility (e.g., permits for slabbing, access to repair locations, etc.)

⁴ An example of a significant defect (greater than 80% in depth) on the SLP requiring a planned emergency replacement is described in Exhibit B, Tab 1, Schedule 1, Attachment 1 – Letter to OEB (October 5, 2022) – Planned Emergency Repair.

⁵ The three cases cover a range of potential pipeline “Useful Life” outcomes and are detailed in Exhibit C, Tab 1, Schedule 1.

Dimension of Alternative Analysis	Metric	Full Replacement	Extensive Inspection and Repair
5. Other Considerations	Qualitative	<ul style="list-style-type: none"> Enhances the longevity of the investment, offering potential future uses for alternative fuels e.g., hydrogen blends 	<ul style="list-style-type: none"> Greater health and safety risks to Enbridge Gas workers and the public due to potential for unplanned work Potential for property damage Logistical and reputational complexities associated with continuous roadway construction

7. Supporting the conclusion that Full Replacement is required to address the condition of the SLP is the Energy Transition context and analysis presented in Exhibit B, Tab 3, Schedule 1. In this Exhibit, a review of current climate policies, a probabilistic analysis of general service customer disconnections over time, the energy needs of local Large Volume Contract Demand customers, and the state of the electricity system in the Ottawa area are provided. All this information points to a very low probability of customers rapidly converting from gas to electric options, and/or a meaningful increase in gas disconnections in the medium term. Even with aggressive heat pump adoption and disconnection assumptions, customers would likely remain on the gas system beyond 2080.

8. The current Project (as defined in Exhibit A, Tab 2, Schedule 1) proposes to replace approximately 14.4 km of the SLP, an existing extra high pressure (XHP) steel coated (ST) natural gas pipeline that is currently located along St. Laurent Boulevard, Sandridge Road, and Tremblay Road in the City of Ottawa.⁶ The existing pipelines are proposed to be abandoned and replaced with approximately:

⁶ Replacement of the St. Laurent Pipeline has been presented and discussed in each of the Company's asset management plans since the EB-2018-0305 proceeding.

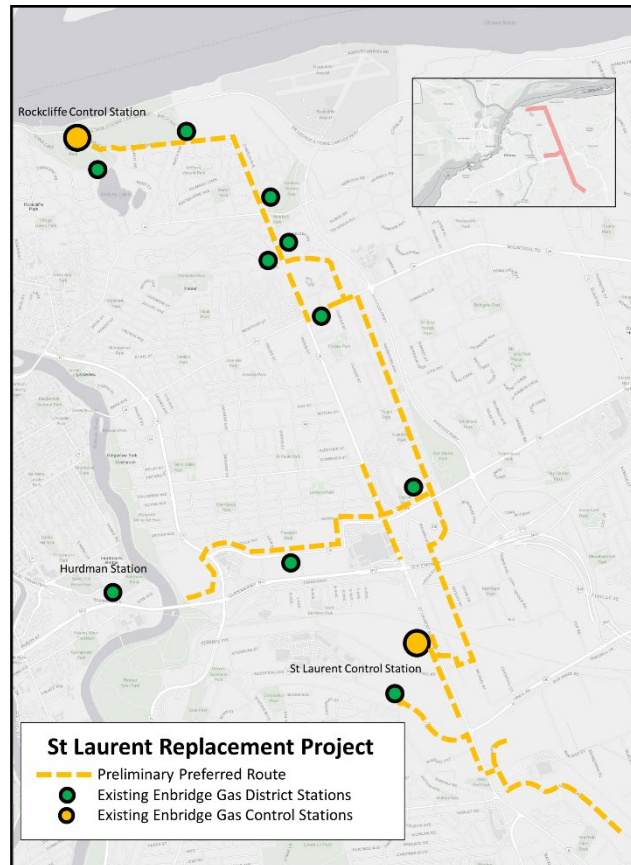
- 10.0 km of Nominal Pipe Size (NPS) 12 XHP ST;
- 2.5 km of NPS 16 XHP ST;
- 0.3 km of NPS 6 XHP ST;
- 0.9 km of NPS 6 Intermediate Pressure (IP) Polyethylene (PE); and
- 3.9 km of NPS 4 IP PE.

Various other facilities (e.g., pipelines of smaller lengths and size) are proposed to also be abandoned and replaced. The Project has been designed to maintain the existing capacity of the SLP.

9. The SLP is supplied from a single source, the St. Laurent Control Station, and consists of steel mains primarily installed in 1958. It is an integral part of the natural gas network that supplies, directly or indirectly, natural gas to approximately 168,000 customers in the City of Ottawa and in Gatineau, Quebec.⁷ It has an operating pressure of 1,896 kPag (275 psi) and feeds 10 district regulating stations, two large control stations, several private header stations, a natural gas fired electricity generation plant and a large population of residential, commercial and industrial customers. A pipeline damage or failure could result in the loss of gas distribution service for thousands of customers, or place public safety at risk. Figure 1 provides a map setting out the location of the SLP and the control stations and district stations supplied by the pipeline.

⁷ The St. Laurent Pipeline is a primary source of gas supply for Gazifere.

Figure 1: Map of the St. Laurent Replacement Project



10. As detailed at Exhibit E, Tab 1, Schedule 1, the total estimated cost of the Project is approximately \$208.7 million. No discounted cash flow (DCF) assessment was completed as the Project is underpinned by integrity requirements.

11. In the 2024 Rebasing Decision (Phase 1)⁸, the OEB found that the SLP project is like most other capital projects and that “no compelling basis has been established to justify deviation from the usual treatment of capital projects.”⁹ As such, Enbridge Gas is not proposing any unique rate recovery treatment for the capital costs of the

⁸ EB-2022-0200

⁹ Ibid, p. 61.

Project. In Rebasing Phase 2¹⁰, Enbridge Gas has proposed to advance the request for Incremental Capital Module (ICM) recovery to the leave-to-construct (LTC) application for a project to increase certainty of cost recovery by approving ICM at the same time the LTC is granted and before investments are made. Although Enbridge Gas is making this proposal in the Rebasing Phase 2 proceeding, it is not proposing to advance ICM recovery for SLP at this time. If SLP is approved and it qualifies for ICM recovery, Enbridge Gas will bring forward a request for approval in the rate year in which the project goes into service (2025 or 2026).

12. The balance of this Application is set out as follows:

13. In Exhibit B, Tab 1, Schedule 1, the Project Need is presented, demonstrating that the current condition of the SLP yields an immediate operational disruption and safety concern that requires immediate mitigation. This evidence includes details and findings of the comprehensive physical inspection processes and quantitative risk assessments completed.

14. In Exhibit B, Tab 2, Schedule 1, Enbridge Gas provides the details of its Stakeholder Engagement activities for the Project. Enbridge Gas actively consulted with and solicited input from City of Ottawa elected officials, municipal staff, businesses, the electricity sector (including Hydro Ottawa and the IESO), and the public with respect to the proposed Project. Enbridge Gas is committed to on-going consultation with stakeholders throughout the life of the Project.

15. Exhibit B, Tab 3, Schedule 1 presents Enbridge Gas's analysis of the context and potential impacts of the energy transition on the Project.

¹⁰ EB-2024-0111.

16. Exhibit C, Tab 1, Schedule 1 presents the alternatives evaluated to address the Project Need identified in Exhibit B, Tab 1, Schedule 1. This includes the assessments of both facility and non-facility alternatives, and the resulting financial, safety and reliability related risks of each. It also includes the Company's evaluation of the risk of the proposed SLP assets becoming stranded before the end of their useful life.
17. Exhibit D, Tab 1, Schedule 1 presents the Proposed Project, including the details of the specific assets and design specifications proposed. Exhibit D, Tab 2, Schedule 1 describes the general pipeline construction activities for the Project.
18. Exhibit E, Tab 1, Schedule 1 presents the proposed Project Cost and Economics, including a comparison of proposed costs with other similar projects.
19. Exhibit F, Tab 1, Schedule 1, provides the details of the Environmental Impacts of the Project with supporting documentation, concluding that there are no environmental concerns that cannot be mitigated and there are no significant cumulative impacts anticipated from the Project.
20. As discussed in Exhibit G, Tab 1, Schedule 1, as of the date of this filing, Enbridge Gas is in continuing negotiations with landowners regarding land rights required for the Project. The Company expects to have all required land rights in place prior to commencing construction.
21. Exhibit H, Tab 1, Schedule 1 contains the details of the Company's Indigenous Consultation, demonstrating that Enbridge Gas has engaged affected Indigenous

communities in meaningful consultation regarding the Project on behalf of the Ministry of Energy (MOE) and has not identified any opposition to the Project.¹¹

22. Exhibit I, Tab 1, Schedule 1 states the Company's proposal that the OEB's standard conditions of approval should be applied for this Project.

¹¹ On June 18, 2021, the Ontario government implemented changes to several ministries. The MOE will continue to handle matters pertaining to delegation of Duty to Consult, while the rest of the former Ministry of Energy, Northern Development and Mines ("MENDM") has been combined with the former Ministry of Natural Resources and Forestry to become the Ministry of Northern Development, Mines, Natural Resources and Forestry ("MNDMNRF").

PROJECT NEED

1. The purpose of this section is to present the need and rationale for Enbridge Gas's Application to abandon and replace an extra high pressure (XHP) steel natural gas pipeline that is currently located along St. Laurent Boulevard, Sandridge Road, and Tremblay Road in the City of Ottawa (St. Laurent Pipeline, or SLP).
2. Beginning in June 2022, the reliability and condition of the SLP were comprehensively assessed with a Targeted Integrity Program. This included gathering information regarding SLP's operating history and its current condition via pipeline inspections and surveys to provide evidence on the operability of the SLP from a safety and reliability perspective, including determining the need for any required immediate or longer-term mitigations. The assessment of the SLP incorporated pipeline-specific data from in-line inspection tools and various field inspections, employing advanced reliability and risk models for a quantitative threat evaluation and more accurately assessing consequences using local factors like population and building densities. This approach provided a robust framework for assessing the pipeline's condition, determining risk levels, and identifying the need for mitigation compared to previous evaluations.
3. This assessment, building significantly upon previous work, offered a data-driven foundation for Enbridge Gas to make informed decisions regarding any further necessary mitigations for the SLP, based on an in-depth, quantitative analysis of the latest threats and consequences, integrating new pipeline condition data and site-specific parameters.

4. Specifically, Enbridge Gas:

- Utilized modern technology to in-line inspect portions of the pipeline to detect and size measurable¹ pipeline defects that exist on the specific system;
- Supplemented the in-line inspection with in-field non-destructive examination (NDE), lab in-line inspection (ILI) validation testing, and lab evaluations of pipe material samples; and
- Conducted a Quantitative Risk Assessment (QRA), offering a thorough analysis of potential threats and consequence impacts on the pipeline system and the public to gauge the risk levels against both Company and industry standards.

5. With respect to the QRA, Enbridge Gas took the further step of measuring it against three distinct evaluation criteria to determine whether immediate interventions or risk mitigation measures were necessary to ensure the pipeline's safety and continued safe operation.

6. Based on the foregoing, Enbridge Gas ascertained the immediacy of the need and the required action. To ensure accuracy and objectivity, the assessment underwent review and validation by an independent third-party.

7. This Exhibit sets out the results of the foregoing analysis, thereby establishing project need. This Exhibit is organized as follows:

- A. Pipeline Overview
- B. Targeted Integrity Program
- C. In-Line Inspections
- D. Field Excavation and Non-Destructive Examinations

¹ "Measurable" refers to the types and severities of defects that are within the detection capabilities of the ILI tools. See paragraph 25 for discussion on ILI tool detection and identification limitations.

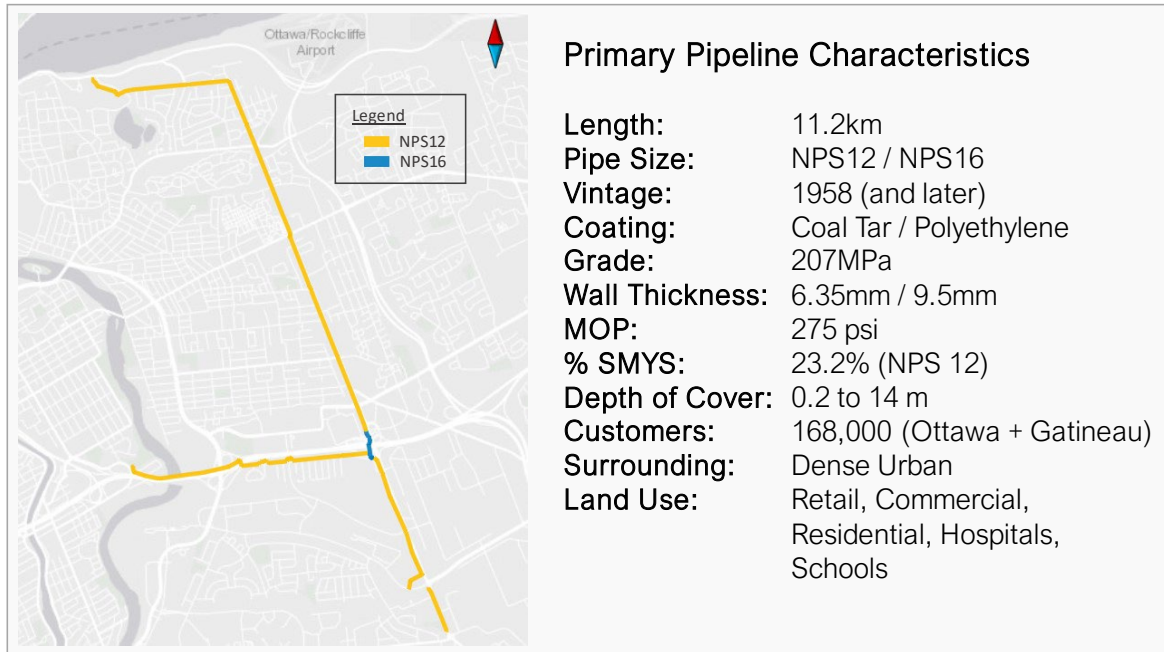
- E. Required Repairs and Replacement and Potential Consequences
- F. Quantitative Risk Assessment

A. Pipeline Overview

8. The St. Laurent Pipeline (SLP) system is comprised of 10.8 km of NPS 12 steel pipe and 0.4 km of NPS 16 steel pipe. The pipeline was primarily constructed between 1958 and 1959 with coated steel pipe with the following specifications:
 - i. Wall Thickness = 6.35 mm and 9.5 mm
 - ii. Coating = Polyethylene (PE) (13%) / Coal Tar (87%)
 - iii. Grade = 207 MPa²
9. A map of the pipeline system and an overview of its primary characteristics are shown in Figure 1.

² Records indicating pipe grade are unavailable for the original pipeline installation; therefore, a grade of 207 MPa is assumed based on pipe vintage and the Company's historical purchasing practices.

Figure 1: St. Laurent Pipeline Map



10. The SLP was originally commissioned between 1958 and 1959 at a pressure of 1,200 kPa (175 psi). Due to the increase in demand from new and existing customers fed by this pipeline, a pressure elevation was completed in 1985 to increase the pressure of the pipeline to 1,900 kPa (275 psi) based on Clause 9.13 of the 1983 edition of CSA Z184 Gas Pipeline Systems standard (CSA Z184-M1983). This clause permits the increase of a pipeline's Maximum Operating Pressure (MOP) to 80% of its design pressure, as opposed to relying on an established pressure test. The application of this clause was necessitated by the absence of primary records detailing any pressure testing of the pipeline at commissioning or afterward. The absence of a verified pressure test affects the pipeline's risk profile, particularly concerning manufacturing and threat interaction, as described in the QRA.

11. The SLP system is a critical component of Enbridge Gas's natural gas distribution network in the National Capital Region (the Region). There are approximately 168,000 gas customers on networks downstream of the SLP system in Ottawa, ON, and Gatineau, QC, including homes, businesses, industries, and institutions. The SLP system plays a crucial role in not only meeting the energy needs of customers and businesses, but also as part of the network that supplies energy to vital resources (i.e., the RCMP, hospitals, Department of National Defense, Parliament, Cliff Street heating plant) that are of paramount importance to the economy and needs of the Region.

12. In the "2018-2027 Asset Management Plan (AMP)" published in 2018³, the Company first identified the deteriorating conditions and significant risks of the SLP through a statistical examination of the reliability of "Vintage Steel Mains" and risks associated with pipelines operating between 20% to 30% Specified Minimum Yield Strength (SMYS)⁴. It was determined that the pipeline required replacement based on the Company's Asset Health Review (AHR) methodology which provides a general asset health assessment per asset-type and additional risk assessments incorporating tacit knowledge from various internal stakeholders. This earlier evaluation considered the pipeline's failure history (as detailed in Section E), field examinations, vintage, and environmental exposure. These factors, among others, made the pipeline susceptible to corrosion, dents, reduced depth of cover, inadequate cathodic protection, live stubs, stray currents from hydro infrastructure and light rail transit, and contaminated soil. The critical importance of the pipeline in serving Ottawa region customers and the substantial consequences of potential gas leaks in an urban setting underscored the urgency for action. Following the Ontario

³ EB-2017-0306/EB-2017-0307, Exhibit C.STAFF.54, Attachment 1

⁴ % SMYS refers to the level of stress that the pipeline operates in relation to the material's Specified Minimum Yield Strength

Energy Board (OEB) decision to deny the 2021 Leave-to-Construct (LTC) Application, and in line with the OEB recommendation, the Company initiated a “Targeted Integrity Program” to collect pipeline-specific condition data to gain a more comprehensive understanding of the SLP’s condition and risks.

B. Targeted Integrity Program

13. Enbridge Gas initiated a Targeted Integrity Program for the SLP system to gather information on the condition of the pipeline and its surroundings with the following goals:

- To determine the operability of the SLP from a safety and reliability perspective in its current condition, including defining immediate mitigations.
- To assess the asset management requirement(s) for the SLP system for remaining life alternatives, including safety, reliability, and economic assessment (e.g., digs, replacement, etc.).

14. Numerous inspections and surveys were completed in 2022 to gather detailed pipeline-specific data on the physical condition of the SLP and its surroundings. Table 1 provides the description and purpose of the various inspections that were completed on the SLP as a part of the Targeted Integrity Program.

Table 1
Inspections and Surveys

Name	Description	Purpose
In-line Inspection – Robotic Crawler Tool – Magnetic Flux Leakage (MFL)	An untethered robotic crawler in-line inspection tool was deployed to traverse portions of the pipeline and directly measure and analyze specific types of anomalies. This tool was designed for pipelines deemed “non-piggable” (i.e., those unsuitable for conventional free-flowing ILI inspection tools) and was the sole inspection tool available that could	Uses axially oriented MFL technology to detect the presence of metal loss due to corrosion or gouging from mechanical damage.
In-line Inspection – Robotic Crawler Tool – Laser		Uses LDS technology to detect the presence of deformations in the pipe

Name	Description	Purpose
Deformation Sensor (LDS)	navigate the pipeline without interrupting its ongoing gas flow or service to customers.	curvature due to construction or dents due to third-party damage.
Opportunistic Excavations with NDE	Opportunistic excavations involve digging up sections of a pipeline for inspection purposes, particularly when there's an opportunity to do so without much disruption (e.g., the excavations required for the launch points of the inspection tool). Once the pipe is exposed, NDE methods, such as ultrasonic testing or radiography, are applied to specific segments to check for defects without negatively impacting the asset.	This allows for both visual and instrumental inspections of the pipe segment to provide a detailed assessment of signs of damage, wear, or potential for failure. These excavations provide valuable validation points to confirm the performance of the inspection tools and field surveys. In addition, they provide additional details on pipeline conditions and hazards that available in-line inspection technology and field surveys would not be able to detect (e.g., seam weld defects, girth weld defects, sharp gouging, cracks, etc.).
CP Survey – Close Interval Potential Survey (CIPS)	CIPS is a technique where the pipeline's potential is measured at short intervals, typically every 1-2 meters, to obtain a detailed profile along the pipeline.	CIPS can identify locations where the potential does not meet the criteria for adequate cathodic protection, which suggests possible corrosion activity.
Direct Current Voltage Gradient (DCVG)	DCVG is a method used to locate coating defects on buried pipelines. It involves applying a direct current to the pipeline and measuring the voltage gradient in the surrounding soil.	By combining CIPS and DCVG data, insights can be gained into areas where the coating is defective and where cathodic protection might be inadequate. In a formal External Corrosion Direct Assessment (ECDA) process, such areas would be identified as potential sites for external corrosion and investigated by excavation and direct examination.
Depth of Cover	This survey measures the depth at which a pipeline is buried beneath the ground surface using handheld devices at the ground level.	Ensuring an adequate depth of cover is necessary for the physical protection of the pipeline from external damages and loads, such as excavation or agriculture activities. A consistent depth also ensures the effectiveness of cathodic protection systems and other corrosion control measures.
Leak and Odorant Surveys	These surveys involve checking the pipeline and its surrounding area for signs of hydrocarbon leaks. In gas pipelines, an added odorant (e.g., mercaptan) gives the gas a distinct smell, making leaks easier to detect.	These surveys act as a last line of defence to identify leaks that have already occurred and are emitting into the atmosphere. Early detection of leaks helps in minimizing environmental and safety hazards.

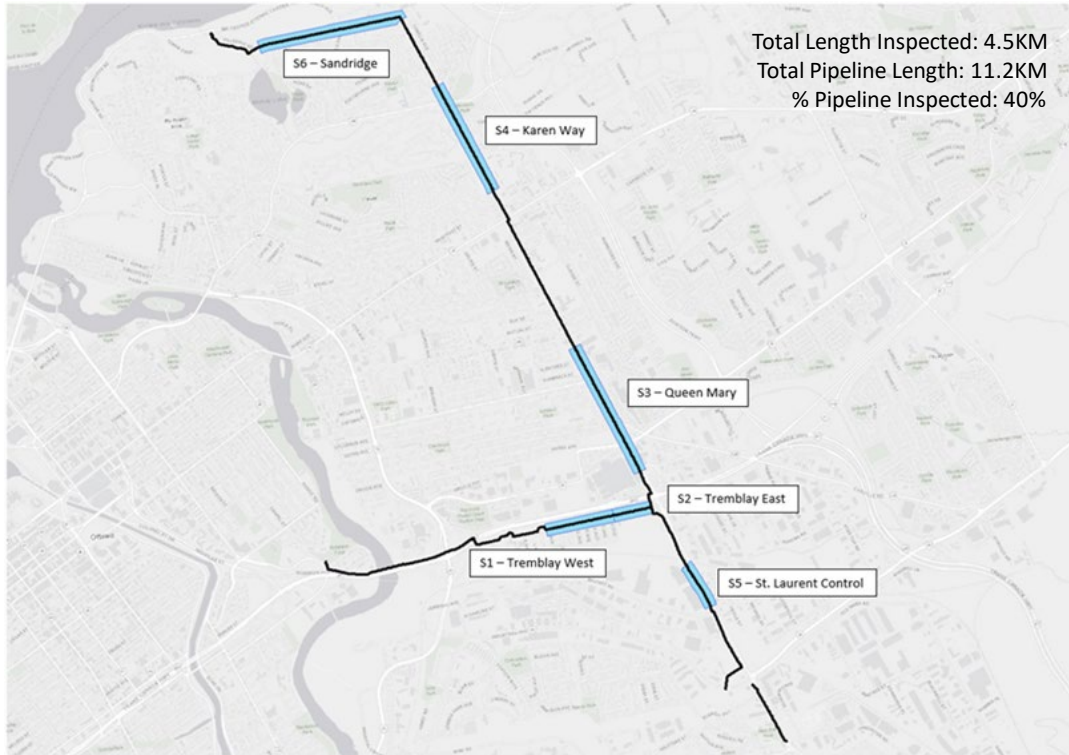
15. The most definitive results came from the utilization of ILI and subsequent field NDEs. These are discussed further below. The results of additional surveys are set out in Appendix A.

C. In-Line Inspections

16. Six separate robotic crawler ILIs were completed at various locations along the SLP using a robotic crawler MFL-LDS inspection tool, capturing condition data on 4.5 km (40%) of the total pipeline system. The inspection areas were chosen to provide sufficient coverage of the pipeline and provide a statistically significant sample size to assess the condition of the total length of the pipeline (please see paragraphs 21 to 23 for additional details on sample size derivations). These sections were determined to represent the overall condition of the line based on design and historical evidence, to draw objective conclusions.

17. A map of the pipeline and the inspected lengths is shown in Figure 2.

Figure 2: Robotic Crawler ILI Extents and Locations

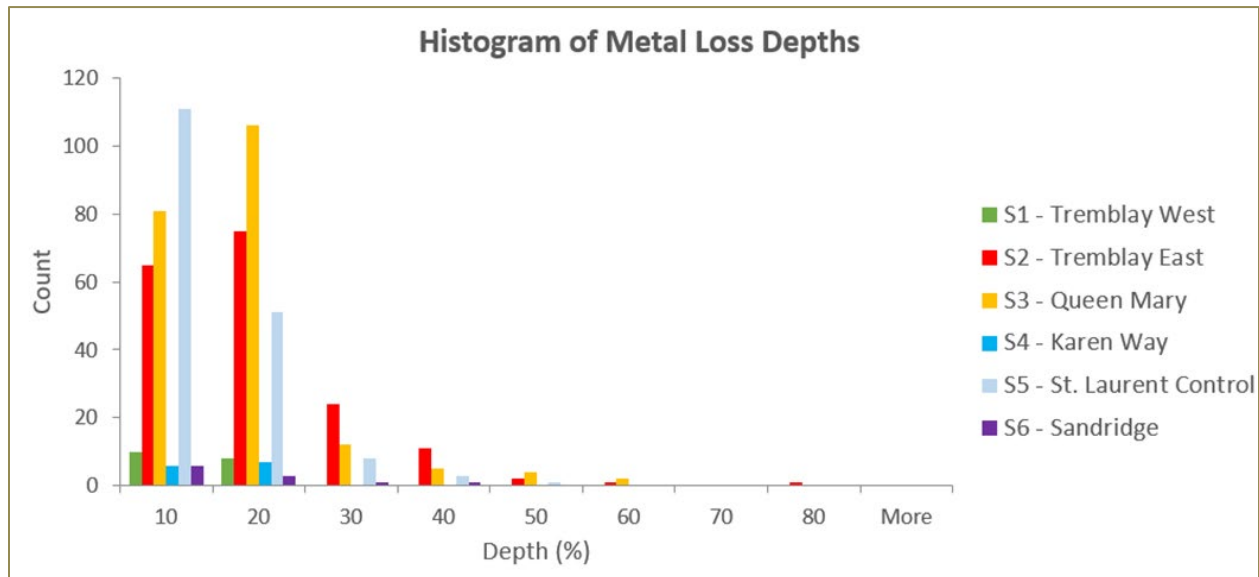


18. A total of 611 metal loss features, indicative of possible corrosion or gouging, were identified along the inspected portion of the pipeline with several significant features reported with depths greater than 40% of the wall thickness (12 features). This represents a metal loss density of 138 anomalies per km. Summaries of the feature counts and severity are included in Table 2 and Figure 3.

Table 2
Reported Metal Loss by Inspection

Inspection	Length Inspected (km)	Metal Loss Count	Features / km
S1 – Tremblay West	0.545	19	35
S2 – Tremblay East	0.315	180	571
S3 – Queen Mary	1.116	211	189
S4 – Karen Way	0.953	14	15
S5 – St. Laurent Control	0.393	175	445
S6 – Sandridge	1.157	12	10
Total	4.5	611	

Figure 3: Metal Loss Depths by Inspection



19. The condition data from the inspected portions of the pipeline indicate an average corrosion density of 138 features/km. This represents more than one active corrosion feature in every 10 meters of pipe.

20. The ILI tool used LDS technology to identify and size dents. A total of 386 dent features with a depth greater than 0.5% of the pipeline diameter were identified along the inspected portion of the pipeline. This represents a deformation density of 86 dents per km. Supplemental assessment of the dents based on severity, location and shape characteristics, and adjacent gouging indicated that eleven of the dents were likely due to previous third-party mechanical damage that had been unreported to the Company. These dents provide an area for accelerated corrosion due to coating damage and can eventually cause failure due to a variety of time-dependent failure mechanisms given the localized residual stresses and strain hardening of the pipe material. Based on the ILI data, the calculated third-party interference hazard rate is within the highest 13% of hazard rates for mains within the Enbridge Gas distribution system.

21. The sections of the SLP that were in-line inspected served to provide a representative sample for the condition of the rest of the system by capturing data on segments with unique characteristics which could influence corrosion. The data gathering and statistical analysis were performed following objective engineering principles to ensure that the findings did not result in biased conclusions. To estimate the condition of the uninspected portions of the pipeline, the conditions of the inspected segments were extrapolated to uninspected segments using a “like-in-kind” approach. The like-in-kind approach involves defining “like” segments of the pipeline which are considered to have similar key characteristics that are known to influence corrosion. Once the segments are defined, condition information for one segment can be extrapolated to like segments, on the assumption that segments that share key characteristics would also exhibit similar corrosion density and severity.

22. The statistical sampling assessment⁵ for the corrosion threat showed that:

- The inspected segments can determine the corrosion susceptibility for 87.5% of the pipeline (i.e., sections with highest corrosion potential) with a 99% confidence level and a 5% margin of error.
- The stated confidence levels indicate sufficient sampling was performed to draw adequate conclusions on the corrosion susceptibility of the pipeline population.

23. The like-in-kind extrapolation for corrosion on the SLP focused on two key factors that influence corrosion: coating type and Cathodic Protection (CP). Based on these criteria, eleven unique pipeline groupings were identified, which, when added together, capture the entire SLP system. Inspection data was gathered on the five largest groupings which capture approximately 87% of the total pipeline's length, which indicate sufficient sampling levels. The like-in-kind extrapolation for the remaining six groupings that make up approximately 13% of the pipeline's length was performed based on an average of the overall inspection results. This approach ensures that conclusions drawn from the analysis are representative of the entire system, with a high level of confidence. Figure 4 shows the like-in-kind groupings on the SLP system and the inspected lengths.

⁵ Exhibit B, Tab 1, Schedule 1, Attachment 2 - Quantitative Risk Assessment (QRA) - St. Laurent North Pipeline, Appendix B.

Figure 4: Pipeline Groupings with ILI Locations



24. In addition, the actual corrosion density is much higher given that the tool could not identify more than half of the features identified through field inspections. Some of these unidentified features included deep gouges on the pipeline (i.e., greater than 40% depth of metal loss).

25. MFL inspection tools have known limitations in detecting or sizing certain types of pipeline defects; this is especially the case for robotic crawler tools which are only available with the axial MFL orientation. Due to the axial orientation⁶ of the ILI tool's MFL sensors, the technology has a recognized limitation of being generally unable

⁶ The axial orientation of MFL technology refers to the direction of the generated magnetic field used to detect metal loss, which is parallel to the pipeline length.

to detect and size axially oriented features⁷, such as corrosion that is preferential to the long seam (i.e., selective seam weld corrosion). Selective seam weld corrosion is a particular concern in pipelines from a similar vintage to the SLP due to the applicable pipe manufacturing processes. In addition, the tool has a stated maximum sizing of features of 80% in depth of the wall thickness. This means that if a feature is indicated to be at 80% wall loss, it can be greater than or equal to 80%.

26. When field NDE data is available, comparing it with ILI findings is necessary to validate the tool's capabilities and performance, especially for emerging technologies like crawler tools. This comparison not only validates the results of ILI but it also enhances the reliability of assessments derived from the findings of these technologies.

27. The ability of the ILI tool to consistently detect, correctly identify, and accurately size features of concern on the pipeline was assessed following the API 1163 – In-Line Inspection System Qualification standard⁸ and considering the tool's performance specification. The actual sizing of anomalies was determined by ultrasonic measurements (i.e., NDE) taken in the field on segments of the pipeline that were exposed due to opportunistic and targeted digs. A pipeline segment measuring 8 m in length with significant corrosion and gouging was cut out and sent to the in-line inspection vendor for supplemental testing to provide additional validation of tool capability in the detection and sizing of the types of features found.

⁷ Axial MFL technology struggles to detect axially oriented features (i.e., narrow features parallel to the pipeline length such as "Axial Slotting") because the alignment of these defects with the direction of magnetization results in minimal magnetic flux disturbance, making them less detectable by the sensors.

⁸ American Petroleum Institute (API). (2021). In-line Inspection Systems Qualification. (API Standard 1163).

28. By integrating ILI-reported features with direct measurements from the field (measured with ultrasonic technology), and additional validation through the supplemental validation testing in a laboratory setting, 18 metal loss samples were collected for ILI-NDE trending analysis (i.e., API 1163 Level 2 Unity Plots). This analysis helps validate the tool's accuracy in measuring the depth and severity of features reported on the SLP. Additionally, field investigations revealed 29 instances of corrosion or gouging features which were unreported by the ILI and ranged up to 45% deep gouges and 23% deep corrosion. This performance was incorporated as part of the risk assessment for the pipeline, as described in the following sections.
29. The validation assessment concluded that the tool was unable to consistently detect or accurately size metal loss features, primarily due to many of the features not meeting the minimum lengths and widths to be properly assessed by the tool's sensors. This included an apparent under call bias of 14% where actual defect dimensions were more severe than reported by the ILI tool. This lends an additional consideration to the severity of the results, as it would indicate that the features identified may be, on average, worse than reported by the ILI. In addition, the actual corrosion or gouging densities are much higher than reported by the ILI given that the tool could not identify more than half of the features identified through field NDE inspections.
30. Of the 47 field-detected metal losses greater than 10% in depth, only 22 of these features met the minimum lengths and widths to be properly assessed by the tool's sensors. Nevertheless, comparing field and NDE findings across all identified features offers valuable insights into the tool's overall ability to detect and size pipeline anomalies, regardless of whether they meet the tool's stated performance criteria. Although the ILI results are still very useful and informative in understanding

the pipeline condition⁹, the inherent uncertainty in detection and sizing influences the determination of its overall reliability. This uncertainty underscores the necessity for a structured probabilistic approach in assessing pipeline condition, as implemented in the QRA.

D. Field Excavation and Non-Destructive Examinations

31. The results from the NDE inspections have enhanced Enbridge Gas's understanding of various pipeline threats on the SLP, some of which are beyond the detection capabilities of ILI tools. These detailed field investigations have deepened the knowledge of the potential threats associated with the SLP pipeline, supporting an effective assessment of its reliability and risk.
32. A direct field evaluation of the pipeline was performed by a NDE vendor at 13 specific, accessible locations, including inspection launch points and other sites designated for inspection based on operational history or concerns. During these assessments, visual inspection and evaluation was performed and NDE tools, such as ultrasonic probes and pit gauges, were used to measure the depths of corrosion features or other anomalies.
33. The 13 excavation sites and key integrity findings are presented in Table 3. A comprehensive summary of all integrity-related repairs carried out as an outcome of these evaluations is provided in Section E "Required Repairs and Replacement and Potential Consequences."

⁹ In-line inspection (ILI) tools are the primary technology utilized to identify metal loss and deformations, providing critical data for integrity assessments as outlined in ASME B31.8S-2022 Managing System Integrity of Gas Pipelines (Section 6.2).

Table 3
 Integrity Dig Field Findings

Dig #	Dig Site	Dig Reason	Arc Burn	Dent	Gouge/ Scrape	Lamination	Corrosion	Scab	Total	
1	Gaspé Ave	Operations Concern	17		11	3	10		41	
2	Service North of Montreal	Operations Concern	2		5		3	1	11	
3	Sandridge Launch Site	Launch Site							0	
4	Karen Way Launch Site	Launch Site		1			3		4	
5	Queen Mary Launch Site	Launch Site	8		37			5	50	
6	Control Station Launch Site	Launch Site							0	
7	Tremblay West Launch Site	Launch Site		1	56				57	
8	Tremblay East Launch Site	Launch Site			5		2		7	
9	133 St Laurent	Operations Concern	2				1		3	
10	North of Montreal	Operations Concern	No NDE Assessment was completed							
11	Tremblay Rd Cloverleaf – East End	ILI-driven	1		2	1	5		9	
12	Tremblay Rd Cloverleaf – West End	ILI-driven	9		2		6		17	
13	Rockcliffe Control Station	Potential Leak Concern	4		5		4	1	13	
TOTAL			42	2	123	4	34	7	212	

34. Wherever possible, excavations were conducted in areas that were accessible with only minor disruptions to the public, could be executed in reasonable timing or planning horizons, and/or collected from other projects that were underway. These excavations served to provide a direct field evaluation for the condition of the pipeline and allowed for any necessary repairs to be made. The substantial number of features identified, along with the predominantly opportunistic nature of these excavation sites (which were not specifically aimed at known deteriorated conditions), highlights the prevalence of significant anomalies within this pipeline system that could potentially lead to future failures.

35. During the field inspections, despite the limited span of pipeline segments examined, a total of 212 anomalies were identified, including anomalies such as corrosion, gouging, arc burns, and welding defects, detailed in Table 3. Of these, over 100 anomalies were considered significant, necessitating pipeline repairs in compliance with the Company's operating standards and CSA Z662¹⁰. Details on these defects and the corresponding repairs are further outlined in Table 5 in Section E.

36. The coating quality on the pipes was evaluated at a subset of the dig sites listed in Table 4. The assessment revealed that the coating was in good condition at two locations, fair at six locations, and poor at two locations, namely Dig Sites 7 and 8. At Dig Site 7, the coating on the upper half of the exposed pipe was entirely absent. Additionally, there was a visible dent at the downstream end along with coating damage. Dig Site 8 had multiple large areas with significant coating damage.

¹⁰ Canadian Standard Association (2019). CSA Z662 Oil and gas pipeline systems (CSA Standard No. Z662:19)

Table 4
Assessed Coating Quality at Dig Sites

Dig #	Coating Quality / Holidays ¹¹
1	Main – fair condition (25% coating disbondment) Tee – fair condition (15% coating disbondment) Multiple coating damage areas identified
2	Main – fair condition (30% coating disbondment) Service line – good condition Multiple coating damage areas identified
3	Good condition One coating damage area identified
4	Fair condition (30% coating disbondment) Multiple coating damage areas identified
5	Good condition Two small coating damage areas identified
6	Fair condition
7	Poor No coating present on top half of exposed pipe
8	Poor Multiple coating damage areas identified
9	Fair (35% coating disbondment) One large coating holiday identified in the area where the service line and the main line connected
10	N/A – (No assessment performed; no casing found when main was exposed)
11	N/A – (No coating assessment performed; pipe was already sandblasted when NDT crew arrived on site)
12	N/A – (No coating assessment performed; pipe was already sandblasted when NDT crew arrived on site)
13	Fair condition (20% coating disbondment) Two coating damage areas identified

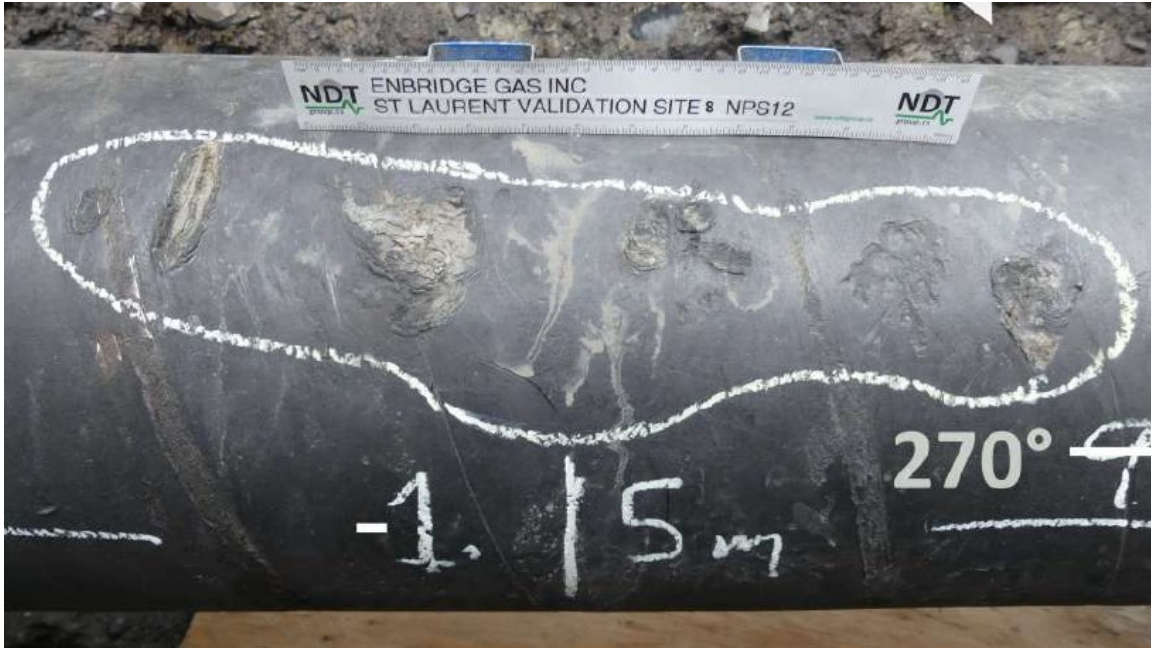
¹¹ A coating "holiday" refers to a hole or void in the protective coating that exposes the underlying pipe material, leading to localized corrosion.

37. Examples of the coating quality, as identified in Dig Site 7 and Dig 8, are depicted in Figure 5 and Figure 6.

Figure 5: Dig Site 7 - Coating Damage



Figure 6: Dig Site 8 - Coating Damage



38. Across eight dig site locations, a total of 34 corrosion features were identified. Dig Site 1 exhibited the highest number of these features, with 10 identified, whereas Dig Site 12 contained the most severe corrosion, with a depth of 40%. To prevent further corrosion, all identified features were recoated. The most severe among them received additional repair, either through cut-out replacements or the installation of pressure-containment sleeves. Figures 7 and 8 present examples of corrosion features discovered on the pipeline.

Figure 7: Dig Site 11 – Corrosion

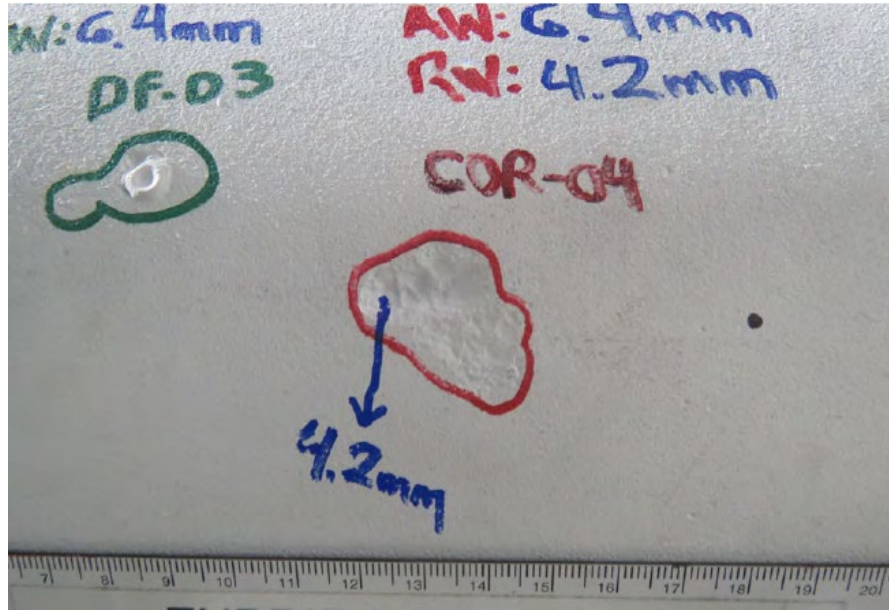
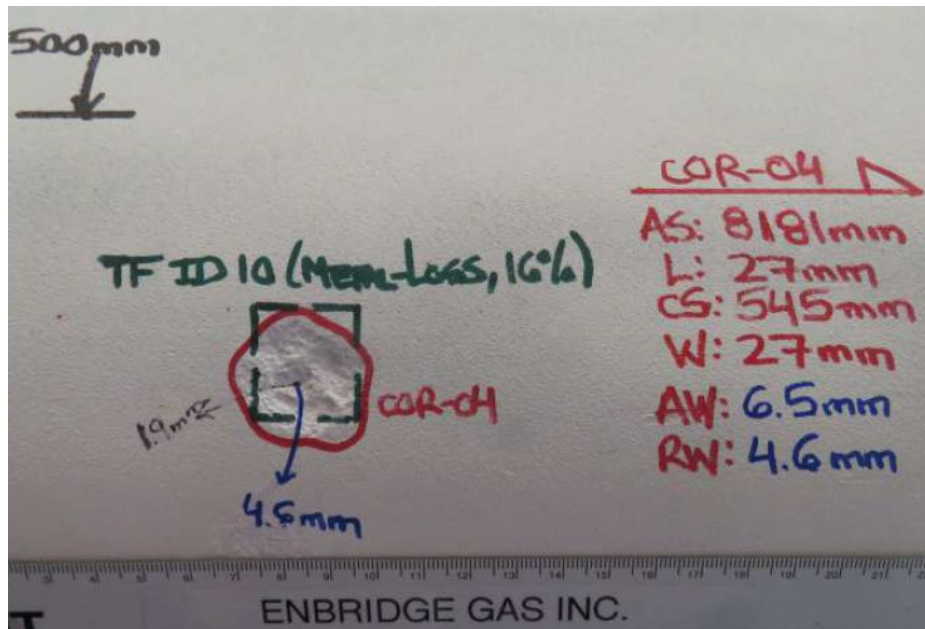


Figure 8: Dig Site 12 - Corrosion



39. Arc burn defects on pipelines refer to localized damage caused by unintended electrical arcs during welding or other operations. These defects can compromise the pipeline's mechanical properties, leading to reduced ductility or hydrogen-induced cracking. A cumulative total of 42 arc burns were detected over seven dig site locations. With 17 identified arc burns, Dig Site 1 had the highest number of any site. Examples of Arc Burn featured located on the pipeline are illustrated in Figure 9 and Figure 10.

Figure 9: Dig Site 1 – Arc Burns

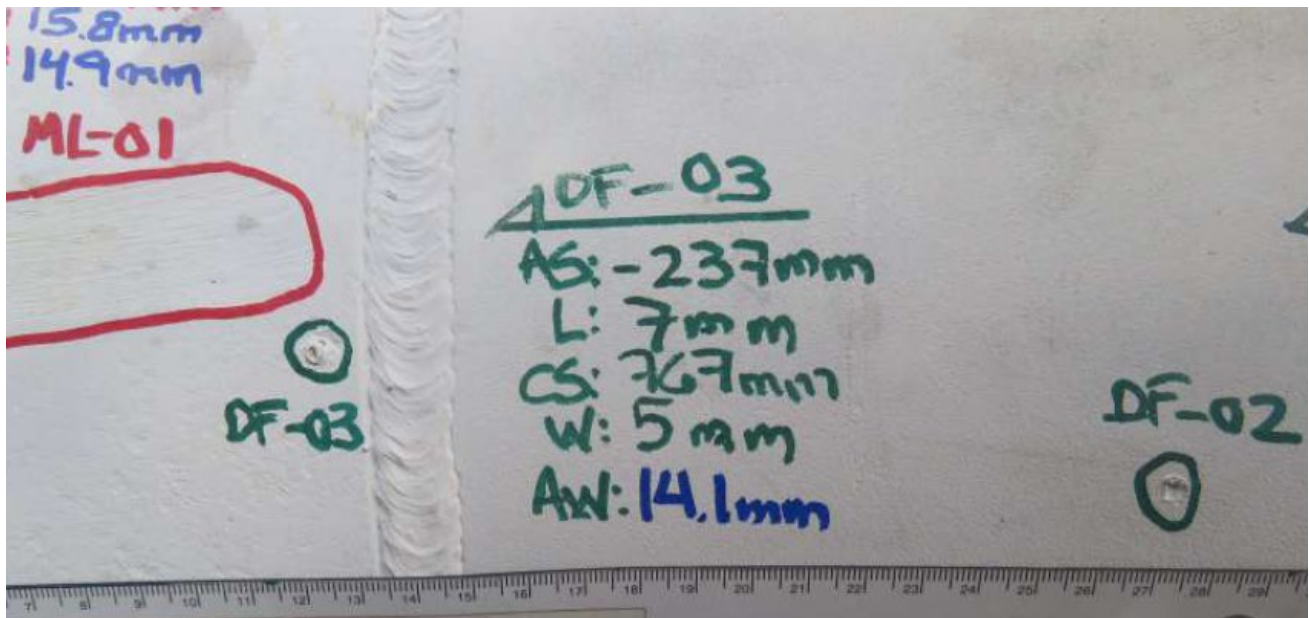
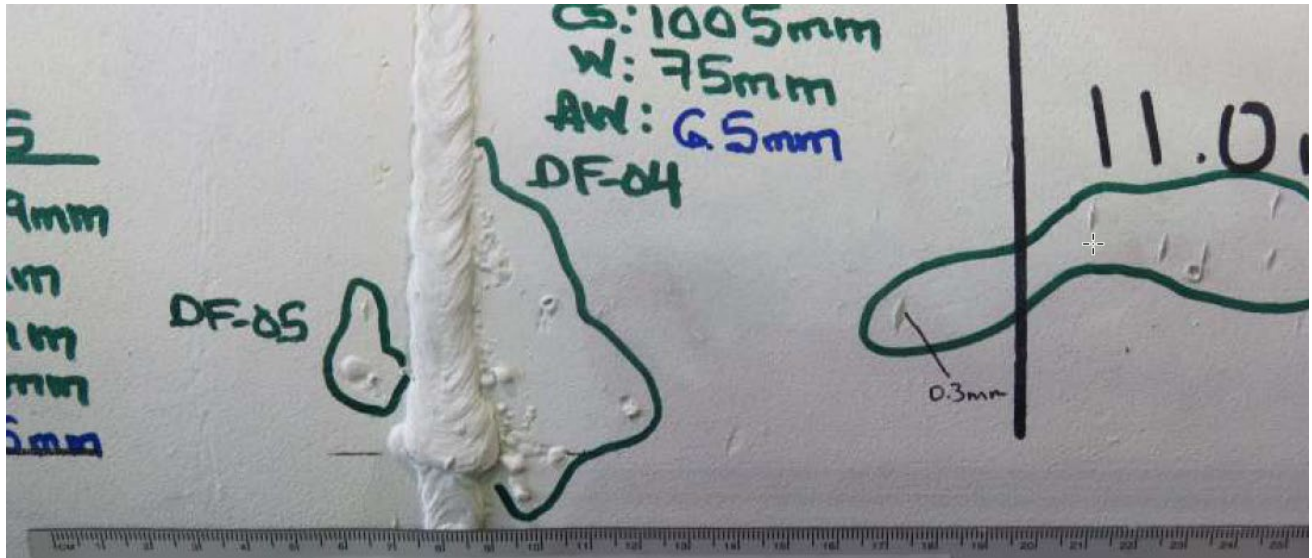


Figure 10: Dig Site 12 – Arc Burns



40. Throughout eight dig site locations, 123 gouges or scrapes were identified in total. Dig Site 7 had the highest count with 56 gouges/scrapes, and had the most severe feature, which was measured at a depth of 45%. Examples of the multiple gouges found on the pipeline can be seen in Figures 11 and 12.

Figure 11: Dig Site 7 – Multiple Gouges

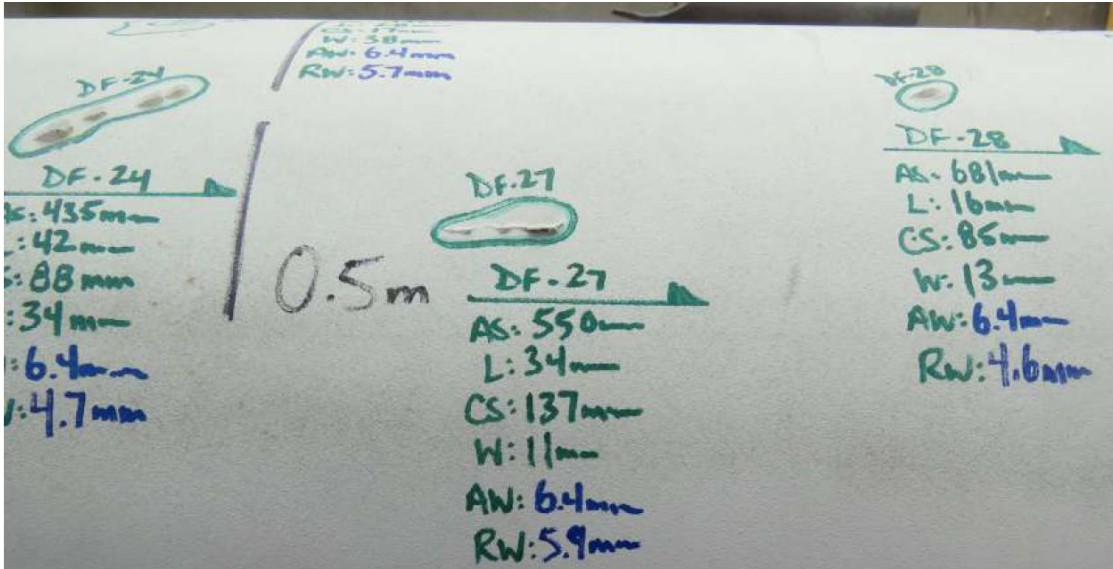


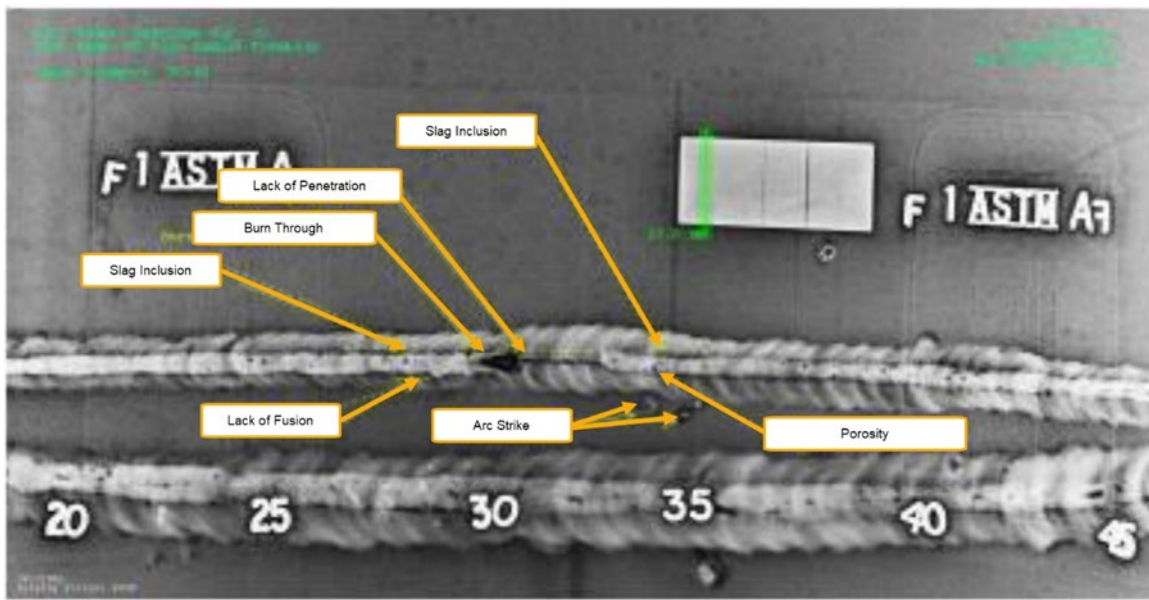
Figure 12: Dig Site 11 - Gouge



41. Radiographic examinations (X-rays) were conducted at four different excavation sites, focusing on the evaluation of seven girth welds. All tested girth welds failed to meet current-day requirements due to fabrication defects, including slag, porosity, lack of fusion, internal/external undercut, and inadequate weld penetration. Notably,

one section had multiple welds with identified lack-of-fusion defects, necessitating the replacement of a 2.6 m section of the pipeline. For a visual representation of the X-ray results and observed defects, please see Figure 13.

Figure 13: Dig Site 12 - Weld Defects



42. Across two excavation sites, a cumulative total of two dents were detected, each having an 0.3% deviation of curvature from the pipeline outer diameter.

E. Required Repairs and Replacement and Potential Consequences

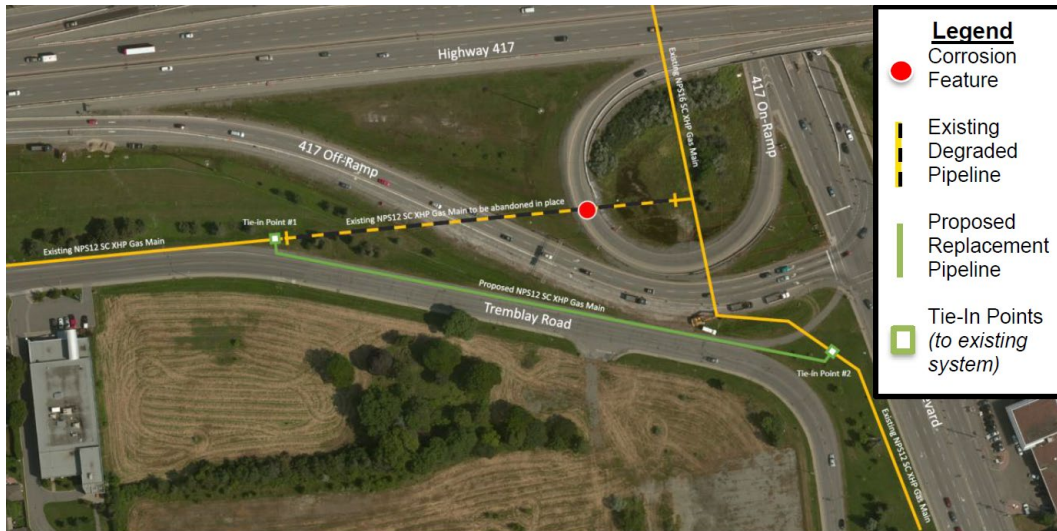
43. Numerous pipeline repairs and replacements were required due to the field inspections and findings of the SLP Targeted Integrity Program. A comprehensive summary of these integrity-related repairs is provided in Table 5.

Table 5
Integrity Related Repairs

Dig #	Repair Type	Targeted Defects
1	Replacement (2.6m)	Numerous types of girth weld defects
2	Grinding / Recoat	2 arc burns, 5 gouges/ scrapes, and 1 scab
	Recoat	3 corrosion features
4	Pressure Containment Sleeve (Stoppie)	1 dent and 1 corrosion features
	Recoat	2 corrosion features
5	Grinding / Recoat	25 gouges/scrapes and 3 scabs
	Pressure Containment Sleeve (Dresser)	8 arc burns, 12 gouges/scrapes, and 2 scabs
7	Replacement (20m)	7 gouges
8	Grinding / Recoat	5 gouges/scrapes
	Recoat	1 corrosion feature
	Pressure Containment Sleeve (Dresser)	1 corrosion feature
9	Grinding / Recoat	2 arc burns
	Recoat	1 corrosion feature
11	Grinding / Recoat	1 arc burn and 2 gouges/scrapes
	Pressure Containment Sleeve (Dresser)	3 corrosion feature and 1 lamination
	Recoat	1 corrosion feature
	Replacement (10m)	1 corrosion feature
12	Replacement (162m)	80%+ metal loss feature ((based on ILI report) 12 dents (based on ILI report) 137 metal loss features (based on ILI report)
13	Pressure Containment Sleeve (Dresser)	Girth weld porosity defects, 4 arc burns
	Grinding / Recoat	5 gouges, 1 scab, 3 linear anomalies
	Recoat	4 corrosion features

44. Most notably, a 162-meter pipeline segment at Dig Site 12 was abandoned and replaced due to ILI-detected metal loss equal to or exceeding 80% of wall thickness. The feature was located on the pipeline running east to west beneath the on-ramp to the King's Highway 417, adjacent to Tremblay Road. Immediately following the identification of the feature, an Emergency Operations Centre (EOC) was activated, which is Company procedure used to respond to emergency incidents or potential emergency incidents and determine the associated safety risks, including how best to remediate the finding. Enbridge Gas notified the OEB of its intention to proceed with emergency repair of the feature on October 5, 2022¹² and the feature was subsequently repaired via replacement in November 2022, as shown in Figure 14.

Figure 14: Tremblay Road Pipeline Replacement



45. Prior to the implementation of the SLP Targeted Integrity Program, between 2007 and 2023, the SLP system underwent 17 repairs due to leaks, damages, or injurious

¹² Exhibit B, Tab 1, Schedule 1, Attachment 1 – Letter to OEB (October 5, 2022) – Planned Emergency Repair

defects, which are considered as a high potential for failure. Injurious defects that are an integrity threat may include dents, gouges, bending, corrosion, and cracking.¹³

46. Of the reported incidents/repairs, 10 were attributed to pipeline leaks, while 7 stemmed from damages or potential hazards to the pipeline. A summary of the leak, damage, and repair history spanning 2007 to 2023 is provided in Table 6.

Table 6
Leak/Repair Summary

Incident Category	Main	Valves / Fittings	Service Connection	Total ¹⁴
Leak	1	6	3	10
Damage / Potential Hazard	7	0	0	7

47. Many contextual factors must be considered in addition to the measured and observed integrity risks, which, in the case of SLP, have aligned to create an unequivocally unacceptable situation, especially when compared with a lower pressure distribution line in a different location:

- a) Hard surfaces/ice build-up: Urban environments like St. Laurent Boulevard often feature extensive hard surfaces such as roads, sidewalks, and buildings. In the event of a leak, escaping gas can more easily migrate to confined spaces between these hard surfaces, increasing the risk of gas buildup to explosive levels. This enhances the potential for catastrophic

¹³ Detailed failure reporting by Enbridge Gas commenced in 2007, so records of any pipeline failures prior to this do not follow a consistent or traceable methodology.

¹⁴ Includes one leak and one potential hazard that were identified as a result of the Targeted Integrity Program that was initiated in June 2022.

- incidents, emphasizing the urgency of preventing such leaks. Similar to the challenges faced by other regions with cold winters, Ottawa's cold climate exacerbates these concerns by increasing the likelihood of ice accumulation on surfaces, including above and around pipelines. The formation of ice patches can obstruct access for emergency response teams and heighten safety concerns. Furthermore, ice buildup complicates repair efforts and can delay response times, emphasizing the critical need for preventive measures. It also creates temporary hard surfaces, which can contribute to the unpredictable migration of gas.
- b) Migration of gas to ignition sources: The migration of leaked gas to potential ignition sources, such as pilot lights, electrical equipment, or even vehicles, can rapidly escalate a leak into a hazardous situation. The higher pressure in the pipeline system carries the risk of reaching ignition sources more quickly, thereby elevating the risk of explosions or fires in the vicinity. First responders may not be able to mitigate the gas leak in a suitable amount of time under certain circumstances to prevent a major incident.
- c) Operating pressure: The pipeline's Maximum Operating Pressure (MOP) of 1900 kPa (275 psi) greatly exceeds that of typical lower pressure lines, which often operate around 345 kPa (50 psi). This higher pressure substantially increases the potential energy released during a leak, heightening the risk of extensive material damage, and elevating the threat to public safety. Figures 15 and 16 illustrate a failure in a different pipeline in the Enbridge Gas distribution system, operating under a comparable but lower pressure. It demonstrates the severe damage to the pipeline and its environment that can result from such failures at elevated pressures.

Figure 15:
Pipeline Failure on NPS20 Distribution Main Operating at 175psi – Site Overview



Figure 16:
Pipeline Failure on NPS20 Distribution Main Operating at 175psi – Detailed



- d) Urban location: St. Laurent Boulevard in Ottawa is an urban environment with dense population, businesses, and infrastructure. In such settings, the consequences of a pipeline leak are far-reaching, as described in c) above. The risk of property damage, injury, and disruption to the urban fabric is substantially elevated, making it imperative to prevent such incidents. Additionally, the number of sensitive customers and receptors, including residential areas, schools, hospitals, and commercial establishments, along St. Laurent Boulevard magnifies the severity of a leak. Any release of any size or disruptions in services could have devastating material impacts on the health, well-being, and livelihoods of a significant number of people.
- e) Operational impacts: In the event that emergency repair activities force an unplanned outage, projected customer losses for a 0 Degree Day (15°C) and 47 Degree Day (-32°C) range between 18,000 to 65,000 customers, respectively. These impacts are highly dependent on the location of the emergency repair. Key customers include St. Vincent Hospital, Montfort Hospital, Parliament Hill, RCMP Headquarters, the University of Ottawa, and the Cliff Street Heating Plant.
- f) Disruption to public: Emergency repair activities on the SLP have the potential to disrupt traffic along significant motorways, such as Highway 417 and the St. Laurent Boulevard. Highway 417 observes an annual average daily traffic of 152,000 vehicles per day, primarily composed of urban commuters. St. Laurent Boulevard sees similar daily traffic densities based on human occupancy data collected through cellular signals. Disruption to these roadways could cause significant negative social and economic impacts to the area.

48. In the event of a leak or rupture, an immediate repair of the pipeline would be necessary, which will result in costs to repair including planning, permitting,

excavation, and materials. Given the immediate need for the repair, the emergency nature of the work will increase the costs in comparison to the same work completed on a planned basis due to expedited planning, permitting requirements, overtime work, external services, and requirements for larger bypass piping.

F. Quantitative Risk Assessment

49. Leveraging the gathered condition data, a QRA¹⁵ was completed to assess the level of risk of the SLP system after immediate/urgent mitigations were completed (i.e., the current residual risk level). The QRA utilized industry-standard reliability methods and published failure rates to form a comprehensive assessment of all threats to the pipeline, along with their potential failure modes. This analysis contributed to an in-depth evaluation of the consequences, focusing on Health and Safety, Operational Disruption, and financial impacts related to the frequency of these failures. Key highlights from the consequence analysis are described below. An overview of the QRA methodology and its findings is provided in Appendix B – Quantitative Risk Assessment (QRA) Overview, while the comprehensive assessment details are found in Attachment 2 of this Exhibit.

50. Based on the assessment and evaluation criteria (as outlined in paragraph 54 below), it was concluded that:

- 8.8 km of the 11.2 km pipeline (79%) fail the acceptable CSA Z662 - Annex O reliability thresholds. Several segments fail these reliability thresholds by orders of magnitude. The segments that fail the Leakage Limit State (LLS) and Ultimate Limit State (ULS) targets along the pipeline are non-continuous and are distributed along the pipeline length, as shown in red in Figure 17.

¹⁵ Exhibit B, Tab 1, Schedule 1, Attachment 2 - Quantitative Risk Assessment (QRA) - St. Laurent North Pipeline

Figure 17: SLP Reliability vs. Targets (LLS and ULS targets combined)



- The rate of estimated significant incidents¹⁶ on the SLP is 0.046 (4.6E-2) incidents per km.yr, which is over 2,500 times higher than the historical average observed in the industry of 0.000017 (1.7E-5) incidents per km.yr.¹⁷ This signifies that the risk associated with the current operation of the SLP significantly exceeds the industry benchmark for reported significant incidents on distribution networks based on the Pipeline and Hazardous Materials Safety Administration (PHMSA) incident database for distribution pipelines.

¹⁶ Significant incidents are defined in US 49 CFR § 191.3 and include incidents which result in fatalities or hospitalization, or include any incident which operators incur costs exceeding \$129,300 USD (2022 dollars)

¹⁷ Lyons, S. & Modarres, M. (2020). Understanding Risks: Gas Distribution Piping in the United States, Proceedings of the 2020 13th International Pipeline Conference. IPC2020-9238.

- The pipeline risks plotted on the Enbridge Inc. Standard Operational Risk Assessment Matrix show that many of the Financial, Operational Disruption, and Health & Safety Risk scenarios meet the Enbridge Inc. definition of “High Risk” or “Very High Risk.” Consequently, Enbridge Inc. mandates that adequate risk reduction options be promptly considered and escalated with highest priority placed on “Very High Risk”.¹⁸

51. A comprehensive sensitivity analysis¹⁹ was undertaken to understand the influence of various inputs and key assumptions on the pipeline’s reliability and risk results. Through this analysis, upper and lower confidence bounds were established to define the plausible ranges for the reliability outcomes. This additional level of review was essential to discern if the assessment’s findings would be impacted by varying inputs and assumptions.

52. Based on the sensitivity analysis and the established confidence bounds, the conclusions of the QRA are not sensitive to reasonable variations in the input parameters or modelling assumptions. In order for the computed reliability and risk to not surpass the established thresholds, the inputs for probability of failure or consequences of failure need to be significantly changed to unrealistic ranges²⁰. This underscores the robustness of the current recommendation, which holds firm under practical assumptions and scenarios.

¹⁸ Exhibit B, Tab 1, Schedule 1, Attachment 2 – Quantitative Risk Assessment (QRA)- St. Laurent North Pipeline, Appendix F

¹⁹ Exhibit B, Tab 1, Schedule 1, Attachment 2 - Quantitative Risk Assessment (QRA) - St. Laurent North Pipeline, Section 8

²⁰ "Unrealistic ranges" refer to input parameters or assumptions that deviate from established engineering best practices and the conventional approaches for conservatism.

53. To enhance the level of confidence in the results, the Company sought the expertise of DNV, an internationally recognized consulting firm with a specialization in quantitative risk assessments. DNV undertook an exhaustive evaluation of the reliability and risk assessment methodologies employed in the QRA, as well as the application of various risk tolerance thresholds.²¹ DNV's review concluded that the methodologies applied were consistent with standard industry practices. Moreover, they validated that the results of the assessment were accurate and aligned with the condition data and confirmed that Enbridge Gas's conclusion that remedial action is required to improve the reliability of the SLP was well-founded based on the evidence gathered about the pipeline's condition.

54. The QRA of the pipeline took into consideration all quantified hazards and potential risks. This assessment was then measured against three distinct evaluation criteria to determine whether immediate interventions or risk mitigation measures were necessary to ensure the pipeline's safety and continued safe operation. The evaluation criteria included:

- CSA Z662-19 Annex O Reliability Targets
 - CSA Z662 Annex O provides target reliability thresholds for LLS²² (i.e., Small Leaks) and ULS²³ (i.e., Large Leaks and Ruptures). These targets, intended for gas transmission pipelines, align with the standards used for U.S. transmission pipelines designed according to ASME B31.8. In the context of the St. Laurent pipeline, which operates at 23.2% SMYS, it would align with the U.S. classification of a transmission pipeline. Given the absence of specific reliability targets

²¹ Exhibit B, Tab 1, Schedule 1, Attachment 3 – DNV – St. Laurent Pipeline Risk Review Memo

²² Canadian Standard Association (CSA) Z662-19: Annex O – O.1.5.3 Leakage limit states.

²³ Canadian Standard Association (CSA) Z662-19: Annex O – O.1.5.2 Ultimate limit state targets.

for distribution pipelines in Canada, coupled with the heightened risks posed by the pipeline area's urban density, the CSA Z662 Annex O reliability targets serve as an essential benchmark for assessing the pipeline's reliability in these conditions.

- PHMSA Distribution Pipeline Significant Incidents Benchmark
 - A benchmark of the historical average of significant incidents (as defined by PHMSA²⁴) in the U.S. distribution network. This benchmark value provides a comparison of the estimated number of significant incidents on SLP compared to the average observed in the industry.
- Enbridge Standard Operational Risk Assessment Matrix (ORAM)
 - An Enbridge-wide measure of risk acceptance that is used to support Risk-Informed Decision Making in all Enbridge business units. This risk matrix is intended to be applied to the assessment of scenarios or events that could result in health or safety impacts to the Enbridge workforce or the public, damage to the environment, impacts to the reliability of Enbridge assets, reputational damage, or financial losses. The key risks on the SLP that were mapped to the ORAM were Health & Safety, Financial, and Operational Reliability risks.

55. The Company completed these evaluations because, in situations where a singular, industry-acceptable evaluation procedure is non-existent, Enbridge Gas is able to adopt a more comprehensive approach by utilizing more than one distinct recognized method. The multi-method approach offers several advantages. First, it allows for the mitigation of potential biases or limitations inherent in any single evaluation technique. By diversifying the evaluation criteria, a more holistic view of

²⁴ Significant incidents are defined in US 49 CFR § 191.3 and include incidents which result in fatalities or hospitalization or include any incident which incurs costs exceeding \$129,300 USD in 2022 dollars to the operator.

the subject under investigation is captured, reducing the risk of misinterpretation or skewed results.

56. Furthermore, a noteworthy benefit of employing three evaluation methods lies in their potential convergence, which can serve as a reinforcement of their applicability. When all three methods yield consistent outcomes, it adds a layer of robustness and credibility to the findings. This agreement, among diverse evaluation approaches, not only bolsters the credibility of the conclusions but also enhances the overall reliability of the approach. It signifies that the conclusions drawn are less likely to be influenced by idiosyncrasies of a single method and instead, represent a more universally supported perspective, which, in turn, fosters greater confidence in the validity of the results.

57. As the QRA identified third-party damage as one of the top two pipeline threats, with leak failure rates surpassing the acceptable ULS thresholds outlined in CSA Z662 – Annex O, supplementary damage protection measures have been identified. These measures involved supplementing existing damage protection controls with enhanced barriers on the SLP system to minimize the risk of third-party damage to the greatest extent possible.

58. To minimize the third-party damage risks, Enbridge Gas promptly implemented the following measures:

- Classified the pipeline as a “Vital Main,” thereby ensuring a superior set of standards regarding Distribution Protection.
- Initiated daily surveillance of the right-of-way to keep a vigilant eye on construction activities proximate to the pipeline.

- Mandated on-site oversight by Enbridge Gas personnel during any excavation activities in the vicinity of the pipeline (i.e., Vital Main Stand-by).
- Launched an amplified public awareness campaign utilizing online platforms and social media, targeting communities proximate to the pipeline.
- Augmented the region with pipeline markers to enhance third-party recognition of the pipeline's location.

59. These actions are practicable in the short term and will reduce the risks associated with one of the threats, third-party damage; however, sections of the pipeline would still operate close to or above the risk thresholds. Additionally, other threats such as corrosion would not be mitigated by such measures. As such, a permanent mitigation is still required to bring the collective risk to an acceptable level. The temporary third-party risk mitigation actions will stay in place until permanent risk mitigation activities are completed; however, the barriers will be lessened during the winter months where there is substantially less construction activity.

Conclusion

60. Given the findings of Enbridge Gas's Targeted Integrity Program on the SLP system outlined above, and the potentially significant consequences to health and safety and operational reliability of the risks identified, immediate action is needed. The Company's assets are not run until failure and any of the possible significant consequences from failure of the pipeline are unacceptable and must be mitigated. The alternative mitigations considered, and the proposed course of action are outlined in Exhibit C, Tab 1, Schedule 1.

APPENDIX A
ADDITIONAL SURVEYS

1. This appendix describes other additional assessments that were performed, including CP Surveys, Depth of Cover Surveys and Leak Surveys, to complement the ILI (MFL and LDS) and the excavations and NDE completed as part of the overall integrity assessment of the SLP system. These assessments are conducted regularly to ensure safe and efficient operations. While these types of surveys offer useful insights into the pipeline environment and help infer its condition, they do not match the effectiveness of direct physical inspections, such as those conducted through ILIs or NDEs.

Cathodic Protection (CP) Surveys

2. CP Surveys verify whether the corrosion prevention system protecting an asset are working. By recording CP potential measurements and making visual assessments of the anodes and coating, determinations can be made on whether the corrosion is fully arrested and predictions on the remaining life of the anode system can be made.
3. The CP systems for the SLP have reliably operated within the acceptable CP limits, as evidenced by historical CP potential measurements. Over 90% of readings in all corrosion areas fall within these limits, marking a suitable performance level when compared to other Enbridge distribution mains. Enbridge strives to maintain continuous CP with readings consistently within specified limits. Occasionally, challenges such as anode depletion, electrical shorts, or dry soil conditions can result in suboptimal readings.

4. These surveys offer insights into the potential for corrosion, but they cannot definitively determine its presence or assess its severity. Given their qualitative nature, the surveys offer a screening-level perspective on the potential for corrosion and help identify and prioritize areas for more focused and accurate corrosion inspection tools which can directly identify and gauge the severity of corrosion features (e.g., inline inspection tools, non-destructive examinations).

Depth of Cover Surveys

5. Depth of Cover Surveys are conducted to ensure that the pipeline is buried at the appropriate depth to protect it from external damage and to ensure that the pipeline is not exposed to the elements.
6. The SLP Depth of Cover survey identified three areas where the depth of cover was measured to be less than 0.6 m, which is the minimum code requirement for new installations. One of the locations was measured to only have 0.17 m of cover. Although there is no code requirement of sufficient depth of cover for existing distribution pipelines, low depth of cover areas have higher susceptibility to third-party damage, which can result in significant integrity threats, including loss of containment. This limitation was factored into the QRA provided in Exhibit B, Tab 1, Schedule 1, Attachment 2.

Leak Surveys

7. Additional Leak Surveys were completed on the St. Laurent right-of-way to identify any leaks that may have already occurred on the pipeline. In addition to the standard leak survey technologies, more advanced odorant sensing methods were also used to detect any signs of pipeline leaks.

8. In March of 2023, the enhanced leak detection and monitoring system detected natural gas emissions from the soil. After a thorough investigation, an additional leak on a Line Stopper Fitting was pinpointed on the Sandridge segment of the pipeline, near the Rockcliffe control station. Fortunately, in this instance, the gas leak was minor in size, situated at a safe distance from urban areas, and was promptly and effectively addressed by the Company. Nonetheless, as highlighted by the QRA, each leak, regardless of its size, poses a potential risk of escalating to catastrophic consequences, especially if it migrates towards any nearby structures and accumulates to reach explosive concentrations.

APPENDIX B
QUANTITATIVE RISK ASSESSMENT (QRA) OVERVIEW

1. This appendix offers a detailed overview of the approach, methodology, and outcomes of the QRA conducted on the SLP. It presents a comprehensive overview of the assessed threats and the derived failure rates, illustrating the associated risks of the system and evaluating them against various risk acceptance criteria. The appendix also highlights the robustness of the conclusions, emphasizing the added rigor provided by sensitivity analysis and third-party reviews of the risk models and conclusions. The complete QRA Report is provided in Exhibit B, Tab 1, Schedule 1, Attachment 2.
2. The QRA used industry standard reliability methods (e.g., ASME Modified B31G, NG-18, etc.) and published failure rates based on Pipeline and Hazardous Materials Safety Administration (PHMSA) pipeline failure/incident database to form a comprehensive, defense-in-depth assessment of all threats that affect the pipeline. Results included in the following section have been reviewed and validated by DNV, an international consulting firm renowned as an industry leader in quantitative risk assessments.
3. The QRA applied a structured and systematic approach to evaluate the reliability of the SLP system and determine whether additional, immediate mitigation actions were required to reduce the risk of the system based on health and safety, operational reliability, or financial impacts. These risk categories were emphasized as they represent the most critical levels of risk for the pipeline system.
4. From a reliability perspective, the likelihood of common pipeline threats that could lead to failure was quantified. The reliability assessment utilized pipeline-specific

condition data and the associated measurement uncertainties. The reliability of the pipeline was then compared against industry failure rate thresholds (e.g., CSA Z662 – Annex O) and significant incident benchmarks (e.g., PHMSA Significant Incident Database).

5. To assess the ensuing risk, a quantitative reliability assessment (as part of the QRA) was supplemented with consequence modeling based on various outcomes of potential failure mechanisms. This included determining the conditional likelihood of high consequence events given various types of possible failure modes (i.e., small leak, large leak, rupture). The results of the reliability and consequence assessments, and their associated uncertainties, were then mapped to the Enbridge Standard Operational Risk Assessment Matrix (ORAM). This is a necessary activity since it allows the benchmarking of the SLP risk against Company-wide risk thresholds, which then provides context around the severity of this examined risk.
6. "Reliability" signifies the probability that a component or system will perform its required function without failure during a specified time interval.¹ For this QRA, "failure" was defined as a Loss of Containment (LoC) of natural gas. Multiple scenarios can lead to LoC, and each scenario might have distinct consequences. In the QRA, the modes of LoC are categorized based on three release sizes, in alignment with the limit states described in CSA Z662 – Annex O:
 - i. Rupture: A breach equal to or surpassing the pipeline's diameter, including extensive uncontrolled axial fractures.
 - ii. Large Leak: An opening approximately 50 mm in diameter, emerging from material breakdowns under strain, such as defect burst failures or external interference punctures.

¹ Canadian Standard Association (CSA) Z662-19: Annex O – O.1.2 Specific definitions

- iii. Small Leak: Typically involves openings less than 50 mm across, typically around 10 mm, commonly resulting from corrosion-driven through-wall perforations.

In the QRA, pinhole leaks (i.e., fuzz-leaks) were excluded from the analysis due to their lower potential consequences, as they are unlikely to result in gas accumulations outdoors reaching the Lower Explosive Limit (LEL) or Lower Flammability Limit (LFL) of natural gas in air. This assumption is not meant to underestimate the frequency of their occurrence or the potential for larger consequences under certain circumstances; however, it allows the evaluation to focus on the higher potential scenarios that could result in greater consequences. As a result, this exclusion may underestimate the overall risks associated with the pipeline.

7. Table 1 provides a summary of the various hazards that were assessed in the QRA. Included for each hazard is the estimated reliability of the SLP in terms of an expected failure rate and failure mode (rupture, large leak, small leak, as defined above).² This provides an understanding of the SLP asset condition and associated threats. An essential aspect of this review is the recognition and evaluation of uncertainties or limitations associated with the inspections conducted. Following Table 1 is a discussion on the evaluation of these reliability estimates to determine whether immediate interventions or risk mitigation measures were necessary to ensure the pipeline's continued safe operation.

² A comprehensive explanation of the reliability models and examination of the threats is provided in the QRA (Exhibit B, Tab 1, Schedule 1, Attachment 2).

Table 1
Detailed Threat-Level Reliability Assessments

Threat	Description	Failure Rate (per km.yr) [Failure Mode]
Corrosion	Corrosion is a natural process where metal deteriorates due to environmental interactions through oxidation, often driven by the coating quality, cathodic protection effectiveness, and the environment. The corrosion reliability of the inspected portion of the pipeline was assessed by applying industry standard corrosion failure models based on the collected ILI data, including the compensation for ILI tool performance. The corrosion reliability of the uninspected portions of the pipeline was estimated through a like-in-kind interpolation based on the assessed condition of the inspected segments. The use of road salt can also accelerate corrosion, particularly in above ground sections of piping subject to run-off. This includes bridge crossings. Following the immediate Integrity mitigation activities, the current pipeline condition is estimated to exhibit a small leak failure rate of 2.4E-1 per km.yr.	2.4E-1 [Small Leak]
Third-Party Damage	Third Party Damage refers to the threat of mechanical damage and typically arises from unintended interactions with the pipeline infrastructure by individuals, companies, or other entities that are not directly involved in the pipeline's daily operation. A third-party damage model calibrated using Enbridge Gas specific incident data was used to estimate the third-party damage failure frequency. The model accounted for the high rate of excavation hits measured by the ILI and the reduced pipeline resistance to mechanical damage due to vintage or reduced depth of cover. The pipeline is estimated to exhibit a large leak failure rate of 3.1E-3 per km.yr.	3.1E-3 [Large Leak]
Selective Seam Weld Corrosion (SSWC)	SSWC is a form of corrosion that is preferential to the weld bond line of Electric Resistance Welded (ERW) and Electric Fusion Welded (EFW) pipe, leading to the development of a wedge-shaped groove that is often filled with corrosion products. The SLP is considered to have a high susceptibility to SSWC due to the vintage of the pipe, the Low Frequency ERW manufacturing process, and the high sulfur content in the material composition of its weld bond line. SSWC is particularly concerning because the corrosion typically occurs along the seam bond line, resulting in long defects that are oriented axially (along the length of the pipeline). This issue is compounded by the inherently lower toughness of the seam in Low Frequency Electric Resistance Welded (LF-ERW) pipes, which can be attributed to the pipe's vintage, steel quality, and manufacturing process. When pipelines with LF-ERW seams experience SSWC, they are highly prone to failure, often leading to complete rupture. Upon reviewing previous cases of ruptures in pipelines operating below 30% SMYS, a majority were found to have occurred in pipelines with ERW	1.1E-6 [Rupture]

	seams. Furthermore, a large portion of these ERW seam ruptures were directly associated with SSWC. This data suggests a strong correlation between SSWC and pipeline ruptures, particularly in those pipelines that feature ERW seams. ³ SSWC is not detectable through traditional axial MFL technology and thus, is unable to be assessed using ILI results. The failure rate due to SSWC is estimated at 1.1E-6 ruptures per km.yr based on historical PHMSA incident data and mechanical reliability models. Approximately 8.9 km out of 11.2 km of the pipeline are considered susceptible to SSWC.	
Manufacturing	The manufacturing threat evaluates potential defects created during the pipeline manufacturing process. Such defects include hard spots, a hardened heat-affected zone (HAZ), and seam defects like lack of fusion or hook cracks, among others. To preserve the integrity of the pipeline and screen out any critical manufacturing flaws, pressure testing is generally considered necessary and an established step of pipeline commissioning. The SLP is considered susceptible to manufacturing flaws in the long seam due to lack of a verified pressure testing and LF-ERW seam weld manufacturing process. The SLP has an estimated rupture failure rate of 9.0E-6 per km.yr based on industry incident data and structural reliability modelling. Approximately 8.9 km out of 11.2 km of the pipeline are considered susceptible.	9.0E-6 [Rupture]
Delayed Failure of Mechanical Damage	Latent damage on pipelines refers to damage to pipelines that does not immediately lead to pipeline failure but may result in delayed failures. Such damage can cause plastic deformation in the pipeline material, leading to issues like high residual stresses, strain hardening, or stress-activated creep, especially in areas with gouges or cracks. A review of PHMSA incidents between the years 2010 and 2014 related to gas transmission pipelines revealed that 14.6% of significant excavation damage incidents stemmed from such delayed failures. ⁴ The pipeline in question, situated close to active roadways and urban environments, faces a heightened risk of damage. This risk is exacerbated by the winter frost conditions that necessitate frequent mechanical excavations using “ice-pick” equipment, among others. Inspection results confirm these risks, having identified 386 dents (with 14 interacting with metal loss and 4 with a long seam) and 11 areas showing significant third-party excavator damage. These findings were further validated by NDE results, which noted many gouges and dents throughout the pipeline. Consequently, many of these identified features were classified as urgent defects, necessitating immediate remediations, such as grinding and pipeline replacements. The estimated rupture	3.4E-6 [Rupture]

³ Rosenfeld, M., & Fassett, R. (2013). Pipeline Pigging and Integrity Management Conference (PPIM). In Study of pipelines that ruptured while operating at a hoop stress below 30% SMYS.

⁴ Ma, J. & Zhang, F. & Desjardins, G. (2016). Risk-Based Mitigation of Mechanical Damage, Proceedings of the 2016 11th International Pipeline Conference. IPC2016-64040.

	failure rate due to delayed failure of mechanical damage is 3.4E-6 per km.yr.	
Fabrication	The fabrication threat evaluates potential defects created during the construction and fabrication (i.e., welding) of the pipeline. Numerous excavations and NDE of the pipeline revealed significant fabrication defects in the girth welds, including lack of fusion, inadequate weld penetration, and porosity in the weld bond line. Many of these issues, identified during NDE inspections, necessitated immediate repair. Additionally, NDE activities detected multiple arc-burns on the pipe body and heat-affected zones, which, due to their vulnerability to hydrogen-induced cracking (HIC), also required immediate repair. The estimated rupture failure rate due to fabrication defects is 2.5E-7 per km.yr.	2.5E-7 [Rupture]
Interaction of Threats	The concept of "interaction of threats" pertains to situations where two or more threats coincide at the same or adjacent location(s) on a pipeline. In such scenarios, the combined risk of failure is greater than the mere sum of the threats if they were to be evaluated separately. Given that the SLP contains numerous threats with the potential to interact, it is deemed to have an elevated susceptibility to the interaction of these threats with an estimated rupture rate of 2.3E-6 per km.yr due to threat interaction.	2.3E-6 [Rupture]

8. Within the framework of the SLP’s reliability quantification, two primary threats have been distinctly recognized as the most dominant concerns: corrosion and third-party damage. Although the pipeline is susceptible to failures from the various other described threats, the magnitude of risk posed by corrosion and third-party damage far exceeds the others; therefore, these were considered the focus of the risk assessment.

9. A comprehensive sensitivity analysis⁵ was undertaken to understand the influence of various inputs and key assumptions on the pipeline's reliability and risk results. Through this analysis, upper and lower confidence bounds were established to define the plausible ranges for the reliability outcomes. This additional level of review was essential to determine if the assessment's findings would be impacted by varying inputs and assumptions.

⁵ Exhibit B, Tab 1, Schedule 1, Attachment 2, Section 8 “Assumptions and Sensitivity.”

10. The conclusions of the QRA, considering both the specified evaluation criteria and the inherent data and model uncertainties, were as follows:

- i. 8.8 km of the 11.2 km pipeline (79%) exceeds the acceptable CSA Z662 - Annex O reliability thresholds. Several segments fail these reliability thresholds by orders of magnitude. The segments that fail the targets along the pipeline are non-continuous and are distributed along the pipeline length, as shown in red in Figure 1.

Figure 1: St. Laurent Reliability Targets (LLS and ULS Target Combined)

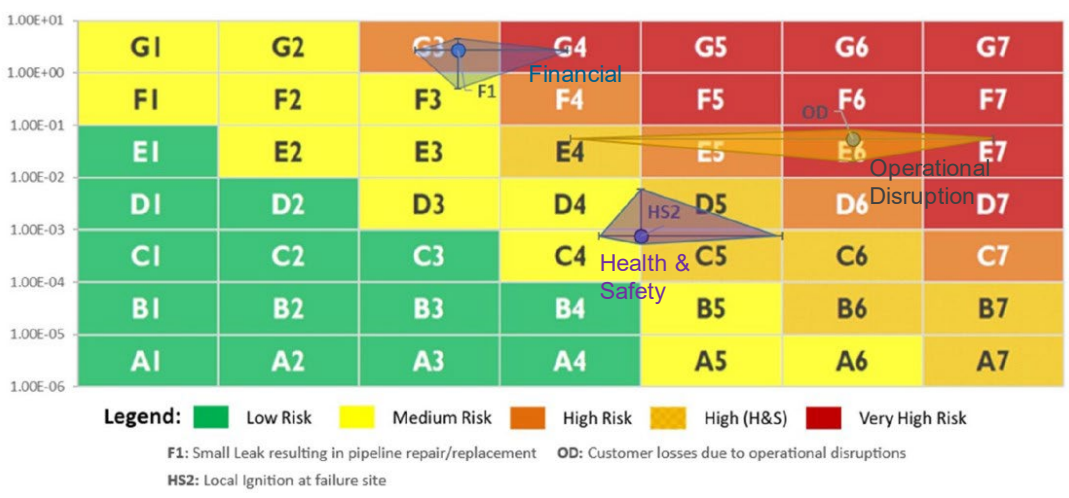


- ii. The rate of estimated significant incidents on the SLP is $4.6E-2$ incidents per km.yr which is over 2,500 times higher than the historical average observed in

the industry (1.7E-5 incidents per km.yr)⁶. This signifies that the risk associated with the current operation of the SLP significantly exceeds the industry benchmark for reported significant incidents on distribution networks.

- iii. The pipeline risks plotted on the Enbridge Standard ORAM show that many of the Financial, Operational Disruption, and Health & Safety Risk scenarios meet the Enbridge definition of “High Risk” or “Very High Risk,” as shown in Figure 2. The points represent the "Best Estimate" of the current risk level associated with the pipeline, while the diamond surrounding each point delineates the tolerance bounds established through sensitivity analysis. The uncertainty associated with probabilities and consequences has been considered in the mapping to the ORAM.

Figure 2: Operation Risk Matrix (with Confidence Bounds)



⁶ Lyons, S. & Modarres, M. (2020). Understanding Risks: Gas Distribution Piping in the United States, Proceedings of the 2020 13th International Pipeline Conference. IPC2020-9238.

11. Based on the combination of the three evaluation methods described above, it has been determined that immediate remedial action is required to improve the reliability of the SLP system to meet industry benchmarks and the Enbridge enterprise acceptable risk levels.
12. Based on the sensitivity analysis and the established confidence bounds, the conclusions of the QRA are not sensitive to reasonable variations in the input parameters or modelling assumptions. In order for the computed reliability and risk to not surpass the established thresholds, the inputs for probability of failure or consequences of failure need to be significantly changed to unrealistic ranges. This underscores the robustness of the current recommendation, which holds firm under practical assumptions and scenarios.
13. In order to provide an additional level of review, Enbridge Gas commissioned DNV, an international consulting firm renowned as an industry leader in quantitative risk assessments, to conduct an in-depth evaluation of the reliability and risk assessment methodologies applied in the QRA. A memo summarizing DNV findings is included at Exhibit B, Tab 1, Schedule 1, Attachment 3. This step was taken not only to validate the rigor and accuracy of the risk conclusions described above but also to fortify the confidence in the methods and outcomes of the analysis.
14. The DNV review provided the following conclusions and recommendations:
 - “The Risk Assessment Report provides detailed explanation and documentation of the potential loss of containment frequency estimates and documents the detailed benchmark comparison and risk assessment. The

- applied approaches are considered in line with industry practice and appropriate comparisons for the St. Laurent pipeline segment.”⁷
- “The application of summed-scenario pipeline frequencies for use in the risk matrix may be considered conservative. Sub-segmentation of the pipeline into sub-scenarios may give more nuance to the risk evaluation but is unlikely to change the overall risk evaluation from falling in the categories of High / Very High Risk.”⁸
 - “Conclusion of the analysis is that consideration of the Leakage Limit State (LLS) and Ultimate Limit State (ULS) approaches, 8.8 km of the 11.2 km pipeline (75%) fails one or both reliability limits (it is noted that reliability limits are based on CSA Z662 Annex O, which is a non-mandatory annex). Additional conclusion is based on the risk analysis with the matrix resulting in scenarios with “High Risk” or “Very High Risk”.”⁹
 - “These conclusions are valid and in line with the presented data. DNV agrees with the Enbridge conclusion that additional remedial action to improve the reliability of 8.8 km of the pipeline should be considered.”¹⁰

⁷ Exhibit B, Tab 1, Schedule 1, Attachment 3, p. 1.

⁸ Ibid.

⁹ Ibid.

¹⁰Ibid.



October 5, 2022

VIA EMAIL

Theodore Antonopolous
Ontario Energy Board
2300 Yonge Street, 27th Floor
Toronto, ON M4P 1E4

Dear Mr. Antonopolous:

**Re: Enbridge Gas Inc. (“Enbridge Gas” or the “Company”)
St. Laurent Pipeline System Integrity Inspection & Remediation**

The purpose of this correspondence is to inform the Ontario Energy Board (“OEB”) of an urgent integrity concern identified within the Company’s St. Laurent pipeline system in the City of Ottawa and Enbridge Gas’s plans to remediate. Given the nature of the works planned (like-for-like pipeline replacement and relocation), the location of the integrity feature, and the imminent need to remediate the segment of pipeline, Enbridge Gas intends to proceed immediately with emergency repairs as described in greater detail below.

Background

On March 2, 2021, Enbridge Gas filed an application under section 90 of the OEB Act seeking an order of the OEB granting leave to construct approximately 19.8 kilometers of natural gas pipeline and associated facilities in the City of Ottawa replacing a portion of the St. Laurent pipeline system (EB-2020-0293),¹ including the segment that is the subject of this letter. The St. Laurent pipeline system is a critical part of the natural gas distribution system serving the cities of Ottawa and Gatineau, Québec, supplying approximately 165,000 customers (residential, commercial, industrial, and institutional).

On May 3, 2022, the OEB issued its Decision and Order on Enbridge Gas’s application, denying the relief sought, in-part on the basis that, in its view, the Company had not demonstrated that the risk associated with the subject pipelines warranted replacement at that time. In its Decision and Order, the OEB:²

...suggests that Enbridge Gas take a proactive approach to inspecting and maintaining the subject pipeline until it can be demonstrated that pipeline replacement is necessary. This may include development and implementation of an in-line inspection and maintenance program using available modern technology...

¹ This project represented phases 3 and 4 of a 4-phased initiative to replace distribution pipeline facilities in the City of Ottawa. The Company’s application for leave to construct phases 1 and 2 having been previously reviewed and approved by the OEB (EB-2019-0006).

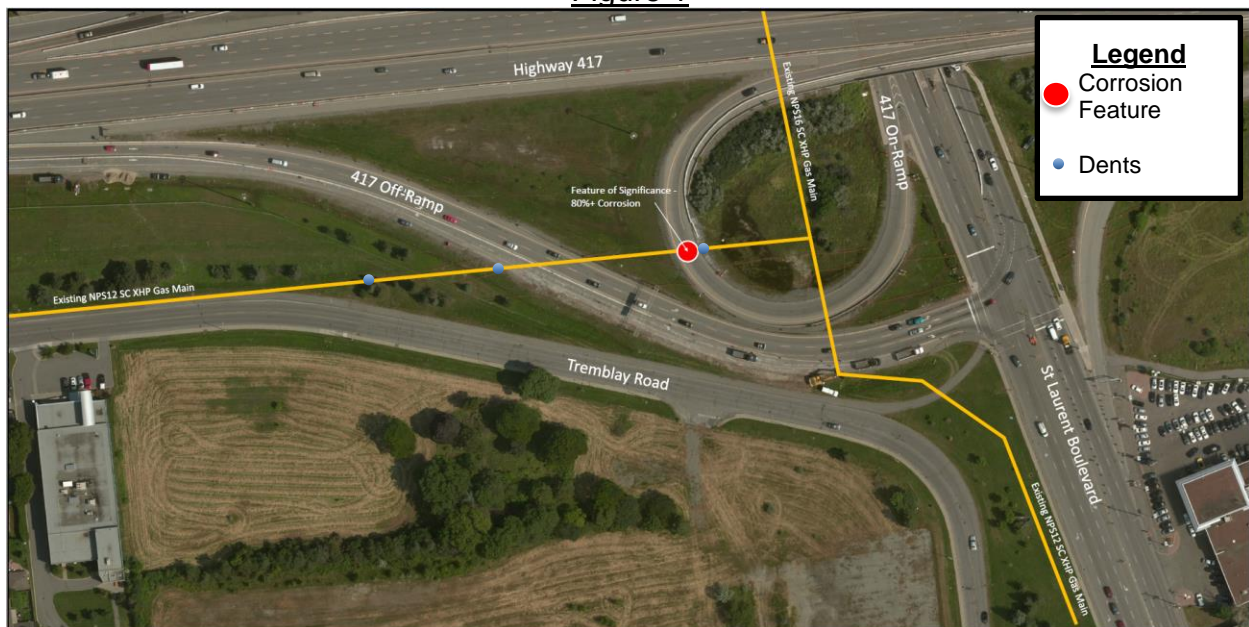
² EB-2020-0293, OEB Decision and Order (May 3, 2022), p. 15.

In June 2022, Enbridge Gas started a targeted integrity program (“Program”) for the St. Laurent pipeline system to gather additional information regarding its physical condition. The Program encompasses several integrity and operations-related activities, including leak surveys, odourant surveys, corrosion surveys, excavations, non-destructive examination, and in-line robotic inspections.

Significant Corrosion Feature Identified

Based on data from its in-line robotic inspection completed in September 2022, Enbridge Gas identified an integrity feature that represents a material safety concern. The feature is located on the NPS 12 East/West pipeline where that pipeline passes beneath the King’s Highway 417 (a busy public highway) on-ramp from St. Laurent Boulevard, adjacent to Tremblay Road. The in-line robotic inspection tool identified a series of four safety features located in close proximity to each other (see Figure 1 below for the approximate locations of the four features). The most concerning is an estimated 80% or deeper metal loss feature that must be repaired immediately in order to ensure continued safe and reliable delivery of natural gas to customers (the “Corrosion Feature”). Please note that the robotic inspection tool is limited in its ability to quantify metal loss beyond 80%. In other words, it is possible that the Corrosion Feature could reflect metal loss much greater than 80%.

Figure 1



Emergency Operating Centre (“EOC”) and Planned Emergency Repair

Immediately following the identification of the Corrosion Feature, Enbridge Gas initiated an EOC, which is typically used to respond to emergency incidents, and determine the associated safety risks, including how best to remediate. Given the current physical condition of the existing pipeline segment in question, the critical location of the Corrosion Feature identified, and absent any remediation, should a leak occur Enbridge Gas would be forced to isolate the affected NPS 12 East/West pipeline along Tremblay Road which directly distributes natural gas to the Department of Public Works Canada, and RCMP headquarters and is also a major source of supply for thousands of customers in downtown Ottawa. If such an outage occurred during peak winter conditions, more than 10,000 customers could be without natural gas service for days while the Company completes pipeline repairs, re-energizes the system, and makes safe/re-lights customers’ appliances.

Further, Enbridge Gas is aware of several (some confirmed to be corrosion-related) pipeline leaks/ruptures having occurred under or adjacent to North American roadways that have caused system outages, significant damage to property, and in some instances loss of life:

- **March 16, 2022** – An NPS 18-inch natural gas transmission pipeline running adjacent to highway US 23 in Fenton Township, Michigan ruptured sending debris onto the roadway and forcing emergency responders to shut down a 2.5-mile portion of the highway in both directions.³
- **December 25, 2020** – An NPS 12-inch natural gas main under a rural highway in eastern Pennsylvania ruptured. The force of the rupture overturned a vehicle travelling on the road carrying 4 passengers. 1 of the passengers, a 33-year-old woman was killed.⁴
- **September 24, 2020** – An NPS 18-inch natural gas main running adjacent to the Florida Turnpike in Palm Beach County, Florida ruptured forcing emergency responders to shut down the highway and intersecting roads.⁵
- **August 20, 2000** – An NPS 30-inch natural gas transmission pipeline exploded underground leaving a crater 20 feet deep and killing twelve family members camping 200-300 yards away from the site beneath a bridge.⁶

Considering the potential extent of the metal loss identified and consequences of a system failure/outage, the EOC members have developed an Emergency Response Plan and propose to replace the affected segment of pipeline (like-for-like) by installing a new 270-meter NPS 12 segment of pipeline along Tremblay Road within City of Ottawa road allowance and to abandon the existing damaged and degraded pipeline segment located under King’s Highway 417 ramps in place (the “Emergency Repair”).

³ <https://www.fox2detroit.com/news/portion-of-us-23-closed-in-livingston-county-following-reports-of-gas-line-explosion>

⁴ <https://www.poconorecord.com/story/news/local/2020/12/31/woman-idd-fatal-gas-line-leak-under-roadway/4102051001/>

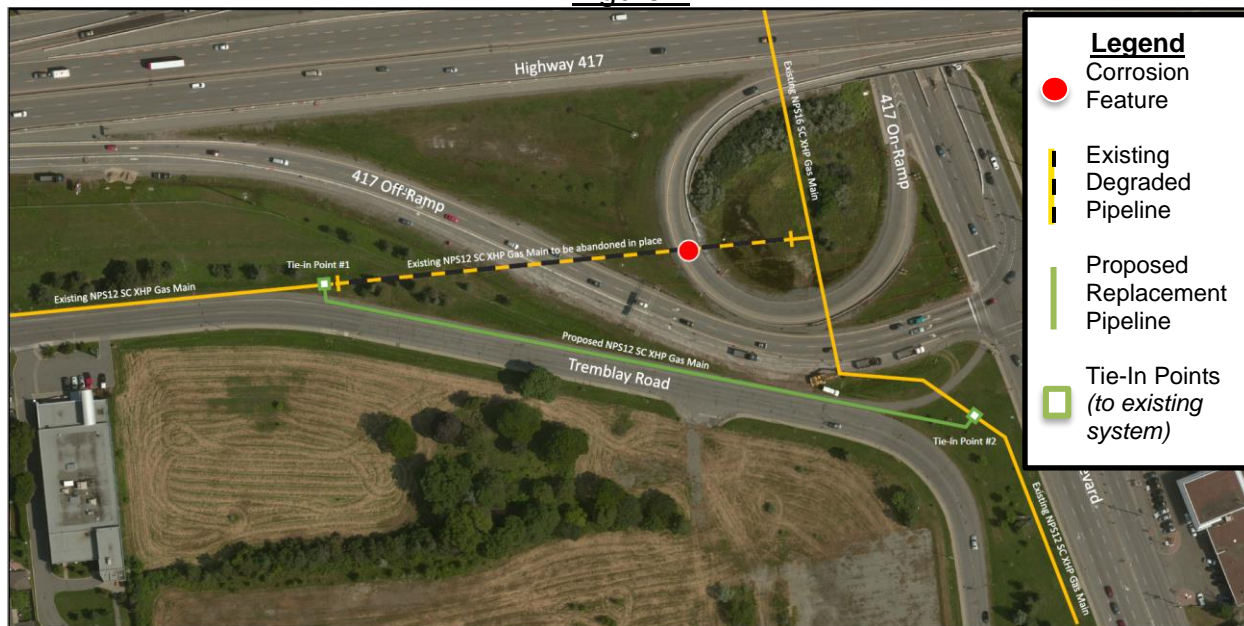
<https://www.tnonline.com/20201229/officials-apparent-gas-main-rupture-overturns-car-1-dead/>

⁵ <https://cbs12.com/news/local/fire-near-turnpike-closes-all-southbound-lanes-at-lake-worth-road>

⁶ [NTSB Finds 'Severe Corrosion' of Pipe Involved in Fatal El Paso Blast - Natural Gas Intelligence](#)

The cost of the Emergency Repair is currently estimated to be \$3.479 million.⁷ The approximate tie-in locations and route of the proposed replacement pipeline segment are set out in Figure 2 below.

Figure 2



It is important to note that the proposed Emergency Repair will not require interruption of existing customers served by the St. Laurent pipeline system. Further, Enbridge Gas is working closely with the City of Ottawa, the Ministry of Transportation (“MTO”) and other relevant agencies to acquire all required permits and to put a traffic plan in place that ensures access to homes and businesses is maintained.

Depending upon its ability to commence construction of the Emergency Repair immediately, Enbridge Gas expects to have completed the majority of the proposed construction works ahead of the Winter 2022/2023 heating season, as soon as mid-November 2022 and not later than the end of this calendar year.

In summary, Enbridge Gas intends to proceed with execution of its Emergency Response Plan immediately, including replacement/relocation of the affected pipeline as the proposed Emergency Repair is:

- (i) required immediately to ensure the continued safe and reliable operation of the St. Laurent pipeline system ahead of the commencement of the 2022/2023 Winter heating season.
- (ii) A like-for-like replacement/relocation of the existing pipeline (NPS 12).

⁷ This represents a Class 4 cost estimate based on the Company’s preliminary assessment and includes 20% contingency.

- (iii) Located entirely within municipal road allowance (which is regularly maintained), not requiring acquisition of any additional lands.

Accordingly, Enbridge Gas is seeking emergency repair authorization from the City of Ottawa and permits from the MTO on an emergency basis. Both organizations are supportive of Enbridge Gas's planned Emergency Repair works.

Enbridge Gas is relying upon section 90(2) of the *Ontario Energy Board Act, 1998*, to carry out its Emergency Repair. Enbridge Gas will keep OEB staff informed of its progress completing the above noted construction works as they proceed, and upon Project completion will advise the OEB accordingly via letter.

Please contact the undersigned if you have any questions or concerns.

Yours truly,

A handwritten signature in black ink, appearing to read 'Jim Sanders', with a vertical line to its left.

Jim Sanders
Senior Vice President, Operations – Gas Distribution and Storage

Quantitative Risk Assessment (QRA) - St. Laurent North Pipeline

Confidential Report

April 24, 2023



Document Governance

Revision History

Release Date	Version	Prepared By	Description of the Change
2023-04-24	1.0	Miaad Safari, P. Eng Technical Manager, Integrity Kai Ji, P. Eng Engineering Specialist, Integrity Assessments	Initial Release

Reviews and Approvals

Version	Date	Task	Reviewer/Approver	Signature
1.0	04/27/23	Contribute & Review	Vincent Iacobellis, PhD, P. Eng Sr. Engineer, Integrity Assessments, GDS	Email approval on April 27, 2023
1.0	05/01/23	Review	Mike Hildebrand, P. Eng Manager, Integrity and Risk Assessments, GDS	Email approval on May 1, 2023
1.0	05/04/23	Review	Ryan Werenich, P. Eng Manager, Integrity Programs - Pipelines, GDS	Email approval on May 4, 2023
1.0	05/04/23	Review	Ken Ocean, P. Eng, MBA Manager, Safety Case, GDS	Email approval on May 4, 2023
1.0	05/04/23	Review	Bob Wellington, P. Eng Manager, Asset Management Governance, GDS	Email approval on May 4, 2023
1.0	05/04/23	Contribute & Review	Smitha Koduru, PhD, P. Eng, PMP Strategic Advisor, Integrity Assessments, GTM	Email approval on May 4, 2023
1.0	04/26/23	Review	Sherif Hassanien, PhD, P. Eng Vice President, Integrity, GTM	Email approval on April 26, 2023
1.0	05/05/23	Approve	Mohamed Chebaro, P. Eng, PMP, M.A. Director, Integrity, GDS	Email approval on May 5, 2023
1.0	05/17/23	Approve	Jim Sanders, P. Eng Senior Vice President, Operations, GDS	Email approval on May 17, 2023



Executive Summary

Introduction

In June 2022, Enbridge Gas initiated a targeted integrity program (“Program”) for the St. Laurent pipeline system to gather additional information regarding its physical condition. Using data gathered from the Program, a Quantitative Risk Assessment (“QRA”) has been completed to assess the residual risk of the St. Laurent Pipeline. The QRA uses industry standard reliability methods and published failure rates to form a comprehensive defense-in-depth assessment of all threats that affect the pipeline. The reliability of the pipeline was compared against industry failure rate thresholds and significant incident benchmarks. Additionally, the quantitative reliability assessment was supplemented with consequences of various outcomes and mapped to the Enbridge Standard Operational Risk Assessment Matrix.

Based on the assessment and evaluation criteria, it is concluded that:

- 8.8 km of the 11.2 km pipeline (79%) fails the CSA Z662 - Annex O reliability thresholds. Several segments fail the reliability thresholds by several orders of magnitude.
- The rate of estimated significant incidents on the St. Laurent Pipeline is orders of magnitude higher than the historical average significant incident rate observed in the industry.
- The pipeline risks plotted on the Enbridge Standard Operational Risk Matrix shows that many of the Financial, Operational Disruption, and Health & Safety Risk scenarios meet the Enbridge definition of “High Risk” or “Very High Risk”.

In addition, based on the QRA:

- The pipeline traverses a highly urban location and is in close proximity to residential, commercial, and office buildings, as well as high-traffic motorways such as the 417 Highway and the St. Laurent Boulevard. Due to this proximity, leaks from the pipeline are considered susceptible to migration (and subsequent ignition / explosion) of gas. Large leaks or ruptures that do not migrate are also considered to carry high potential health & safety consequences due to possible jet fires following ignition at the leak source.
- The St. Laurent Pipeline is a critical pipeline that directly or indirectly serves natural gas to approximately 165,000 residential, commercial, industrial, and institutional customers in the City of Ottawa and Gatineau, Quebec. Under winter conditions, emergency leak repair activities have the potential to impact gas supply to up to 62,000 customers.

Based on these considerations, it is recommended that action is taken to improve the reliability of the St. Laurent pipeline in order to meet industry benchmarks and mitigate a high perceived risk to health, safety, and reliable operation.



Key Facts

- **Pipe properties:** The St. Laurent Pipeline was originally constructed in 1958 - 1959 and is comprised of 10.7 km of NPS 12 pipe and 0.4 km of NPS 16 pipe. The pipe is primarily Coal Tar coated (87%) with 6.4 mm WT (89%) and LF-ERW long seams. The pipeline operates at 23.2% SMYS, based on an assumed pipe grade of 207MPa (records indicating pipe grade are unavailable).
- **Hydrotest:** The pipeline was originally commissioned in 1958/1959 at a pressure of 175psi. A pressure elevation was completed in 1985 to increase the pressure of the pipeline to 275 psi. Based on the pressure elevation report, records of a pressure test were unable to be located. The lack of a verifiable pressure tests increases the probability of the presence near critical seam flaws in the pipe.
- **Inspection:** Approximately 39% of St. Laurent pipeline was inspected using the Intero Pipe Explorer 10/14 Axial MFL-LDS crawler ILI tool. Several observations from the ILI results influenced the reliability assessment:
 - Presence of significant corrosion features: the in-line inspection reported several features of significant depth (>50% depth), including a feature with reported depth of 80% or greater¹. Since approximately 39% of the St. Laurent pipeline was in-line inspected, there is a significant possibility that additional severe corrosion features exist on the uninspected segments.
 - Degraded ILI tool performance: based on in-ditch validation measurements, it was concluded the tool's actual performance was significantly degraded as compared to the vendor's stated specifications for sizing and detection, including an apparent undercall bias (i.e. actual defect dimensions were more severe than reported in the ILI).
 - High number of suspected third-party damage features: based on conservative filtering criteria based on dent location and severity, a lower bound estimate of 11 dents (out of a total of 386) were attributed as likely due to third-party damage. This corresponds to a per km.year hit rate estimate that is within the range of the top 13% of mains in the rest of the Enbridge Gas distribution system.
- **Material Testing:** Based on destructive testing data, the pipeline Charpy toughness (a measure of the pipeline's fracture toughness) was significantly lower than the conservative lower bound estimate Enbridge Gas typically assumes for vintage steels. This reduced fracture toughness resulted in a reduction in the calculated resistance to mechanical damage.

¹ The ILI tool is unable to size defects greater than 80% in depth of wall thickness. The feature was considered to require immediate repair to ensure safety and reliable service and was subsequently repaired via replacement by November 2022.



Reliability

- Corrosion:** The reliability of the inspected portion of the pipeline was assessed by applying industry standard corrosion failure models on ILI data. The reliability assessment accounted for the degraded ILI tool performance. Using a like-in-kind approach for corrosion condition on uninspected segments, the total pipeline (after repairs) small leak failure rate is estimated to be $2.4E-1$ per km.yr.
- Third Party Damage:** A third-party damage model calibrated using Enbridge specific data was used to estimate the third-party damage failure frequency. The model accounted for the high rate of excavation hits observed in the ILI and the reduced pipeline resistance to mechanical damage. The equivalent rupture rate is estimated to be $6.8E-5$ per km.yr.
- Selective Seam Weld Corrosion (SSWC):** The St. Laurent pipeline is considered to have a high susceptibility to SSWC due to the vintage of the pipe. SSWC is not detectable through traditional axial MFL technology and thus is unable to be assessed using ILI results. The failure rate due to SSWC is estimated at $1.1E-6$ ruptures per km.yr based on historical and mechanical reliability models. Approximately 8.9 km out of 11.2 km of the pipeline is considered susceptible.
- Manufacturing:** The St. Laurent pipeline is considered susceptible to manufacturing flaws in the long seam due to lack of a verified pressure test and LF-ERW seam weld manufacturing. The St. Laurent pipeline has an estimated rupture failure rate of $9.0E-6$ per km.yr based on historical data. Approximately 8.9 km out of 11.2 km of the pipeline is considered susceptible.
- Delayed Failure of Mechanical Damage:** The St. Laurent pipeline is considered to have a high susceptibility to latent damage due to its vicinity to constructed/maintained roadways and urban setting. The ILI reported a total of 386 dents (14 interacting with metal loss, 4 interacting with long seam) and 11 probable areas of significant latent excavator damage. The estimated rupture failure rate due to delayed failure of mechanical damage is $3.4E-6$ per km.yr.
- Fabrication:** The St. Laurent pipeline is considered to be susceptible to fabrication defect failure. Multiple excavations and non-destructive examinations (NDE) of the St. Laurent pipeline have shown high numbers of defects associated with the fabrication including lack of fusion anomalies in the girth weld, porosity, and arc burns. Many of these defects found in the NDE inspections were assessed as defects that required immediate repair. The estimated rupture failure rate is $2.5E-7$ per km.yr.
- Interaction of Threats:** Interaction of threats occurs when two or more coincident threats are present at the same location, increasing the probability of failure beyond the summation the threats considered independently. Due to a high number of susceptible threats that can interact, the pipeline is considered to have a high susceptibility to interaction of threats. The estimated rupture rate is $2.3E-6$ per km.yr.



Reliability Evaluation

Failures were distinguished according to two limit state categories as described by CSA Z662-Annex O:

- Small leaks (i.e. Leakage Limit States, or “LLS”), and
- Large Leaks or Ruptures (i.e. Ultimate Limit States, or “ULS”)

The calculated reliability levels were benchmarked against CSA Z662 reliability thresholds and industry average significant failure rates². The findings of the reliability assessment and evaluation against thresholds and industry average significant failure rates is summarized in the table below:

Pipeline Failure Rate	Small Leak Rate (LLS) (/km.yr)	Rupture and Large Leak Rate (ULS) (/km.yr)	Significant Incident Rate ³ (/km.yr)
Lower Bound Estimate	4.3E-2	5.5E-5	9.7E-3
Best Estimate	2.4E-1	8.4E-5	4.6E-2
Upper Bound Estimate	4.0E-1	1.5E-3	7.5E-2
Threshold	1.0E-3⁴	5.8E-5⁵	1.8E-5⁶

Based on the above thresholds, it is concluded that 8.8 km of the 11.2 km pipeline (79%) fails CSA Z662 LLS or ULS reliability thresholds. Several segments fail the reliability thresholds by several orders of magnitude. The rate of estimated significant incidents on the St. Laurent Pipeline is orders of magnitude higher than the historical average rate observed in the industry.

Consequences

- **Health & Safety:** The pipeline traverses a highly urban location and is in close proximity to residential, commercial, and office buildings, as well as high-traffic motorways. Due to this proximity, leaks from the pipeline are considered susceptible to migration (and subsequent ignition / explosion) of gas. Large leaks or ruptures that do not migrate are also considered to carry high potential health & safety consequences due to possible jet fires following ignition at the leak source. The St. Laurent pipeline parallels the highly travelled St. Laurent Boulevard and Highway 417 for a significant portion of its length. A total of 340 buildings are within a 50m radius of the pipeline, including multi-family dwellings, retail, office, and industrial buildings.
- **Operational Reliability:** The St. Laurent Pipeline is a critical pipeline that directly or indirectly serves natural gas to approximately 165,000 customers in the City of Ottawa and Gatineau, Quebec. In the event

² Failure rates shown represent an average across the St. Laurent pipeline. The reliability for specific segments may vary by several orders of magnitude.

³ Significant incidents are defined in US 49 CFR § 191.3 and include incidents which result in fatalities or hospitalization, or include any incident which incur costs exceeding \$129,300 USD in 2022 dollars to the operator

⁴ LLS threshold in CSA Z662 Annex O.

⁵ ULS threshold in CSA Z662 Annex O for a 275 psi NPS 12 pipeline in a Class 3 (urban) environment.

⁶ Based on average industry rate of significant incidents in distribution pipeline systems



emergency repair activities force an unplanned outage, projected customer losses for a 1 Degree Day (17C) and 47 Degree Day (-29C) range between 16,000 to 62,000 customers, respectively. Key customers include St. Vincent Hospital, Montfort Hospital, Parliament Hill, RCMP Headquarters, the University of Ottawa, and the Cliff Street Heating Plant.

- Highway Operations:** Emergency repair activities on the St. Laurent pipeline have the potential to disrupt traffic along significant motorways such as the 417 Highway and the St. Laurent Boulevard. Highway 417 observes annual average daily traffic of 152,000 vehicles per day, primarily composed of urban commuters. The St. Laurent boulevard sees similar daily traffic densities based on human occupancy data collected through cellular signals.
- Financial:** In the event of a leak or rupture, an immediate repair of the pipeline will be necessary which will result in costs to repair including planning, permitting, excavation, and materials. Given the immediate need for the repair, the emergency nature of the work will increase the costs in comparison to the same work completed on a planned basis due to expedited planning, permitting requirements, overtime work, and possible requirements for larger bypass piping.

Risk Assessment

The Enbridge Standard Operational Risk Assessment Matrix can be used to support Risk-Informed Decision Making in all Enbridge business units. The detailed reliability evaluation was coupled with semi-quantitative consequence assessments and mapped to the matrix, including the confidence bounds on the frequency and the range of possible consequences. This exercise concluded that various risk scenarios meet the Enbridge Operational Risk Matrix definitions of “High Risk” or “Very High Risk” as shown in the Risk Matrix below.





Table of Contents

DOCUMENT GOVERNANCE	1
EXECUTIVE SUMMARY	2
1. INTRODUCTION	8
2. BACKGROUND INFORMATION	8
3. ASSET RELIABILITY	16
4. LOSS OF CONTAINMENT OUTCOMES	36
5. TOLERABLE RELIABILITY LEVELS	37
6. CONSEQUENCES	44
7. RISK MANAGEMENT	50
8. ASSUMPTIONS AND SENSITIVITY	59
9. RECOMMENDATIONS	66
10. REFERENCES	67
APPENDIX A – PIPELINE CHARACTERISTICS MAPS	69
APPENDIX B – ST. LAURENT SAMPLING CONFIDENCE	73
APPENDIX C – ILI VENDOR TOOL SPECIFICATION	75
APPENDIX D – ILI VALIDATION	76
APPENDIX E – CORROSION RELIABILITY CALCULATIONS	80
APPENDIX F – ENBRIDGE OPERATIONAL RISK MATRIX	88
APPENDIX G – PHMSA HAZARDOUS LEAKS	90



1. Introduction

In June 2022, Enbridge Gas initiated a targeted integrity program (“Program”) for the St. Laurent pipeline to gather additional information regarding its physical condition. The Program included a combination of in-line inspection, above-ground CP and depth of cover surveys, field mitigations, and material testing. A detailed description of the Program activities and results can be found in the St. Laurent Integrity Actions Report [1].

Using data gathered from the Program, Enbridge Gas has conducted a Quantitative Risk Assessment (“QRA”) to assess the residual risk of the St. Laurent Pipeline. This report summarizes the risk assessment of the system, leveraging all information available and considering the uncertainties associated with the understanding of the pipeline risks. Key data gathered from findings that directly affected the risk assessment is also presented.

2. Background Information

2.1 Pipe properties

The St. Laurent North Pipeline system is comprised of 10.7 km of NPS 12 pipe and 0.4 km of NPS 16 pipe. The pipeline was originally constructed in 1958 - 1959 with coated steel pipe with the following specifications: WT = 6.4mm, Coating = PE (13%) / Coal Tar (87%). Records indicating pipe grade are unavailable for the original pipeline installation, therefore, a grade of 207 MPa is assumed based on pipe vintage and the company’s historical purchasing practices (as referenced in the 1985 pressure elevation report [2]). Various sections of the pipeline have been replaced since the original construction, however, 80.7% of the current pipeline was installed before 1970 and operates at 23.2% SMYS (based on the assumed grade).

The pipeline characteristics that comprise the majority of the pipeline are shown in Table 2.1; a detailed breakdown of the complete pipeline characteristics can be found in *Appendix A – Pipeline Characteristics Maps*.

Table 2.1 – Primary Pipeline Specifications

Attribute	Specification
Original installation year	1958 - 1959
Nominal Pipe Size	NPS 12
Wall thickness	6.4 mm
Grade	207 MPa
Coating	Coal Tar
MOP	275 psi
% SMYS	23.2%



2.2 Hydrotest

The St. Laurent pipeline was originally commissioned in 1958/1959 at a pressure of 1,200 kPa (175psi). Due to the increase in customers fed by this pipeline and the additional gas demands, a pressure elevation was completed in 1985 to increase the pressure of the pipeline to 1,900 kPa (275 psi) based on Clause 9.13 of the CSA Z184-M1983 Gas Pipeline Systems code. Based on the pressure elevation report, there is a belief that pressure testing may have been completed but records of a pressure test were unable to be located [2]. Given the lack of pressure testing evidence, this risk assessment assumes no pressure test was completed.

2.3 Cathodic Protection

The St. Laurent pipeline system is comprised of five unique Cathodic Protection (CP) areas known as Corrosion Areas. These Corrosion Areas are segments of the pipeline that maintain electrical continuity over the length of the segment, typically experiencing similar levels of cathodic protection. A visual of the five corrosion areas can be found in *Appendix A – Pipeline Characteristics Maps*.

Table 2.2 – Corrosion Areas

Corrosion Area	Length (km)	Rectifier / Anode Protected
60-A05-034	2.55	Rectifier
60-A05-042	1.83	Rectifier
60-A05-747	1.14	Rectifier
60-A05-T	5.19	Rectifier
90-W01-064	0.48	Anode

As part of the targeted integrity program on the pipeline, Cathodic Protection surveys were conducted along the pipeline to measure the performance of the CP system. These included a combination of Close Interval Protection Surveys (CIPS), Direct Current Voltage Gradient (DCVG) surveys, and Depth of Cover (DoC) surveys. Detailed results of the surveys and a summary performance of the CP system are discussed in the Enbridge Integrity Action Report [1].



2.4 Inspection

2.4.1 Coverage

In-line inspections were completed on the St. Laurent pipeline in 2022 to obtain supplemental data to evaluate the condition of the pipeline. Six separate robotic crawler inline inspections were completed at various locations along the pipeline using the Intero Pipe Explorer 10/14 Axial MFL-LDS robotic crawler inspection tool and captured condition data on 4.5 km (39%) of the pipeline. The inspection areas were chosen to provide sufficient coverage of the pipeline and provide a statistically significant sample size to assess the condition of the total length of the pipeline. The assessed confidence levels indicate that a sufficient amount of sampling has been performed to make conclusions on the corrosion susceptibility of the pipeline population. For details of the sampling confidence, see *Appendix B - St. Laurent Sampling Confidence*. The inspection extents and locations are shown in Figure 2.1. The crawler inspections were successfully completed with greater than 99.5% MFL and LDS sensor coverage on all inspections.

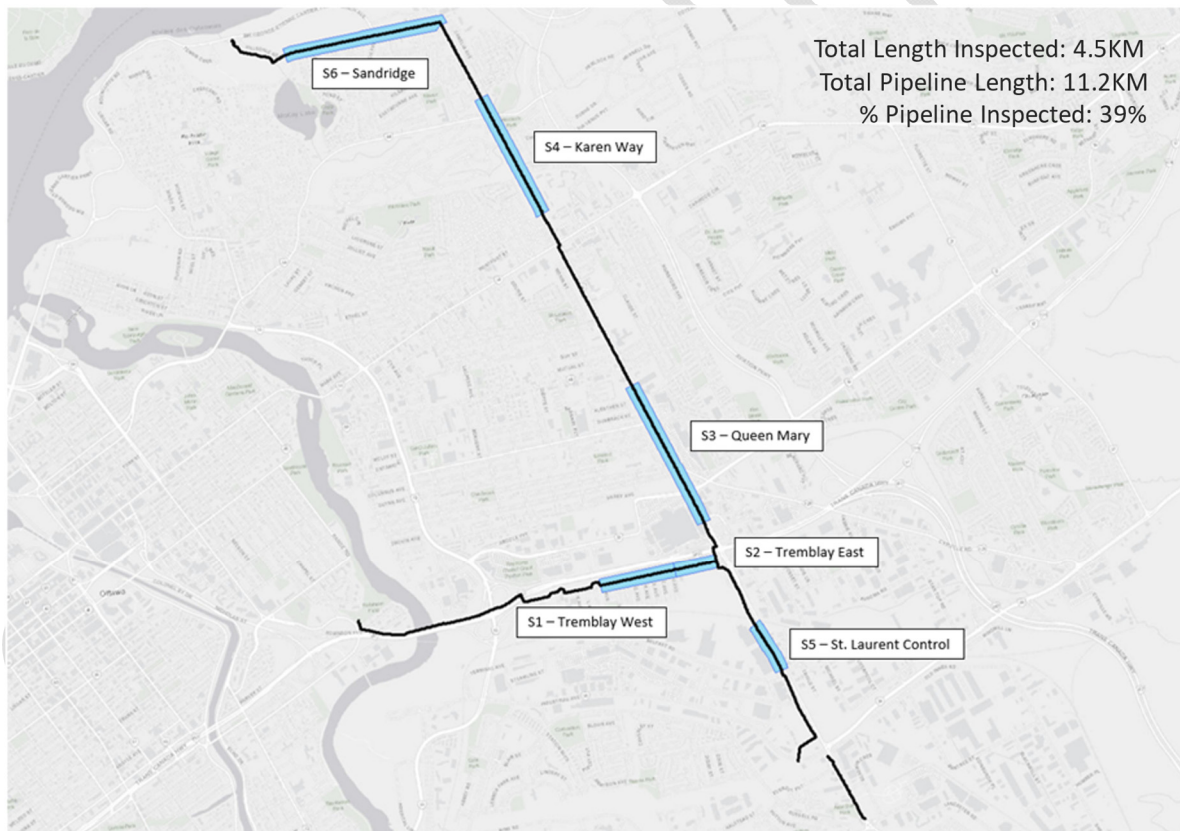


Figure 2.1 - Crawler Inspection Extents and Locations



2.4.2 Technology & Limitations

The Intero Pipe Explorer 10/14 Axial MFL-LDS robotic crawler inspection tool uses axially oriented Magnetic Flux Leakage (MFL) technology to detect corrosion anomalies and Laser Deformation Sensor (LDS) technology to detect dents and other deformations. Due to the axial orientation of the MFL sensors, axial MFL technology has a recognized limitation of being generally unable to detect axially oriented features (i.e. axial slotting) such as corrosion that is preferential to the long seam (i.e. selective seam weld corrosion). In addition, the Intero inspection tool does not offer a specification for detection or sizing of pinhole features. The tool performance specifications for metal loss and dents are shown in *Appendix C - ILI Vendor Tool Specification*.

2.4.3 Metal Loss Results (MFL Technology)

A total of 611 Metal Loss features above the reporting threshold⁷ were reported along the inspected portion of the pipeline. 19 corrosion features were reported in the heat affect zone of welds with 9 near Girth Welds and 10 near Seam Welds (where seam welds were identified by the tool). All discovered metal loss features were on the external pipe surface. Several features of concern were identified, including a feature with a reported depth exceeding 80% of WT near Highway 417 and Tremblay Road⁸. The number of reported metal loss by inspection and the resulting feature densities are shown in Table 2.3.

Table 2.3 - Reported Metal Loss by Inspection

Inspection	Length Inspected (km)	Metal Loss Count	Features / km
S1 - Tremblay West	0.545	19	35
S2 - Tremblay East	0.315	180	571
S3 - Queen Mary	1.116	211	189
S4 - Karen Way	0.953	14	15
S5 - St. Laurent Control	0.393	175	445
S6 – Sandridge	1.157	12	10
Total	4.5	611	138

⁷ Metal Loss reporting threshold is 10% (depth / WT)

⁸ The ILI tool is unable to size defects greater than 80% in depth of wall thickness. The feature was considered to require immediate repair to ensure safety and reliable service. Enbridge Gas notified the OEB of its intention to proceed with emergency repair of the feature on October 5th, 2022 and the feature was subsequently repaired via replacement in November 2022.



Metal Loss Counts per Inspection

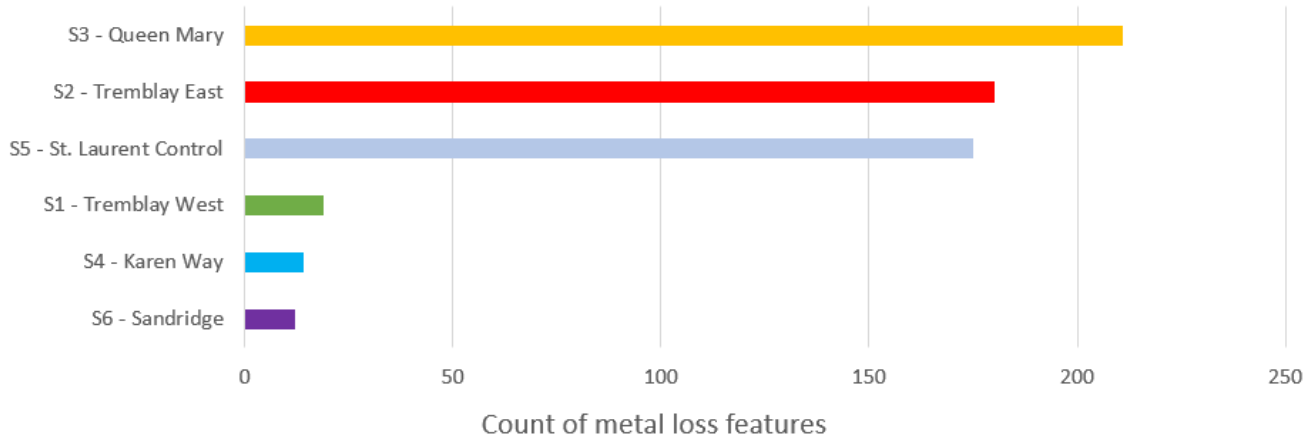


Figure 2.2 – Metal loss counts per Inspection

As evident in Figure 2.2, metal loss counts are dominated by features found on S2 – Tremblay East, S3 – Queen Mary, and S5 – St. Laurent Control, which exhibit higher corrosion density than the other inspections. Out of these, the most severe features were found on S2 – Tremblay East and S3 – Queen Mary (including the 80%+ feature). A histogram showing the count of corrosion depths reported by inspection is shown in Figure 2.3.

Histogram of Metal Loss Depths

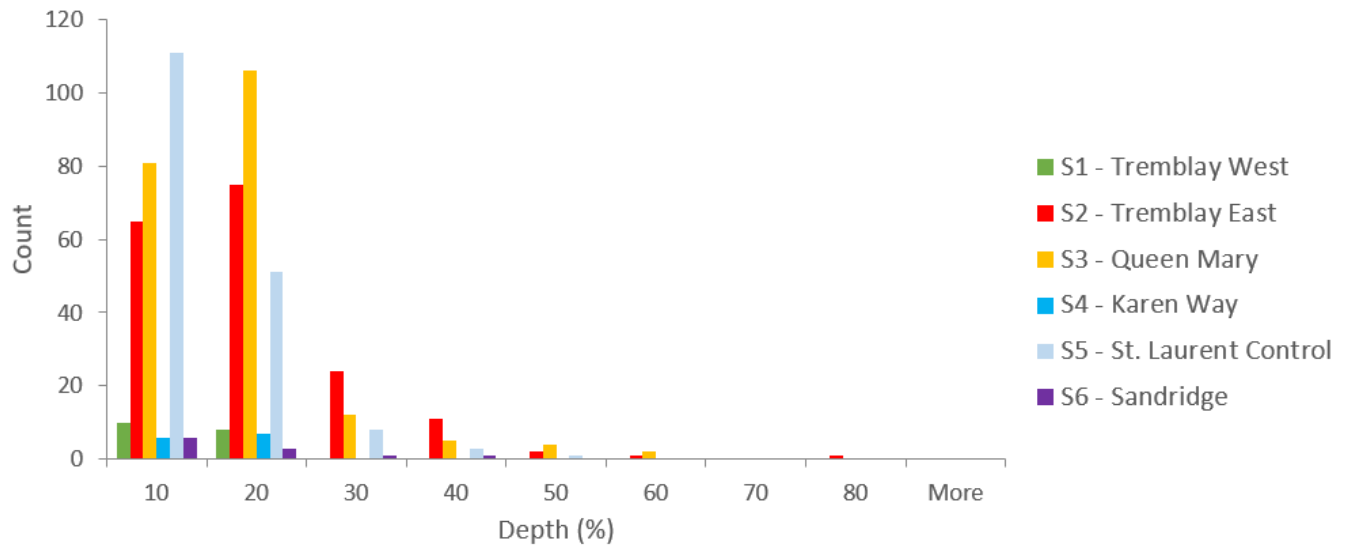


Figure 2.3 - Corrosion Depths by Inspection



The reported corrosion features are pre-dominantly classified as Pitting⁹ features as per the Pipeline Operator Forum (POF) feature morphology categories [3]. The S5 – St. Laurent Control inspection exhibited a slightly elevated number of Axial Grooving features as shown in Figure 2.4.

Dimensional Classes For Metal Loss

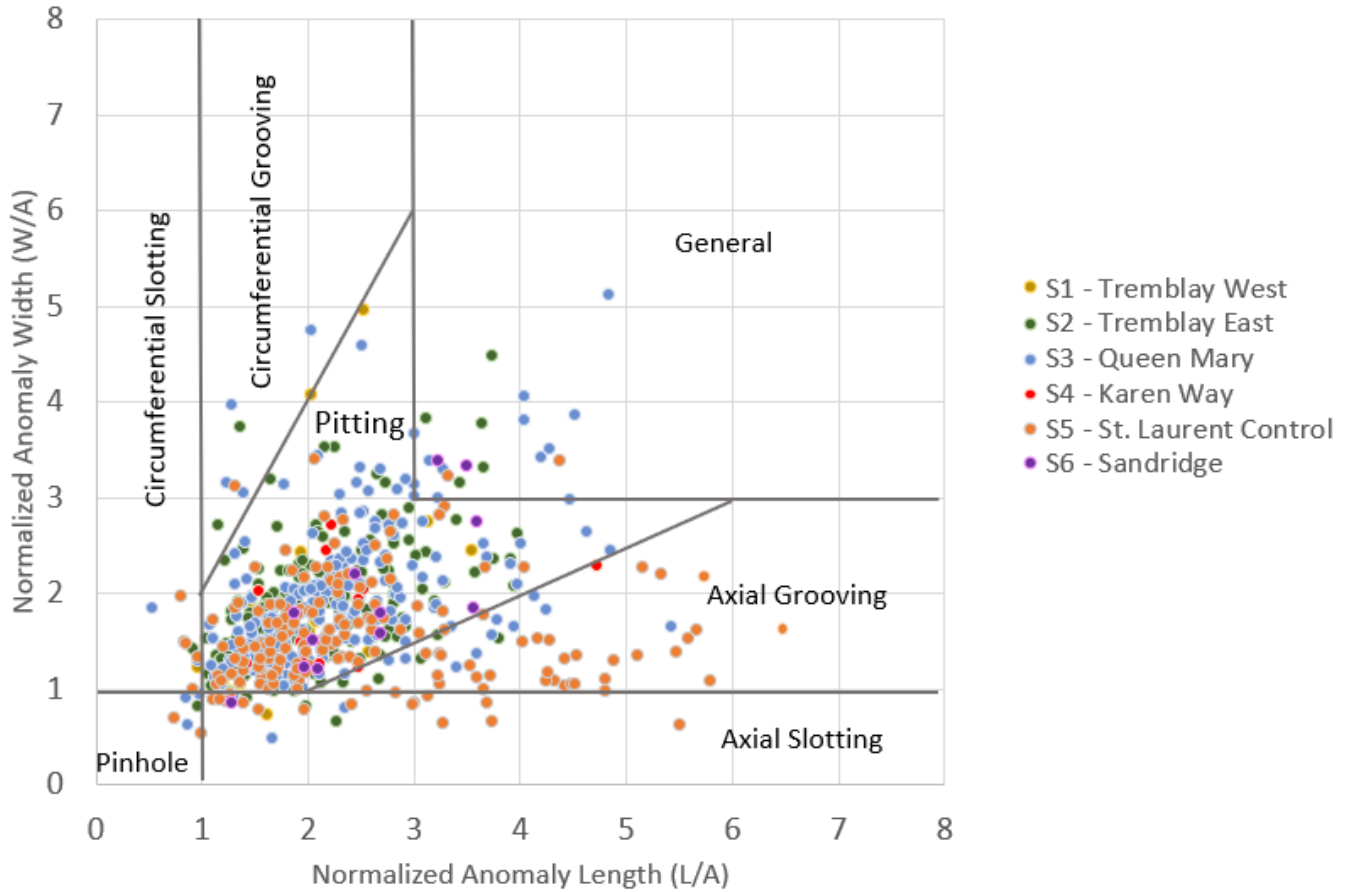


Figure 2.4 – ILI Dimension Classes for Metal Loss

⁹ Many of the Pitting features reported by the inspection tool were identified as Gouges in the accompanying field inspections.



2.4.4 Deformation Results (LDS Technology)

The inspection tool uses Laser Deformation Sensor (LDS) technology to identify and size dents. A total of 386 dent features above the reporting threshold¹⁰ were reported along the inspected portion of the pipeline (86 dents per km) as shown in Table 2.4.

Table 2.4 - Reported Dent by Inspection

Inspection	Length Inspected (km)	Dent Count	Dents / km
S1 - Tremblay West	0.545	60	110
S2 - Tremblay East	0.315	21	67
S3 - Queen Mary	1.116	104	93
S4 - Karen Way	0.953	88	92
S5 - St. Laurent Control	0.393	20	51
S6 – Sandridge	1.157	93	80
Total	4.5	386	86

Of the dents reported, 274 (71%) were reported as top-side (above the 4 and 8 o'clock positions). In addition, 14 dents were identified as interacting with metal loss and 4 were identified as interacting with the seam weld. The details of the more significant dents separated by inspection are shown in Table 2.5.

Table 2.5 - Reported Metal Loss by Inspection

Inspection	Top-side Dents	Dents >2%	Dents with ML
S1 - Tremblay West	39	3	3
S2 - Tremblay East	14	3	6
S3 - Queen Mary	76	5	4
S4 - Karen Way	57	4	0
S5 - St. Laurent Control	16	0	1
S6 – Sandridge	72	0	0
Total	274	15	14

2.4.5 ILI Performance Validation

The performance of the ILI tool was assessed following the API 1163 - In-line Inspection System Qualification standard[4] and compared to the vendor stated performance specification. Through a combination of ILI

¹⁰ Deformation reporting threshold is 0.5% (depth / OD)



features examined via at 6 dig sites and a validation pull test, 18 ILI metal loss measurements were available for ILI-NDT validation. The details of the excavations can be found in the Integrity Actions Report [1]. The ILI and NDT depth measurements are plotted in a unity plot in Figure 2.5.

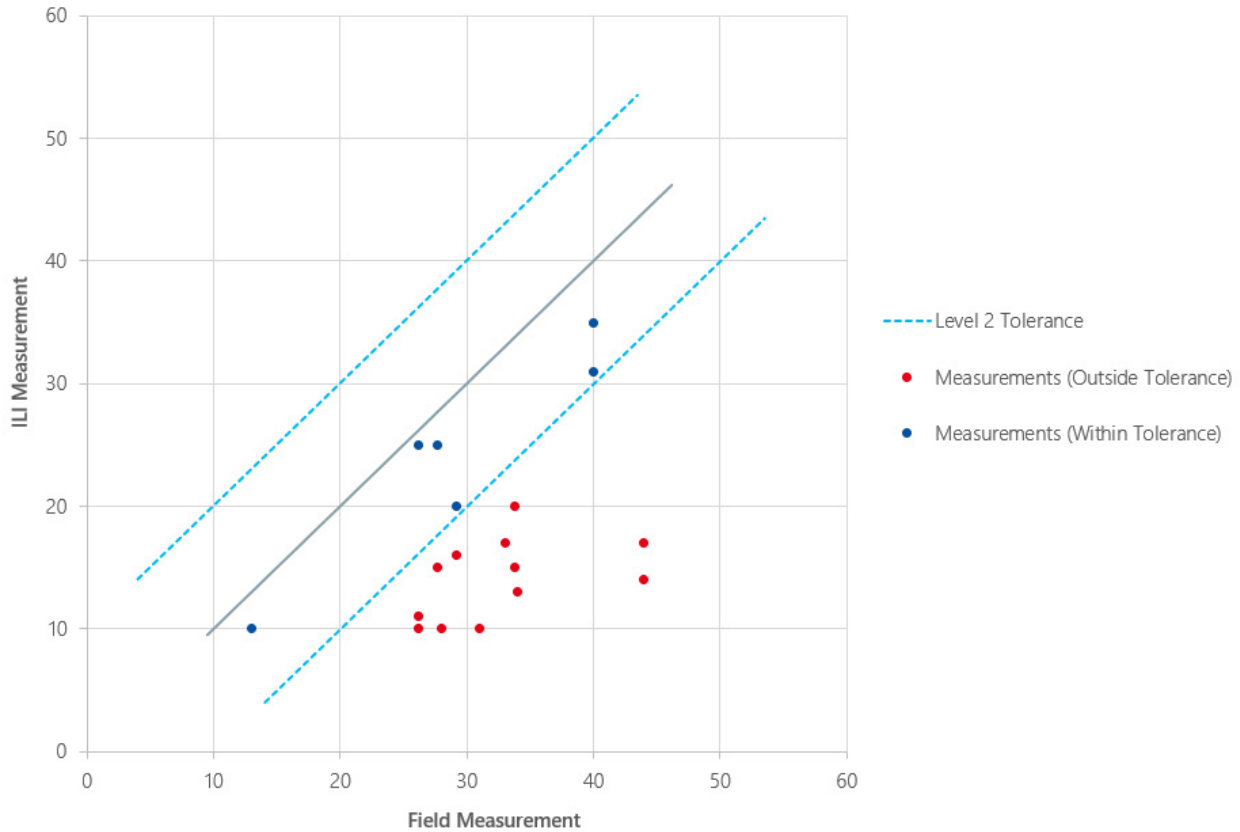


Figure 2.5 – Depth (%) Unity Plot for Metal Loss

The unity plot indicates a significant constant negative bias of the ILI tool depth when compared to the NDT measured depth (i.e. the ILI tool is consistently underestimating the true depths of features). Additionally, a higher scatter on the depth measurement error is observed compared to what the vendor stated performance specification would indicate.

Following API 1163 guidelines, it was concluded that the inspection failed Level 2 validation. As such, Level 3 validation was completed which determined a statistical tool bias and modified tolerance bounds which were applied in the corrosion reliability modelling. Detailed level 2 and 3 validation calculations are shown in *Appendix D - ILI Validation*.



3. Asset Reliability

3.1 Definitions

Reliability refers to the ability of an item to perform its intended function, without failure or malfunction, for a specified period of time. For the purposes of this risk assessment, failure is defined as a Loss of Containment (LoC) of a hazardous medium. There are multiple modes which a LoC can occur, and each mode can have a significantly different level of consequence. In general, it is customary in pipeline risk assessment to categorize the mode of LoC according to three release sizes:

- **Rupture:** a hole diameter equal or greater to a full-bore break of the pipeline, including large uncontrolled axial fractures
- **Large Leak:** a hole size of approximately 50 mm diameter arising from material failure under loading, such as defect burst failures, external interference puncture, etc.
- **Small Leak:** a hole size less than 50 mm in diameter (usually with a diameter of ~10 mm) such as those arising from through-wall corrosion perforations

Pipeline failures resulting in a Pinhole leak (hole size <10mm) are not considered in this assessment given the low associated consequences.

CSA Z662 Annex O further categorizes the above release modes into two distinct Limit State categories based on the difference in their potential consequences to safety and the environment [5]:

- **Ultimate Limit State (ULS):** a limit state that leads to loss of containment and results in a significant potential for adverse safety environmental consequences. This limit state includes rupture and large leaks.
- **Leakage Limit State (LLS):** a limit state characterized by a small leak defined as a through-wall perforation that remains stable without reaching the burst pressure limit.

While both ruptures and large leaks may cause significant safety and environmental consequences, natural gas pipeline ruptures carry significantly greater consequences than large leaks. Annex O therefore provides guidance on calculating a correction factor for large leaks (the “large leak correction factor”) so that large leaks and ruptures may be equitably combined within the ULS category.

3.2 Reliability

The reliability of the St. Laurent pipeline was quantitatively assessed by evaluating the susceptibility of the pipeline to various hazards/threats with potential to cause a LoC failure and calculating the estimated failure frequency.



3.2.1 Corrosion Threat

3.2.1.1 Reliability based on Historical Failures

Based on a statistical reliability assessment approach using system-wide distribution asset data (DIMP Asset Health Review), the current average small leak failure rate of this pipeline was estimated as $3.7E-3$ per km.yr [6]. The Asset Health Index is a statistical approach used to report on the reliability of a broad asset population for a specific asset type. In the case of steel distribution gas mains, it incorporates failure data from over 12,000km of steel pipe across the entire distribution system which includes a diverse range of pipe attributes (i.e. size, age, soil type, etc.). This macro view of asset reliability is useful for understanding the overall reliability of a specific asset type and it is used to forecast failures frequencies for the entire population. Applying the statistical results of this approach to a specific gas main asset is typically only used in the absence of asset specific inspection data (e.g. ILI, direct assessments, etc.).

Another statistical approach is to only include the past failure history of the St. Laurent pipeline. This pipeline has observed one corrosion leak failure over the past 15 years of failure record history over its length (11.2km). Applying a statistical approach that only considers failures and the exposure of the St. Laurent pipeline system indicates an average failure rate of $5.9E-3$ per km.yr specific to the St. Laurent system. This pipeline specific failure rate is based on very limited data / exposure. Applying a Poisson distribution of incident rates shows extended confidence bounds (at 95% confidence) from $1.5E-4$ per km.yr to $3.3E-2$ per km.yr. Failure rates above these confidence bounds are also plausible given that Poisson distribution assumes that events occur randomly over time or space, where-as the corrosion threat is known to increase with time.

3.2.1.2 Reliability based on Inspection Data

Reliability for Inspected Portion (4.5km)

A structural reliability model was used to calculate the reliability of the inspected portion of the pipeline based on the ILI data. This model approaches the reliability of the pipeline by applying the ASME Modified B31G failure criterion and a probabilistic assessment approach that is standard within the industry. Full details of the assessment are listed in *Appendix E - Corrosion Reliability Calculations*. The reliability assessment results in an estimated small leak failure rate of $3.9E-1$ per km.yr based on the ILI reported corrosion features.

After the inspections, Enbridge Gas proceeded with emergency repair via replacement of a section of the pipeline on Tremblay Road to mitigate the metal loss reported to be exceeding 80% depth. Two sections totalling approximately 300 m of pipe were subsequently replaced in November 2022, including repair of the 80%+ feature. The failure rate along the inspected portion of the pipeline after repairs was calculated as $4.0E-2$ per km.yr.



Reliability for Uninspected Portion (6.7km)

Extrapolating Corrosion Condition

To estimate condition for the rest of the pipeline, ILI results before repairs from the 4.5 km of inspections were extrapolated to uninspected segments using a like-in-kind approach. ILI data from the St. Laurent inspections was used exclusively to maintain as much applicability as possible to the specific pipeline network being investigated. The like-in-kind approach involves defining “like” segments of pipeline which are considered to have similar key characteristics that are known to influence corrosion. Once the segments are defined, condition information for one segment can be extrapolated to like segments, on the assumption that segments that share key characteristics (e.g. coating type, install year) will also exhibit similar corrosion density and severity.

Several metrics were considered for defining the appropriate like-for-like segments. To ensure that the condition could be extrapolated for the majority of the pipeline, the combinations of metrics used to define the segments were required to be a) well represented in the inspected portion of the pipeline, and b) provide adequate coverage of the pipeline so that the number of like segments with no ILI information is minimized. Based on these considerations, the like segments were defined based on the pipe body coating and the corrosion area (i.e. areas defining continuous cathodic protection). These were considered influential factors in determining the presence of corrosion and met the above-mentioned conditions to allow for extrapolation. This resulted in 11 separate groups of segments as shown in Table 3.1.

Table 3.1 - Pipeline Grouping Based on Like-In-Kind

Group	Coating	Corrosion Area	Length (km)	% Of Total Pipeline Length
1	DOUBLE FUSION BOND EPOXY	60-A05-034	0.02	0.2%
2	FUSION BOND EPOXY	60-A05-034	0.06	0.5%
3	STEEL BARE	60-A05-T	0.03	0.3%
4	UNKNOWN (Coal Tar ¹¹)	60-A05-034	1.86	16.3%
5	UNKNOWN (Coal Tar ¹¹)	60-A05-042	1.62	14.5%
6	UNKNOWN (Coal Tar ¹¹)	60-A05-747	1.14	10.2%
7	UNKNOWN (Coal Tar ¹¹)	60-A05-T	3.72	33.2%
8	UNKNOWN (Coal Tar ¹¹)	90-W01-064	0.48	4.3%
9	PE	60-A05-034	0.60	5.4%
10	PE	60-A05-042	0.21	1.9%
11	PE	60-A05-T	1.44	12.9%

Figure 3.1 shows the geospatial locations of the like-in-kind groupings in relation to the inspected portions of the pipeline.

¹¹ Assumed based on field investigation findings



Uninspected Segment Reliability Calculations

To estimate the defect density for uninspected segments within a group, the feature count per km was taken directly from the inspected portions within the same like-in-kind grouping.

To estimate the defect severity for uninspected segments within a group, a distribution of metal loss depths and lengths was generated from the inspected portion of the group using a simulation technique that sampled (“Bootstrapped”) the defect dimensions from the inspected portion. Depth and length were treated as correlated, and depth treated as a normally distributed random variable following the same parameters as described for the inspected portion. Each group was sampled 10 million times to ensure representation across the entire population of discovered defects.

Using the above defect severity distributions and defect densities, the failure rate for each uninspected joint was calculated by following the same calculation as described for the inspected portion. Since the approach involves extrapolating condition rather the failure rate estimate outright, joints with stronger mechanical properties (such as thicker walls) are credited with higher reliability.

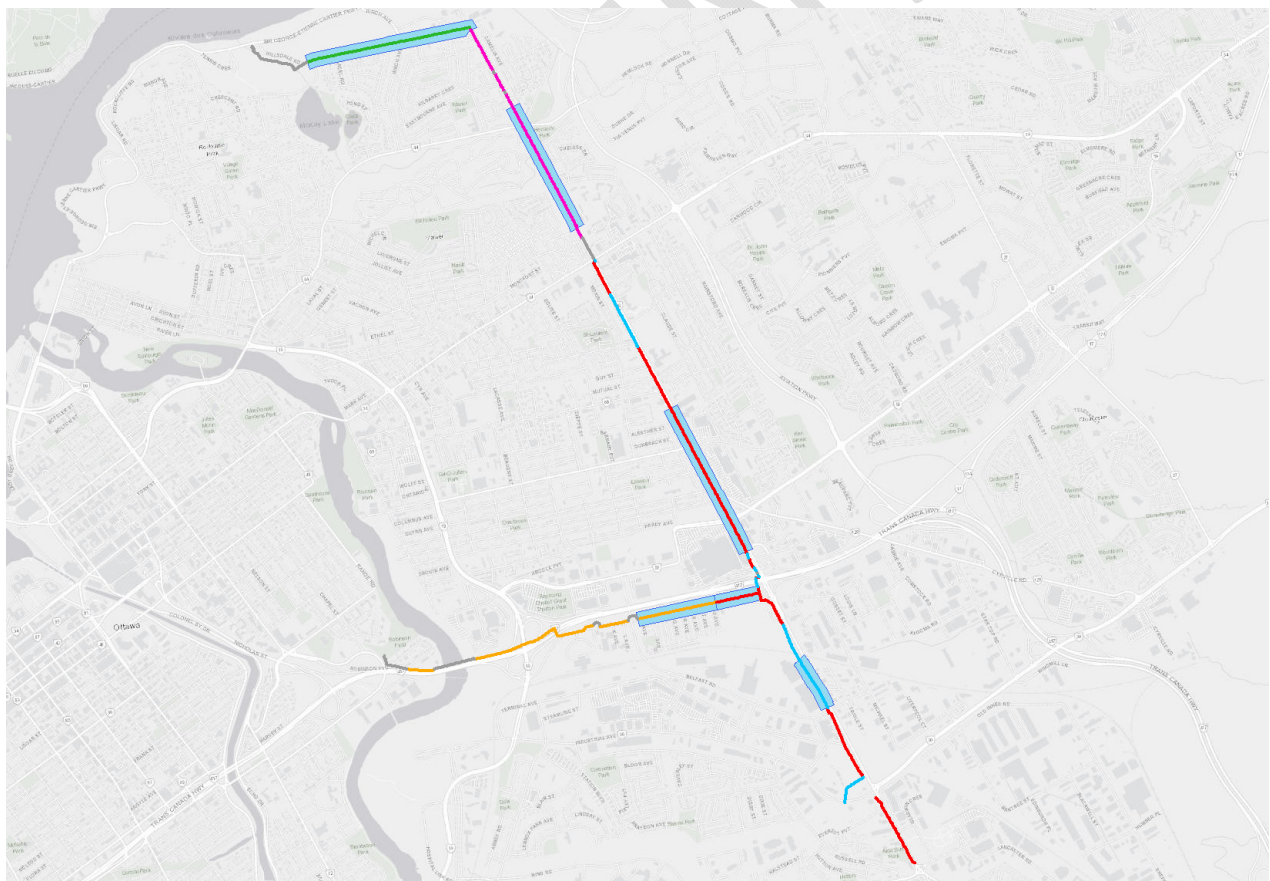


Figure 3.1 - Pipeline Groupings with ILI locations overlaid



Modern Pipe Vintages

Since inspection data was only collected for pipe installed between 1958-1959, the conditions of these segments were only considered representative for older pipe vintages. The like-in-kind approach was therefore only applied to pipe installed from 1958 - 1962. More modern pipes (approximately 2km) were considered to be in better condition and therefore more reliable; in order to capture this increased assumed reliability, pipes installed 1970-1990 were assigned a failure rate of 1.0E-5 per km.yr and pipes installed after 1990 were assigned a failure rate of 1.0E-6 per km.yr based on SME judgement that the time-dependant corrosion threat is low for these vintages. Given that the expected failure rates for these vintages is significantly lower than the rest of the pipeline, it was determined that more detailed analysis to determine failure rates for the newer vintages would not yield additional value to the assessment.

Reliability for Full Pipeline (11.2km)

The total pipeline is estimated to have a failure rate of 2.4E-1 per km.yr based on the inspection data projected to the uninspected portions given the line-specific failure rate definition defined above. The proportion of the calculated failure rates from the inspected and uninspected portion are summarized in Table 3.2.

Table 3.2 - Summarized Corrosion Reliability Results

Pipeline	Length (km)	Failure Rate per km.yr (Before Repairs)	Leak Rate per km.yr (After Repairs)
Inspected portion	4.5	3.9E-01	4.0E-02
Uninspected portion ¹²	6.7	3.7E-01	3.7E-01
Total	11.2	3.8E-01	2.4E-01

3.2.2 Third-Party Mechanical Damage (TPD)

The failure rate due to TPD was calculated following an industry accepted framework and is expressed as the product of the expected hit rate from 3rd party equipment, a depth of cover correction factor, and the probability that a hit results in loss of containment:

$$FoF_{TPD} = FoH_{TPD} \times F_d \times P(\text{Damage} | \text{Hit})$$

Where,

$$FoF_{TPD} = \text{Failure rate due to 3rd Party Damage (Failures / km.yr)}$$

¹² The epistemic uncertainty associated with the like-in-kind projection of reliability onto the uninspected portion is not considered in this estimated reliability of the uninspected portion



FoH_{TPD} = Rate of 3rd Party Hits on pipeline (Hits / km.yr)

F_d = Depth of cover correction factor, and

$P(\text{Damage} | \text{Hit})$ = Probability of Damage, given a hit

3.2.2.1 Pipeline Hit Rate Based on Inspection and Depth of Cover Data

Observed Hit Rate on Inspected Portion

In order to estimate the pipeline-specific hit rate for the St. Laurent pipeline, the number of dents suspected to be from TPD reported in the ILIs was divided by the number of km-years of pipeline service (i.e. pipeline exposure).

To distinguish likely TPD from non-TPD related dents, a filtering criterion was applied to the 386 dents reported by the ILI tool to estimate the number of dents that were likely due to mechanical excavator damage¹⁶. The filtering criterion applied is:

- Subset of top-side dents¹³ which are specifically occurring on the top half of the pipeline (between 9:00 and 3:00 o'clock) where mechanical damage is most-likely, AND either one of the following criteria:
 - Dents interacting with Metal Loss¹⁴, OR
 - Dents > 2% of the pipeline outer diameter¹⁵

This resulted in a final count of 11 significant dents that were considered to be caused by historical mechanical damage by excavator. The results of the filtering criterion applied to the specific inspections and the resulting hit rates are shown in Table 3.3.

Table 3.3 – Significant Dents Suspected to be TPD Hits by Inspection

Inspection	Length Inspected (km)	Dents Meeting TPD Filtering Criterion	Hits / km
S1 - Tremblay West	0.545	3	5.5
S2 - Tremblay East	0.315	3	9.5
S3 - Queen Mary	1.116	2	1.8
S4 - Karen Way	0.953	3	3.2
S5 - St. Laurent Control	0.393	0	0.0
S6 – Sandridge	1.157	0	0.0
Total	4.49	11	2.4

¹³ Top-side dents are defined as between 8:00 and 4:00 o'clock in the industry (US DOT Federal Regulation 49 CFR § 195.452)

¹⁴ Metal loss may be indicative of possible gouging, given the ILI tool's challenges in distinguishing metal loss and gouges

¹⁵ Smaller dents can be caused by rocks in the excavation or ground movement. Dent severity can indicate the presence of higher impact forces due to mechanical excavation equipment.



Estimated Hit Rate on Uninspected Portion

To estimate the TPD hit rate for the rest of the pipeline, the hit rates calculated for the 4.5 km of inspected pipeline were extrapolated to uninspected segments using a like-in-kind approach. Based on SME experience, 3rd party excavation activity rate was not expected to be constant at all locations along the pipeline; the guidance of personnel with knowledge of the excavation activity in the area (Operations SMEs) was used to divide the pipeline in three distinct zones that are believed to experience different levels of third-party excavation activity. The zones were defined based on a consideration of the land use, preventative barriers, and historic damages observed.

- **Zone 1 – St. Laurent Boulevard** - St. Laurent boulevard was considered distinct from Sandridge and Tremblay due to the level and maturity of urban development. Two of the five reported third-party damages between 2007 and 2022 occurred on St. Laurent Boulevard.
- **Zone 2 – Sandridge Rd. Lateral** - SME experience indicated that Sandridge Rd is unlikely to experience third party excavation damage due to residing in a National Capital Commission (NCC) protected area.
- **Zone 3 – Tremblay Rd. Lateral** - Three of the five reported third-party damages between 2007 and 2022 occurred on the Tremblay Rd. Lateral.

A map of these zones with the locations of suspected 3rd party damage dents overlaid is shown in Figure 3.2.

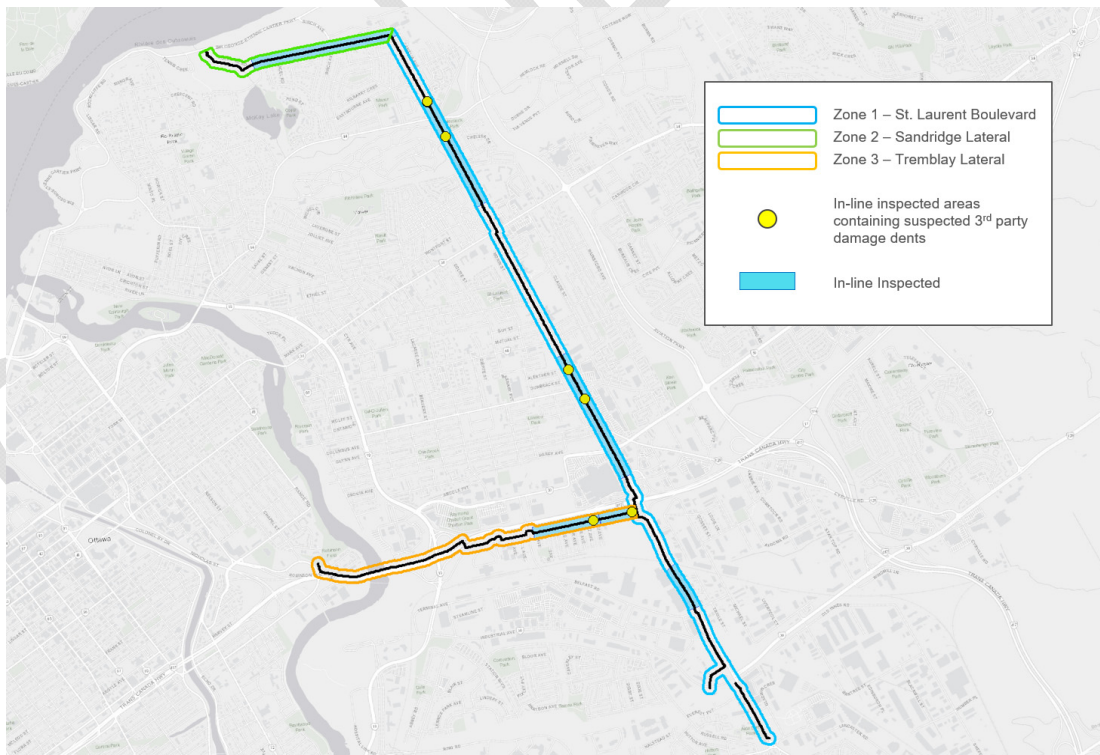


Figure 3.2 - Hit Rate Zones with suspected 3rd Party Damage dents



Depth of Cover Adjustment Factor

Depth of cover has been shown to be a predominant factor that influences the hit rate from 3rd Party damage. In order to take into account the pipeline-specific depth of cover of the St. Laurent line, a relationship between the depth of cover and probability of hit was used to modify the estimated hit rate [7]:

$$F(d) = e^{-0.0077d+1.193}$$

Where,

$F(d)$ = Hit rate correction factor (a multiplicative factor on FoH_{TPD})

d = depth of cover (cm)

Figure 3.3 shows the exponential relationship between hit frequency and depth of cover. Based on a system mean depth of cover of 1.5 m, locations with depth of cover greater than 1.5 m will observe a reduced hit frequency and locations less than 1.5 m cover experience increased hit frequency.

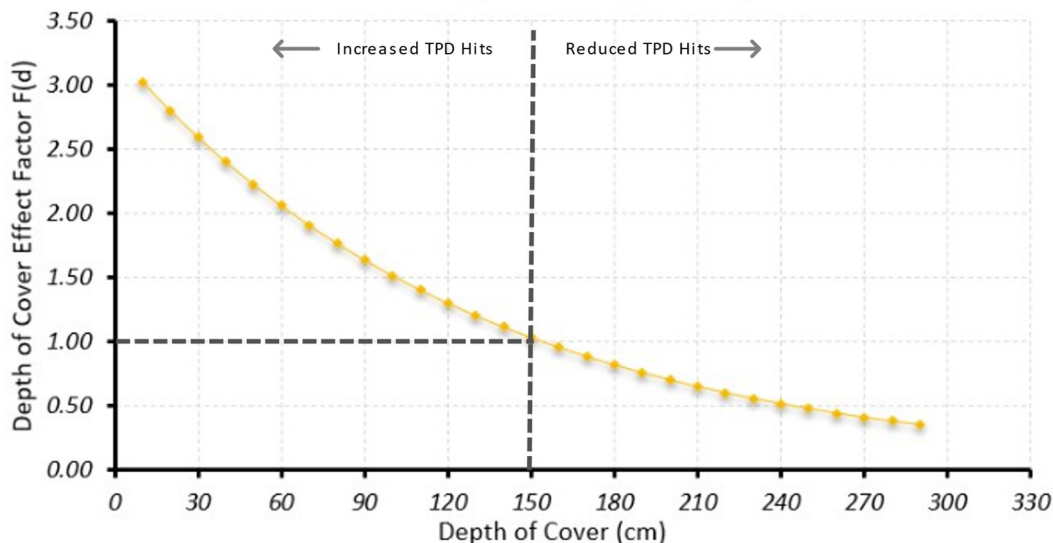


Figure 3.3 - Hit Frequency Adjustment Based on DOC

The hit rate correction factor $F(d)$ is meant to be applied as a multiplicative term on an estimate of hit frequency at a mean depth of 1.5 m. Since the average depth of cover of topside dents within each zone were both deeper and shallower than 1.5m, the count of dents was first normalized based on the depth of cover at which they were found by applying the inverse of the Hit Rate adjustment equation as shown in Table 3.4. This has the effect of normalizing the number dents (and by extension, the resulting hit rate) to a mean depth of 1.5 m, which



allows for hit rates calculated from these counts to take into account depth of cover for the remainder of the pipeline using the F(d) factor.

Table 3.4 – Normalized Dents and TPD Hit Rate by Inspection

TPD Zone	Inspection	Length Inspected (km)	Dents	DOC (m)	Adjustment Factor	Normalized Dent Count
1	S3 - Queen Mary	1.116	1	1.18	1.33	0.8
			1	0.92	1.63	0.6
	S4 - Karen Way	0.953	1	1.10	1.41	0.7
			2	1.50	1.04	1.9
	S5 - St. Laurent Control	0.393	0	0.0	0.0	0.0
2	S6 – Sandridge	1.157	0	0.0	0.0	0.0
3	S1 - Tremblay West	0.545	3	1.62	0.95	3.2
	S2 - Tremblay East	0.315	3	2.08	0.66	4.5
Total		4.49	11	-	-	11.7

Estimated Hit Rate for Full Pipeline

Once the dent count was normalized by depth of cover, the expected hit rate was then calculated by considering the inspection length and the number of years that the pipe has been in service for each zone. The results of the assessed hit rates are shown in Table 3.5.

Table 3.5 – Final Hit Rates by Zone

Zone	Length Inspected (km)	Normalized Dent Count	Number of Years in Service	Hit Rate (hits / km.yr)
Zone 1 - St. Laurent Boulevard	2.47	4.0	64	2.5E-2
Zone 2 – Sandridge Rd. Lateral	1.16	1 (Assumed)	65	1.3E-2
Zone 3 – Tremblay Rd. Lateral	0.86	7.7	64	1.4E-1

In Zone 2 – Sandridge Rd. Lateral, 0 dents were observed in the ILI which met the suspected third-party damage filtering criteria. Based on the hit frequency assessment methods described, this would yield a hit-rate of 0 which would be an under-estimation of the true potential for third-party damage (since risk of TPD cannot be fully eliminated).

A statistical approach when exposure to an event is limited is to assume the event to occur just beyond the limits of the exposure period (i.e. assume the event will occur in the near future). This approach corresponds to a calculated hit rate of 1.3E-2 hits per km.yr. When compared against the 95% confidence bounds for a binomial



distribution¹⁶, this hit rate fell within the lower portion of the confidence interval and was therefore deemed to be a reasonable approach in absence of data.

Table 3.6 summarizes the predicted number of hits per zone when considering the site-specific depth of cover data along the pipeline in each zone.

Table 3.6 - Total Hits per Year by Zone

Zone	Length (km)	Number of Predicted Hits (per year)
Zone 1 - St. Laurent Boulevard	6.73	0.178
Zone 2 – Sandridge Rd. Lateral	1.62	0.025
Zone 3 – Tremblay Rd. Lateral	2.84	0.315
Total Pipeline	11.2	0.518

3.2.2.2 Probability of Damage, Given a Hit

The probability of damage given an excavator strike is calculated using a structural reliability model that estimates the impact force of the strike and pipeline’s structural resistance to damage. Impact force and pipe resistance are modelled as random variables that account for the uncertainty in pipeline characteristics (e.g. wall thickness, ultimate tensile strength (UTS), Charpy toughness, etc), as well as the uncertainty in load from the excavator.

Two modes of failure were considered in the probability of damage assessment:

- **Puncture** - where the load imposed by excavator tooth exceeds the combined shear and membrane resistance of the pipe wall
- **Gouged Dent** - where the load is not sufficient to puncture, but large enough to cause a gouged dent that fails under pressure after removal of the load

The governing equations and random variable inputs for the load and resistance parameters are described in detail in the DIMP Risk Algorithm document [8]. In order to solve the resulting system of equations, Monte Carlo simulation was performed at 1 million iterations to determine the probabilities of puncture and gouge-in-dent failure. The calculated probabilities of failure for each combination of unique pipe properties are shown in Table 3.7.

¹⁶ The confidence bounds for the hit rate per km.year can be calculated using statistical methods that estimate the confidence bounds of a binomial distribution with $64 \times 1.16 = 74.24$ km.years “trials” and 0 “successes”. Using the “Rule of three” approximation, the hit rate 95% confidence bounds are [0, 4.04E-2 hits / km.year].



Table 3.7 - Probability of Damage based on Pipeline Properties

Unique Combination	% of Pipeline	WT (mm)	Grade (MPa)	NPS	2/3 CVN (J)	Class Location	UTS (MPa)	MOP (psi)	Probability of Damage
1	69%	6.4	207	12	5.3 ¹⁷	3	427	275	9.10E-02
2	11%	6.4	207	12	20	3	427	275	3.43E-02
3	8%	6.4	207	12	10	3	427	275	6.03E-02
4	3%	9.5	207	12	20	3	427	275	1.24E-02
5	3%	7.92	207	16	27	3	427	275	1.02E-02
6	2%	9.5	207	12	10	3	427	275	2.61E-02
7	2%	8.4	359	12	100	3	538	275	1.80E-03
8	1%	6.4	359	12	20	3	538	275	3.07E-02
9	1%	8.4	359	12	20	3	538	275	1.58E-02
10	<1%	6.4	290	16	27	3	503	275	1.72E-02
11	<1%	9.5	359	16	27	3	538	275	4.76E-03
12	<1%	9.5	207	12	5.3 ¹⁶	3	427	275	4.25E-02

Following the DIMP risk algorithm document, a simplifying (but not necessarily conservative) assumption was made that both failure modes are predicted to result in Large Leak failure¹⁸, corresponding to the Annex O ULS category.

3.2.2.3 Third-Party Damage Failure Rate

The Third-Party Damage Failure Rate was calculated by multiplying the normalized hit rates by zone with the unique Depth of Cover correction factor the Probability of Damage, Given a Hit for each pipe segment. The results of the calculated Large Leak failure rates are shown in Table 3.8.

Table 3.8 – TPD Estimated Leak Failure Rates

Zone	Length (km)	Hit Rate (hits / km.yr)	Large Leak Failure Rate (/ km.yr)	Large Leak Failures (/ yr)
Zone 1 - St. Laurent Boulevard	6.73	0.178	2.1E-03	1.4E-2
Zone 2 – Sandridge Rd. Lateral	1.62	0.025	1.4E-03	2.2E-3
Zone 3 – Tremblay Rd. Lateral	2.84	0.315	6.5E-03	1.9E-2
Total Pipeline	11.2	0.518	3.1E-3	3.5E-2

¹⁷ Average absorbed Charpy energy was based on material tests performed on the 1958 vintage pipeline along St. Laurent Boulevard.

¹⁸ The effects of this assumption are further investigated in Section 8 – Assumptions and Sensitivity.



Large Leak rates may be converted into an equivalent rupture rate using the following equation¹⁹:

$$c_r = \frac{7.5 \times 10^5}{D^3}, c_r < 1$$

Where,

c_r = the ratio between large leak and rupture consequences for natural gas, and

D = Pipeline outer diameter, mm

The Large Leak and corresponding equivalent Rupture failure rates are shown in Table 3.9.

Table 3.9 – TPD Leak and Rupture Failure Rates

Zone	Length (km)	Large Leak Failure Rate (/ km.yr)	Equivalent Rupture Failure Rate (/ km.yr)
Zone 1 - St. Laurent Boulevard	6.73	2.1E-03	4.5E-05
Zone 2 – Sandridge Rd. Lateral	1.62	1.4E-03	3.0E-05
Zone 3 – Tremblay Rd. Lateral	2.84	6.5E-03	1.4E-04
Total Pipeline	11.2	3.1E-3	6.8E-05

3.2.3 Selective Seam Weld Corrosion (SSWC)

3.2.3.1 Background

Selective Seam Weld Corrosion (SSWC) is a form of corrosion that tends to affect pipe manufactured prior to 1970 using low-frequency electric resistance welding (LFRW) or electric flash welding (EFW) processes. SSWC is a localized corrosion that attacks the weld bond line of ERW and EFW pipe, leading to the development of a wedge-shaped groove that is often filled with corrosion products [9]. Literature shows that the weld material’s susceptibility to SSWC is affected by factors related to steel chemistry and seam thermal history, acting both individually and in combination [10]. Of the mechanisms posed, sulfur enrichment and sulfide inclusions leading to localized corrosion in the weldment seem to have the greatest merit and the largest body of supporting evidence [11]. SSWC accounts for 7-9% of ERW/Flash Weld Seam Failures based on databases of DNV, Kiefner, and Battelle [12].

¹⁹ Equation O.4 in CSA Z662-19 Annex O



A review of ruptures that have previously occurred on pipelines operating below 30% SMYS (both in-service and pressure tests) identified 20 pressure-controlled ruptures at low stresses. These ruptures were substantially dominated by those in ERW seams and most of those cases were associated with SSWC [13]. As such, SSWC failures are considered to fail by Rupture as per the failure definitions in this report.

The St. Laurent pipeline is deemed to have a high susceptibility to SSWC due to the following:

- **Pipe Vintage** – Older manufacturing processes are known to have more inclusions in the weld material
- **Weld Manufacturing Process** – Low Frequency ERW seams have a higher incident rate of SSWC
- **Weld Material** – Lab testing on this pipeline found that most of the samples had sulfur content greater than the susceptibility criteria of 0.005% [10].
- **Inspection** – The MFL technology available to inspect the St. Laurent pipeline with a Crawler tool is only available in an axial sensor orientation, which inherently has a “blind spot” to features oriented axially on a pipeline (such as SSWC). SSWC flaw characteristics would be described as Axial Slotting (based on the POF classification standard) and this feature type is specified to be outside the detection threshold of the inspection tool.

Approximately 8.9 km out of 11.2 km of the pipeline is considered susceptible to Selective Seam Weld Corrosion.

3.2.3.2 Reliability Assessment

A review of PHMSA incidents was conducted to determine the rate of pipeline ruptures due to SSWC in both transmission ($\geq 20\%$ SMYS) and distribution ($< 20\%$ SMYS) pipelines. Since 2002, 6 ruptures were observed on Transmission pipelines and 2 ruptures were observed on distribution pipelines in the PHMSA incident repository.

Historical failure rates were calculated for both the Transmission and Distribution systems using the observed incidents and the exposure for the proportion of susceptible pipelines ($> NPS8$, Pre-1970, Low Frequency ERW Welds). The calculated failure rates of the two categories of pipelines were within one order of magnitude from one another. The similarity of the failure rates indicates that % SMYS is not the predominant factor in determining failures due to SSWC.

Given that this pipeline operates $> 20\%$ SMYS and the Transmission category included more incident data, the Transmission failure rate was used to estimate the rate of failure due to SSWC. Based on the incident rate for PHMSA Transmission assets, the failure rate due to SSWC for susceptible segments is estimated at $1.4E-6$ ruptures per km.yr. Applying this failure rate across the total pipeline length of susceptible and non-susceptible segment yields a total rupture rate of $1.1E-6$ per km.yr.



3.2.4 Manufacturing

3.2.4.1 Background

The manufacturing threat was assessed by leveraging the TIMP Risk Algorithm model – Manufacturing Threat assessment. Details of the model data and developments are available in the TIMP Risk Algorithm Document (RAD) [14]. This model encompasses multiple failure modes associated with the manufacturing of the pipe at the mill. The Manufacturing threat failure rate applies a susceptibility-based model and is derived from PHMSA incident data. The model evaluates susceptibility to four sub-categories of manufacturing threats as described below:

- **Seam Failure** - Failures occurring in the seam of the pipe, usually associated with cold welds and lack of fusion. Associated with older welding processes (low frequency electric resistance weld (LF ERW)).
- **Hard Spot Failure** - Localized area in a pipe body with abnormally high hardness, produced during manufacturing of a steel plate as a result of localized quenching. This area is susceptible to environmental induced cracking, including hydrogen stress cracking (HSC).
- **Hard Heat Affected Zone (HAZ) Failure** - Abnormally high hardness near the weld zone that results in higher susceptibility to environmental induced cracking.
- **Other Failure** - Other failures that are a result of defects produced in the manufacturing process, but are outside the scope of the previous three categories (e.g., non-metallic inclusions, laminations, etc.)

Each of the manufacturing threat sub-categories are separated by unique failure modes and susceptibility / mitigation factors. The incident rate based on the four subcategories applies to the Rupture outcome. The manufacturing threat assessment only applies to the pipe segments installed prior to 1970.

3.2.4.2 Seam Defects

Vintage pipelines manufactured with the Low Frequency ERW seam welding process have been observed in the industry to have high rates of seam defects such as lack-of-fusion, inclusions, and hook cracks. However, in the absence of external loading, the seam defects are considered stable if the pipeline has been pressure tested and does not experience high intensity pressure cycling that could lead to fatigue crack growth. Without a pressure test during the commissioning of the pipeline, a safety buffer is not established on possible manufacturing defects, resulting in a higher estimated failure rate (as observed in industry incident data).

The failure rates due to seam defects is shown in Table 3.10, with the level baseline failure rate for susceptible segments of this pipeline highlighted.



Table 3.10 – Seam Failure Frequency

Vintage	Pressure Test	Seam Type	% SMYS	Baseline Failure Rate (/ km.yr)
≤ 1970	No	LF ERW	Formula ²⁰	2.7E-4
		Other	Formula ¹⁶	7.7E-6
	Yes	LF ERW	≥30% SMYS	5.0E-7
		Other		4.1E-7
		All Seams	<30% SMYS	0.0E0
1971-1980	Yes	LF ERW	≥30% SMYS	5.0E-8
		Other		4.1E-8
		All Seams	<30% SMYS	0.0E0
1980	Yes	All Seams	-	0.0E0

Given that the potential for rupture failure of seam defects is related to the operating stress, a continuous relationship between the seam failure rate and % SMYS of the pipeline was developed. This relationship was determined by applying a supplemental structural reliability simulation on a typical seam flaw distributions for different weld types which are assumed on a representative set of pipelines. The reliability simulation was performed at varying levels of pipeline stress between 15 to 72 % SMYS and measuring the relative change in the rupture probabilities. An adjustment factor (AF) was defined by fitting a power regression model to the relative change in the rupture failure rate. The adjustment factor was applied to the incident-based failure rate to obtain the adjusted frequency of failure due to seam defects as shown in the below equation:

$$FOF'_{seam} = AF \times FOF_{seam}$$

For the LF ERW seam type, the adjustment factor is described by the following equation:

$$AF = 5.0302 \times 10^{-6} \times (\%SMYS)^{2.853}$$

For the St. Laurent pipeline this results in an adjustment factor of 3.96E-2, yielding a final failure rate of 1.1E-5 failures / km.year for susceptible segments.

²⁰ Adjustment Factor applied to failure rate based on %SMYS of pipeline



3.2.4.3 Hardspot and Hard HAZ

The Hardspot and Hard HAZ failure modes generally require the pipeline to be manufactured at specific pipe mills and operate greater than 60% SMYS. Given that this pipeline operates at a much lower stress than 60% SMYS, it is determined that this pipeline is not susceptible to these manufacturing sub-threats.

3.2.4.4 Other Failure modes

Manufacturing threat encompasses a broad set of defect types and failure modes. All non-seam, non-hard spot, and non-hard HAZ failures are thus classified as “Other”, examples of which include failures at non-metallic inclusions, laminations, and factory girth welds. More incidents have occurred on older vintage pipelines due to less advanced manufacturing processes being used. The years from 1970 to 1990 represented a transition period where newer manufacturing processes were phased in and by 1990 modern manufacturing processes had fully matured. The failure rate for other manufacturing threats is shown in Table 3.11, with the susceptibility level for this pipeline highlighted.

Table 3.11 – Other Failure Frequency

Vintage	Failure Rate (/ km.yr)
≤ 1970	7.2E-7
1971 – 1990	5.6E-7
> 1990	1.0E-9

3.2.4.5 Reliability Assessment

The manufacturing model only applies to the susceptible segments of the St. Laurent pipeline system (pipe manufactured and installed prior to 1970). Approximately 8.9 km out of 11.2 km of the pipeline is considered susceptible. Based on the described models, the total length of the St. Laurent pipeline has an estimated average rupture failure rate of 9.0E-6 per km.yr due to the manufacturing threat.

3.2.5 Delayed Failure of Mechanical Damage

3.2.5.1 Background

Latent Damage on pipelines is a result of damage that did not immediately cause a pipeline failure. Delayed failures due to latent damage have been observe in the industry due to a variety of time-dependant failure mechanisms discussed below:

- i. Latent Damage can result in a plastic deformation of the pipeline material. This plastic yielding (strain) of the material can lead to high localized residual stresses in the material which are much higher than the hoop stress. Pressure cycling of a pipeline can lead to fatigue and cause a delayed failure of a plain dent. This probability of this mode of failure is considered low given that gas pipelines experience minimal pressure cycling.



- ii. The induced strain of the material can also lead to strain hardening which can cause cracking leading to additional stress concentrators. Similar to above, any possible stress concentrators can be considered stable in a gas pipeline due to the lack of pressure cycling.
- iii. Latent Damage can also lead to a time-delayed failure due to stress-activated creep (cold creep) which is a failure that occurs under a constant load and with no growth due corrosion, fatigue or some other environmentally assisted time-dependent degradation mechanism [15]. The presence of gouges or cracks (stress concentrators) in a deformation can lead to higher probabilities of failure due to the stress-activated creep failure mode. In addition, dents interacting with seam or girth welds have also observed a higher rate of failure.

A review of PHMSA incidents in gas transmission pipelines finds that 14.6% of significant incidents due to excavation damage are caused by a delayed failure[16].

The St. Laurent pipeline is considered to have a high amount of latent damage due to its vicinity to constructed/maintained roadways, its urban surroundings, and winter frost that requires the frequent use of mechanical “ice-pick” equipment during excavations. Latent damage is a concern for the integrity of pipeline systems as it can leave stress concentrators (gouges, gouge-in-dent, crack-in-dent) on the pipe body which have been observed to fail by a variety of time-dependant mechanisms at high or low pipeline hoop stresses.

The inspection results are consistent with this qualitative assessment as they reported a total of 386 dents (14 interacting with metal loss, 4 interacting with long seam where long seam was identified) and 11 probable areas of significant latent excavator damage where derived based on the inspection data. The NDE results also corroborated the assessment as many gouges and gouges-in-dents were observed on the pipe body at various inspection sites. These features were determined to be pipeline defects requiring immediate remediation (i.e. repairs such as grinding and pipeline replacements).

3.2.5.2 Reliability Assessment

Industry failure rates can be used to determine the failure rate due to delayed failure of mechanical damage. A review of PMHSA incident data from 2010-2021 for US Gas Distribution pipelines found 8 incidents related to delayed failure resulting in a failure rate of $4.7E-7$ per km.yr for rupture and $7.9E-7$ /km.yr for small leaks.[17]

Given that this pipeline has exhibited a high level of latent mechanical damage, it is expected that the failure rate of this pipeline is higher than the average of the industry. As such, a modified industry average failure rate was calculated based on a total exposure accounting for the percentage of the PHMSA network that has similar increased susceptibility to mechanical damage.

To approximate this percentage, an assessment of dents across Enbridge Gas Inc transmission pipelines was performed which determined that pipeline sections located in populated areas (Class Location 3 and 4) were more susceptible to the presence of significant dents²¹. Of these pipelines, it was found that 11% of the GDS

²¹ Filtering criteria for “Significant dents” is defined in Section 3.2.2.2



transmission network with similar susceptibility as the St. Laurent pipeline (located in Class 3 and 4 and of pre-1970 vintage) showed presence of significant dents at a rate within the range for the inspected segments of St. Laurent pipeline (95% confidence of hit rate 0.019 to 0.069 dents/km.yr).

As such, considering 11% of the exposure of the total PHMSA distribution network as being of an increased level of susceptibility, it was assessed that the failure rate for rupture or large leak due to delayed failures of previous mechanical damage is $3.4E-6$ per km.yr.

3.2.6 Fabrication

3.2.6.1 Background

Multiple excavations and non-destructive examinations (NDE) of the St. Laurent pipeline have shown high numbers of defects associated with the fabrication of the girth welds such as Lack of Fusion anomalies and Porosity within the welds. Many of these defects found in the NDE inspections were assessed to be defects and required immediate repair.

In addition, NDE inspections observed multiple arc-burns on the pipe body and heat affected zones. The hard microstructures associated with arc burns are susceptible to hydrogen-induced cracking (HIC) and therefore an arc burn is deemed a pipeline defect that requires immediate repair as per CSA Z662-19.

3.2.6.2 Reliability Assessment

Industry failure rates can be used to determine the failure rate due to delayed failure of fabrication. A review of PHMSA incident data from 2010-2021 for US Gas Distribution pipelines indicates a rupture failure rate of $3.2E-7$ [17]. Although the St. Laurent pipeline has exhibited high levels of girth weld defects and arc burns, it is assumed that these levels of fabrication defects are similar to other pipelines of the same vintage.

When applied to the St. Laurent pipeline which includes susceptible and non-susceptible pipelines, the rupture failure rate is $2.5E-07$ / km.yr.

3.2.7 Equipment Failure

3.2.7.1 Background

An equipment failure involves a pipeline component or device other than pipe. Sometimes a part on the piece of equipment fails resulting in a release, and sometimes the piece of equipment itself fails to perform its function properly resulting in a release. For transmission and distribution pipelines, equipment failures typically occur at valves, service connection, or mechanical fittings due to failure of seals or gaskets.

The St. Laurent pipeline has experienced 8 equipment failures on valves and service connections over the past 15 years of failure record history over its length (11.2 km). This results in a failure rate of $4.8E-2$ / km.yr.



Given that this failure mode predominantly results in Pinhole leak outcome, the failure rate due to equipment failure is not considered in this risk report. This is primarily due to the low consequences of an equipment failure leak which can typically be repaired by tightening bolts or replacing gaskets on a fitting.

3.2.8 Other Threats

The St. Laurent pipeline is determined to be non-susceptible to SCC. Incorrect Operations, Human Error, Sabotage/Vandalism threats are not assessed as they are not specific to this pipeline system.

3.2.9 Interaction of Threats

The necessity for Integrity assessments to consider threat interactions is stated in various codes and standards such as CSA Z662-19, ASME B31.8S, API RP 1160, and DNV RP F116.

Interacting threats are the coincidence of two or more threats in a pipe segment, the result of which is more damaging than either of the individual threats themselves [18]. Interactions of resident conditions with changing operations or environments may increase the probability of failure, reduce the failure stress, change the mode of failure from a leak to a rupture, cause development of a condition not detectable by assessment methods in use, or cause the shift of a condition from stable to unstable [19].

Kiefner and Associates have developed an interacting threat matrix for Northeast Gas Association (NGA) to identify which threats could potentially interact under which circumstances. The threat interactions were first identified by Subject Matter Experts (SMEs) and were later evaluated with a review of reportable incident data [19].

Based on the NGA Interacting Threat Matrix, all of threats with shown susceptibility on the St. Laurent pipeline (Corrosion, TPD, SSWC, Manufacturing, Latent Damage, and Fabrication) are deemed to be capable of interaction with one another as shown in Figure 3.4. In addition, although the Incorrect Operation threat itself on this pipeline is similar to other pipelines in the Enbridge system, there is an elevated threat of Incorrect Operations due to possible interaction with deemed high susceptibility threats such as external corrosion, manufacturing, and latent damage.



		Time-Dependent			Stable									Time-Independent							
		EC	IC	SCC	MFR			CON			EQ			IO	TPD			WROF			
		EC	IC	SCC	DP	DPS	DFW	DGW	CD	MCRE	TSBPC	GF	SPPF	IO	TP	PDP	V	EM	HRF	LIGHT	CW
EC	EC			1	1	1	1	1 ¹	1	1 ³	1		1	1	1		1	1		1	
	IC				1	1		1		1			1		1						
	SCC				1	1	1	1	1 ⁴	1			1		1		1	1			
MFR	DP					1	1	1	1 ²						1 ⁷	1 ⁷	1 ⁷				
	DPS								1 ⁵	1 ²			1 ⁶	1 ⁷	1 ⁷	1 ⁷	1				
	DFW										1		1	1			1	1		1	
	DGW									1	1			1	1		1	1		1 ⁸	
	CD									1 ²	1						1	1			
	MCRE										1	1	1	1	1	1		1	1	1	
	TSBPC												1	1			1	1		1	
	GF												1	1		1	1	1	1		
	SPPF													1							
IO	IO													1	1	1	1	1		1	
	TP														1		1	1			
	PDP																1	1			
	V																				
WROF	EM																	1		1	
	HRF																			1	
	LIGHT																				
	CW																				

Figure 3.4 - NGA Interacting Threat Matrix

Kiefner reviewed 2,716 incidents in natural gas pipelines (reported between 1985 and 2015). Interacting threats were involved in 306 (approximately 12%) of the incidents [19]. When studying pipelines that ruptured at stresses less than 30% SMYS, the Kiefner study concluded that a large number of the ruptures that occurred at moderate or low stresses represent interacting integrity threats [13]. Referring to the report by Kiefner [19], there were 41 incidents which involved threats that the St. Laurent pipeline is susceptible to, with most incidents due to interactions between corrosion and defective girth welds and pipe seams. As such, a review of this incident data indicates a rupture failure rate due to threat interaction of 2.8E-6 / km.yr. When applied to the St. Laurent pipeline which includes susceptible and non-susceptible pipelines, the rupture failure rate is 2.3E-6 per km.yr.



4. Loss of Containment Outcomes

The reliability models and failure rates listed in Section 3 Asset Reliability distinguish failures according to the Rupture, Large Leak, Small Leak, and Pinhole release sizes.

Table 4.1 summarizes the reliability of the St. Laurent pipeline according to the CSA Z662 Annex O ULS and LLS Limit States. As noted in section 3.2.2.3, the large leak rate from the 3rd Party Damage reliability model was converted to a reduced equivalent rupture rate using the large leak correction factor c_r .

Table 4.1 - Summary of Failure Rates by Threat and Outcomes

Threat	Rupture and Large Leak Rate (/km.yr) – ULS	Small Leak Rate (/km.yr) - LLS
Corrosion	0	2.4E-1
TPD	6.8E-5	0
SSWC	1.1E-6	0
Manufacturing	9.0E-6	0
Delayed Failure of Mechanical Damage	3.4E-6	0
Fabrication	2.5E-7	0
Interaction of Threats	2.3E-6	0
Total Pipeline	8.4E-5	2.4E-1

The failure rates in Table 4.1 represent the per km average for the entire St. Laurent pipeline. On a segment-by-segment basis, the calculated reliability of the pipeline may vary by several orders of magnitude.



5. Tolerable Reliability Levels

5.1 CSA Z662 Annex O

The CSA Z662 – Annex O standard provides guidance for operators to apply reliability-based thresholds to their pipeline systems for the LLS and ULS limit state categories, which are defined again below for convenience:

Leakage Limit State (LLS): a limit state characterized by a small leak defined as a through-wall perforation that remains stable without reaching the burst pressure limit.

Ultimate Limit State (ULS): a limit state that leads to loss of containment and results in a significant potential for adverse safety environmental consequences. This limit state includes rupture and large leaks.

The LLS (i.e., small leaks) reliability threshold for natural gas pipelines is recommended to be $1E-3$ per km.yr based on a combination of leak impact analysis, historical leak rates, and calibration to ASME B31.8 and CSA Z662 [5].

The ULS reliability threshold for natural gas pipelines was developed considering the risk of natural gas ignited releases on human safety. The consequences of natural gas pipeline failure are proportional to the population density ρ , probability of ignition, and the hazard area; since the probability of ignition is approximately proportional to the diameter D , and hazard area is proportional to PD^2 where P is the pipeline pressure, the reliability thresholds are defined as an increasing function of ρPD^3 .

Figure O.2
Natural gas pipeline target reliability for ultimate limit states
 (See Clause 0.1.5.2.2.1.)

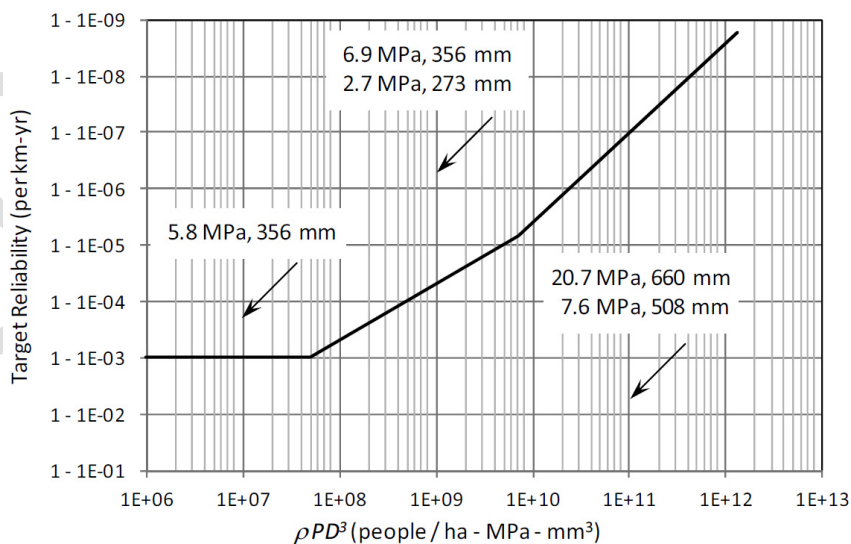


Figure 5.1 – Annex O ULS thresholds



The ULS thresholds reflect the reasonable expectation that reliability levels should become more stringent for larger pipelines operating at higher pressures in more populated areas.

For an NPS 12 pipeline at 275 psi MOP in a Class 3 (urban) location, the ULS threshold is recommended to be 5.8E-5 per km.yr.²² [5]

Figure 0.2
Natural gas pipeline target reliability for ultimate limit states
 (See Clause 0.1.5.2.2.1.)

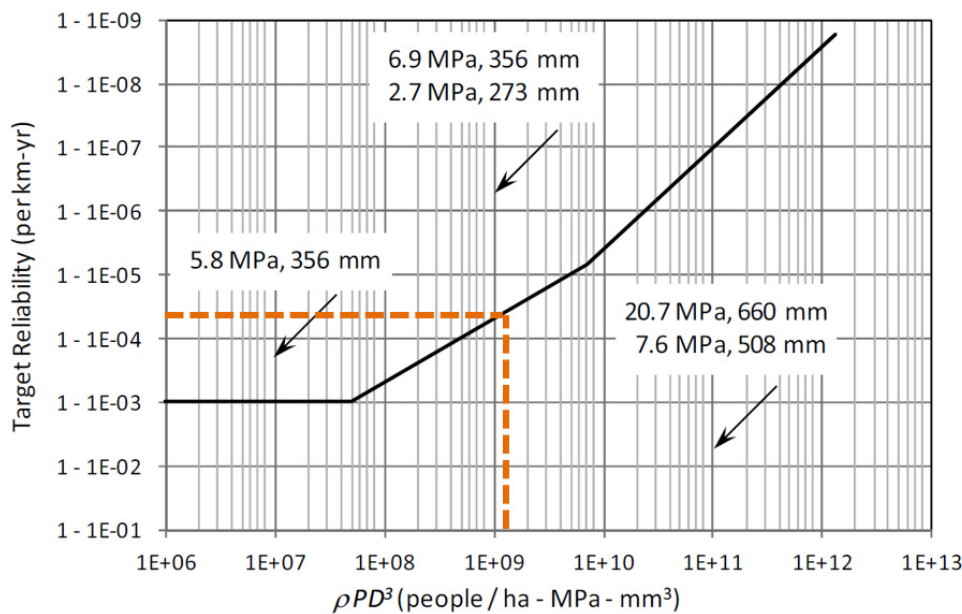


Figure 5.2 – Annex O ULS threshold for St. Laurent Pipeline

5.2 Applicability to the St. Laurent pipeline

The LLS and ULS thresholds in CSA Z662 are intended for use on gas transmission pipelines and originally established considering US transmission pipelines designed to AMSE B31.8²³, where transmission pipelines are defined in the US CFR 192.3 as a pipeline meeting any of the following criteria:

“Transmission line means a pipeline, other than a gathering line, that: (1) Transports gas from a gathering line or storage facility to a distribution center, storage facility, or large volume customer that is

²² The applied ULS threshold is based on the draft CSA Z662 expected to be published in 2023; the current (2019) CSA Z662 threshold is (a more stringent) 4.3E-5 per km.yr.

²³ In the CSA Z662-23, these will be updated to reflect design cases calibrated to CSA Z662.



not down-stream from a distribution center; (2) operates at a hoop stress of 20 percent or more of SMYS; or (3) transports gas within a storage field.

The NPS 12 St. Laurent pipeline runs at a hoop stress of 23.2% SMYS and therefore meets US CFR definition of a transmission pipeline.

In development of the LLS and ULS thresholds, 240 representative design cases were initially considered that reflect the typical characteristics of a transmission pipeline designed to ASME B31.8 and ranged between NPS 8 to NPS 42. After removal of unrealistic design cases, 142 design cases remained; these included consideration of pipelines between 20-30% SMYS:

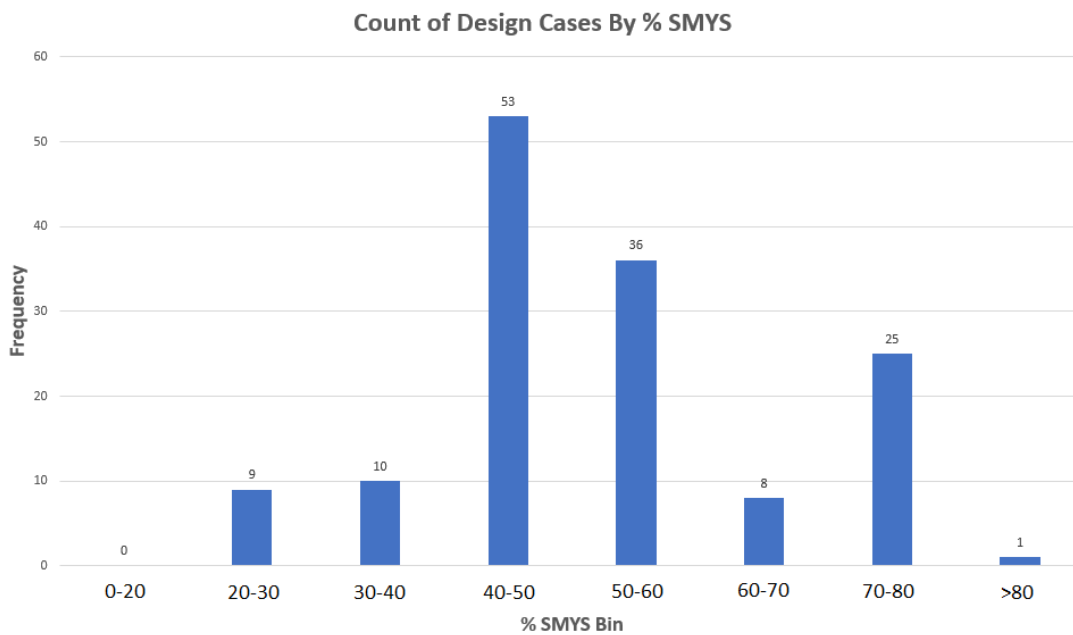


Figure 5.3 – %SMYS Design cases considered for Annex O ULS thresholds

The above considerations indicate that although the St. Laurent pipeline is considered a distribution pipeline under the TSSA, the pipeline meets industry standard definitions of a transmission pipeline and falls within the scope of intended pipelines that the LLS and ULS thresholds were originally designed and calibrated to. This indicates that the LLS and ULS thresholds in Annex O can serve as a reasonable reliability benchmark for the St. Laurent pipeline.



5.3 Segment Reliability

Failure rates for each individual 100m length segment are shown in Figure 5.4 and Figure 5.5 for the LLS and ULS limit states, along with their respective limits and targets.

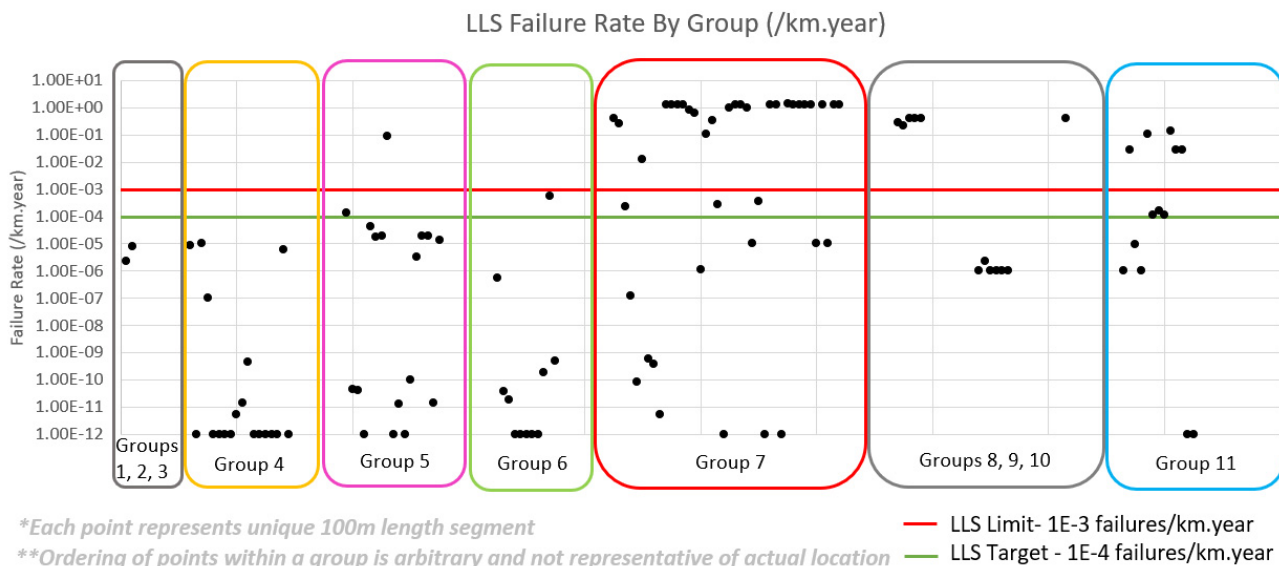


Figure 5.4 - Annex O LLS Assessment

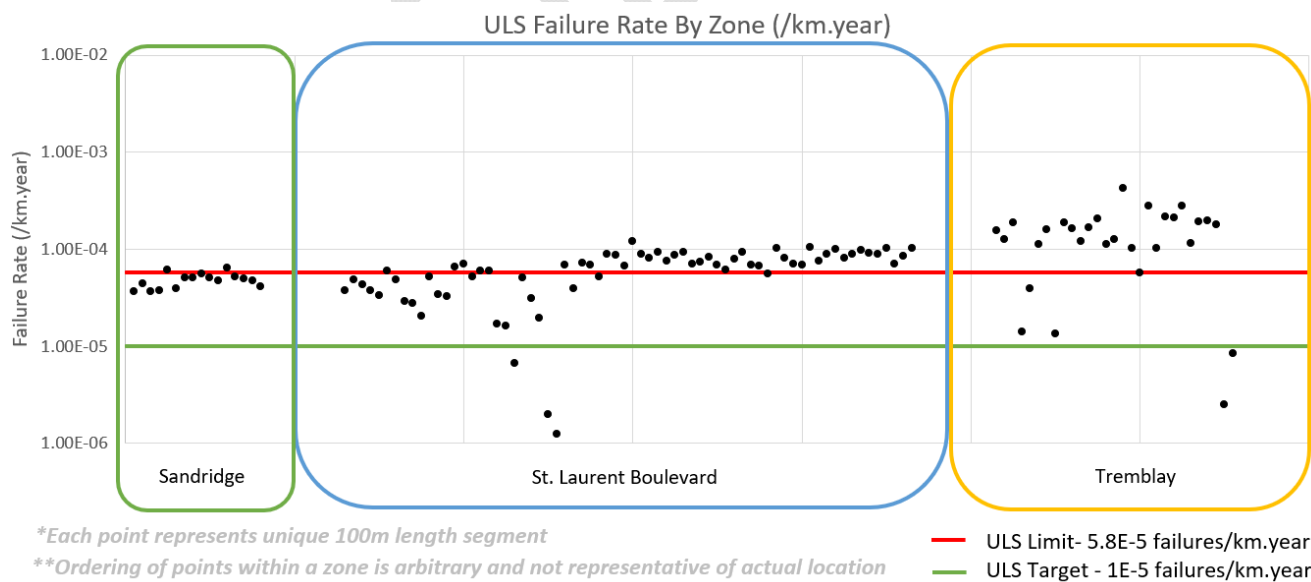


Figure 5.5 - Annex O ULS Assessment



The LLS limit and targets have been set by adopting the Annex O LLS threshold as the limit (i.e. Red line) and one order of magnitude lower than the limit for the target (i.e. Green line). For ULS, the Annex O ULS threshold has been adopted as the limit and the Enbridge ULS threshold (1.0E-5) has been adopted as the target.

5.4 Reliability Maps

Figure 5.6 and Figure 5.7 show the reliability of the pipeline based on the LLS and the ULS with 100m segmentation granularity. Coloring has been applied based on each limit state's respective limits and targets.

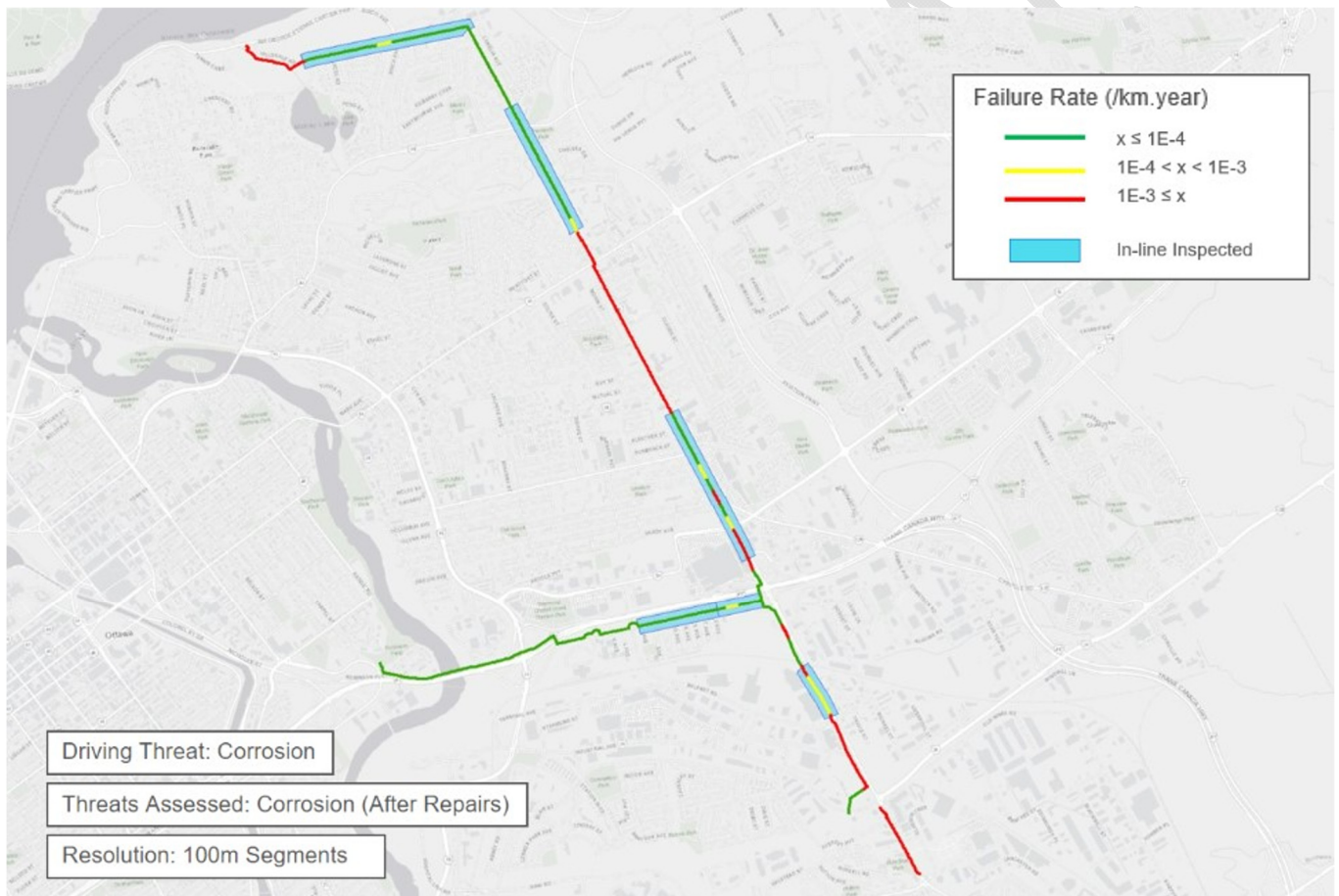


Figure 5.6 - St. Laurent Pipeline Small Leak (LLS) Map (100m Segments)

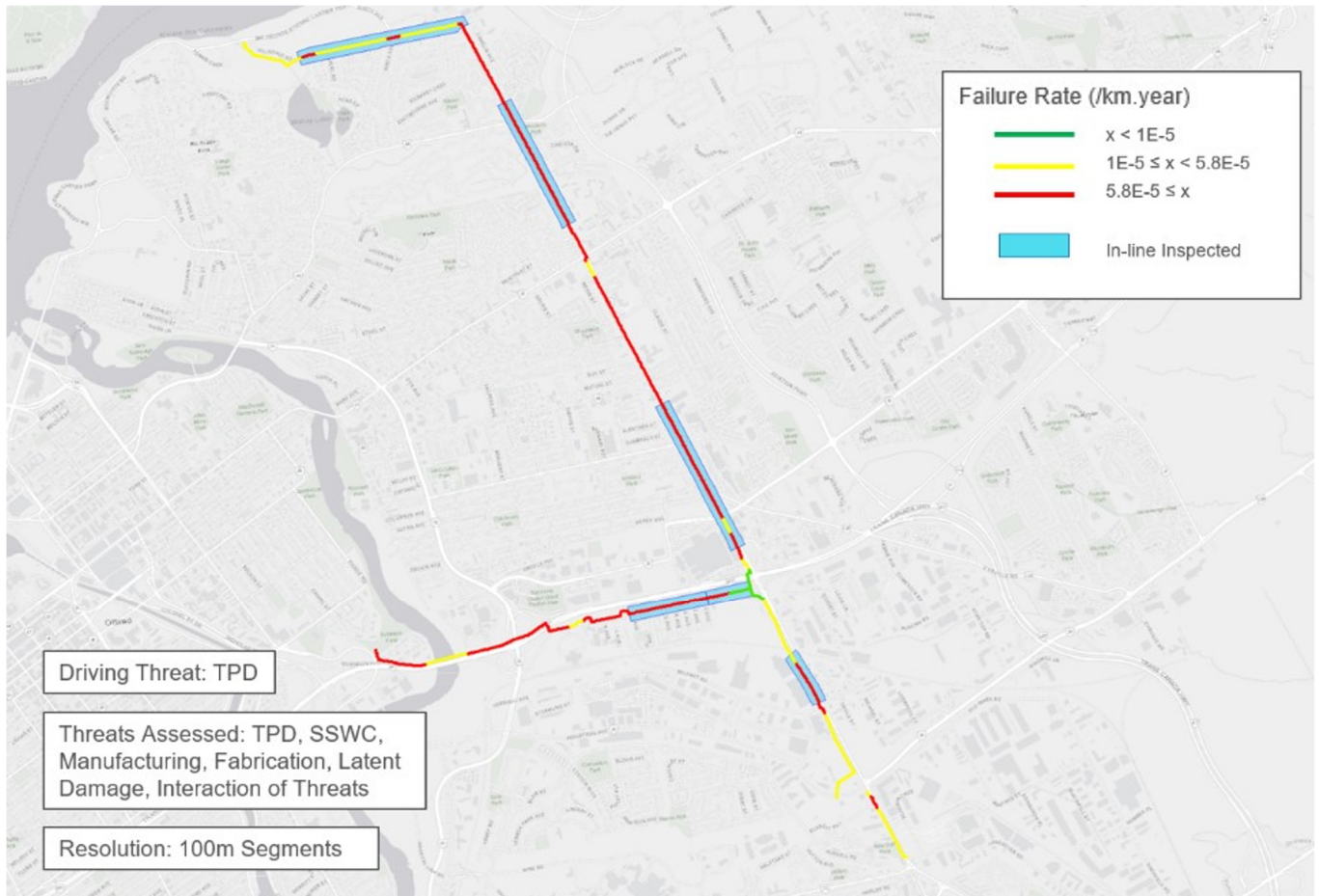


Figure 5.7 - St. Laurent Pipeline Large Leak and Rupture (ULS) Map (100m Segments)

Figure 5.8 shows the overall reliability of the pipeline by combining the LLS and ULS limit states as assessed against their respective targets / limits. The combined reliability map is colored based on the worst-case reliability level from either the LLS or ULS map. (i.e. "Above Limit" means that either the LLS or ULS limit was exceeded).

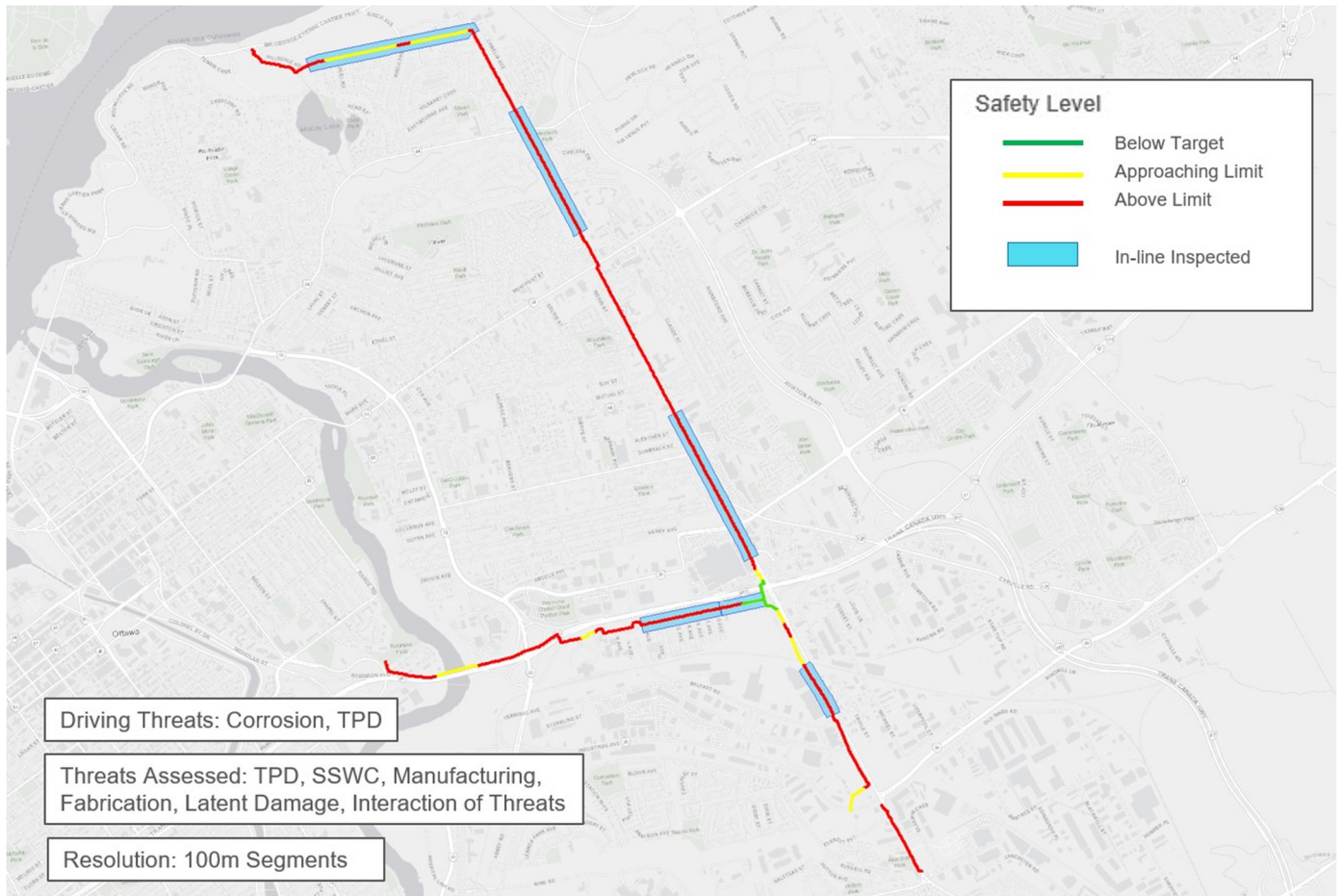


Figure 5.8 - St. Laurent Pipeline Combined Map (100m Segments)

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6. Consequences

6.1 Significant Incidents on Distribution Assets

Based on PHMSA incident data on Distribution pipelines, a hazard rate of approximately $1.73E-5$ per km.yr of significant incidents (meeting PHMSA’s reporting thresholds) are observed [20]. This rate can act as a benchmark for operators of distribution networks with an objective to perform better than the historical average of significant incidents in distribution pipelines across the industry.

Table 6.1 builds on the pipeline-specific reliability levels described in Table 4.1 by converting the Rupture, Large Leak, and Small Leak outcomes to an equivalent significant incident rate which is aligned with the PHMSA significant incident definition. Significant incident rates were calculated based on PHMSA distribution annual report data between 2010-2021 that shows approximately 18% of corrosion leaks and 89% of excavation damage failures resulted in a “hazardous leak”²⁴, which is defined as a leak that “represents an existing or probable hazard to persons or property and requires immediate repair or continuous action until the conditions are no longer hazardous”. Given the urban environment that the St. Laurent pipeline traverses, it is expected that all leaks meeting the definition of “hazardous” would also meet PHMSA “significant” incident criteria:

- A death, or personal injury necessitating in-patient hospitalization (or)
- Estimated property damage of \$50,000 or more (in 1984 US Dollars)²⁵, including a loss to the operator and others, or both, but excluding the cost of gas lost, or
- Unintentional estimated gas loss of three million cubic feet or more

Table 6.1 - Failure Rates Converted To Equivalent Significant Incident Rates

Threat	Rupture (/km.yr)	Large Leak (/km.yr)	Small Leak (/km.yr)	Significant Incident Rate (/km.yr)
Corrosion	0	0	2.4E-1 (x 18%)	4.3E-2
TPD	0	3.1E-3 (x 89%)	0	2.8E-3
SSWC	1.1E-6 (x 100%)	0	0	1.1E-6
Manufacturing	9.0E-6 (x 100%)	0	0	9.0E-6
Latent Damage	3.4E-6 (x 100%)	0	0	3.4E-6
Fabrication	2.5E-7 (x 100%)	0	0	2.5E-7
Interaction of Threats	2.3E-6 (x 100%)	0	0	2.3E-6
			Total	4.6E-02

²⁴ See details in Appendix G

²⁵ \$129,300 USD in 2022 dollars [21], or approximately \$171,969 CAD using a conversion rate of 1 USD ≈ 1.33 CAD



The total per km Significant Incident Rate estimated for the St. Laurent system is orders of magnitude higher than the historical per km average of significant incidents across the industry.

6.2 Public Impacts and Financial Consequences

The below section presents a discussion of the potential consequences of a failure including adverse effect on people, property, the environment, or a combination thereof.

6.2.1 Health & Safety

The St. Laurent pipeline is considered to have high possible public safety consequence due to a variety of factors. The pipeline traverses a highly urban location and is in close proximity to many residential, commercial, and office buildings. Due to this proximity, in the event of a small or large leak, the pipeline is considered susceptible to migration (and subsequent ignition / explosion) of gas. The St. Laurent piping system is considered to have an elevated probability of migration and explosion in the event of a leak due to the high number of roadways and hard surfaces and longer periods of frozen soil in the regional climate, which prevent gas from being able to permeate to the surface.²⁶

In addition, large leaks that do not migrate also have the potential to ignite at the leak source, resulting in a local jet fire. Due to the urban location mentioned previously and considering in addition the proximity to highly travelled motorways such as the 417 Highway and the St. Laurent Boulevard, such an event would be expected to pose a high health and safety risk to the public. The risk (encompassing both the probability and consequence of the event) of this outcome is considered in the Annex O ULS reliability target.

Based on a satellite imagery survey commissioned by Enbridge Gas [22], there are 340 buildings within 50m of the pipeline system as shown in Table 6.2.

Table 6.2 - Number of Buildings within 50m²⁷ of Pipeline System

Building Type	Number of Occupied Buildings
Multi-Family (Condos, Apartments, MDUs)	83
Single Family Resident	142
Retail	40
Office	8
Commercial	19
Health Care	4
In Home Business	7

²⁶ Approximately 81% of the pipeline is permanently underneath a road or an impermeable hard surface. Seasonal changes in temperature may also turn soft surfaces impermeable due to frost.

²⁷ The 50m assessment distance is a reasonable approximation of the vicinity in which a migration explosion event is possible. It is also approximately equal to the Pipeline Impact Radius (PIR) given a rupture and ignition (jet fire) event.



Industrial	5
Specialty	30
Auto Repair	6
Car Wash	1
Lodge/Meeting Hall	1
Museum	1
Police / Fire Station	1
Radio/TV Transmission Facility	1
Religious Facility	6
Educational Facilities	12
Swimming Pool	1
Unknown	2
Total	340

6.2.2 Operational Reliability

The St. Laurent Pipeline is a critical part of the natural gas distribution system in the City of Ottawa and surrounding areas (including Gatineau, Quebec). Customers that are reliant on this pipeline system include those providing critical services (e.g. hospitals), which count on a reliable, dependable energy source for their daily operations.

A review of gas demand has been completed to assess the customer impact of a service shutdown on the St. Laurent pipeline in Spring (1 degree day) and Winter (47 degree days). The projected customer losses are shown in Table 6.3.

Table 6.3 – Customer Impact Assessment

Customer Type	Number of Customers Lost	
	1 Degree Day (17C)	47 Degree Days (-29C)
Residential	15,342	56,511
Apartment	31	283
Commercial	1,292	5,382
Industrial	11	24
Total	16,676	62,200

6.2.3 Highway Operations

A leak and subsequent emergency repair on the St. Laurent pipeline would cause a severe disruption to the traffic flow in this area as any roadway would need to be shut down to access the pipeline. The St. Laurent pipeline system traverses roadways and highways with high volumes due to the large number of residential,



retail, and commercial buildings in this area. The estimated daily traffic volumes (which would be impacted as a results of a failure) are summarized below:

- This pipeline system traverses a 400-series Highway (Highway 417) and its off-ramps for approximately 300m. Based on published MTO Provincial Highway Traffic Volumes, Highway 417 observes an Annual Average Daily Traffic of 152,000 vehicles per day, primarily composed of Urban Commuters [23].
- This pipeline system is primarily located along the St. Laurent Blvd. Road ROW which sees similar daily traffic densities as the 417 Highway based on human occupancy/traffic data collected through cellular signals [22].

Based on the above vehicle volume statistics on the adjacent roadways to St. Laurent, any failure would result in significant disruption to the vehicle traffic and access to residential areas, schools, retail, and commercial buildings.

6.2.4 Financial

This section described the possible financial consequences of a pipeline failure due to property damage, re-lighting of customer homes, and costs of performing a repair on the pipeline.

6.2.4.1 Public & Private Property Damage

Significant public property damage financial consequences can be realized when a pipeline failure results in a jet fire or migration and subsequent explosion. Average historic public and private property damage costs recorded in the PHMSA gas distribution incident record (not including costs to the pipeline operator facilities) due to distribution pipeline migration and explosion incidents are shown in Table 6.4.

Table 6.4 – Private/Public Property Damage from PHMSA Incident Data (2010-2019)

Property Type	Count of Incidents	Average PHMSA Costs Incurred (CAD)
Residential	239	\$397,430
Multi-Residential / Residential Condos	49	\$1,275,443
Commercial properties generating income (e.g. restaurants, shops, malls, office buildings)	35	\$3,380,948
Other (e.g. warehouses, special purpose properties not commonly sold on market)	13	\$2,465,379

There is a high level of variance in the property damage costs associated with an incident. As shown in Figure 6.1, the top quartile on the costs can be almost an order of magnitude higher than the median of the observed



costs. Outlier property costs (not shown in Figure 6.1) have also been observed in the incident database exceeding \$20 million USD.²⁸

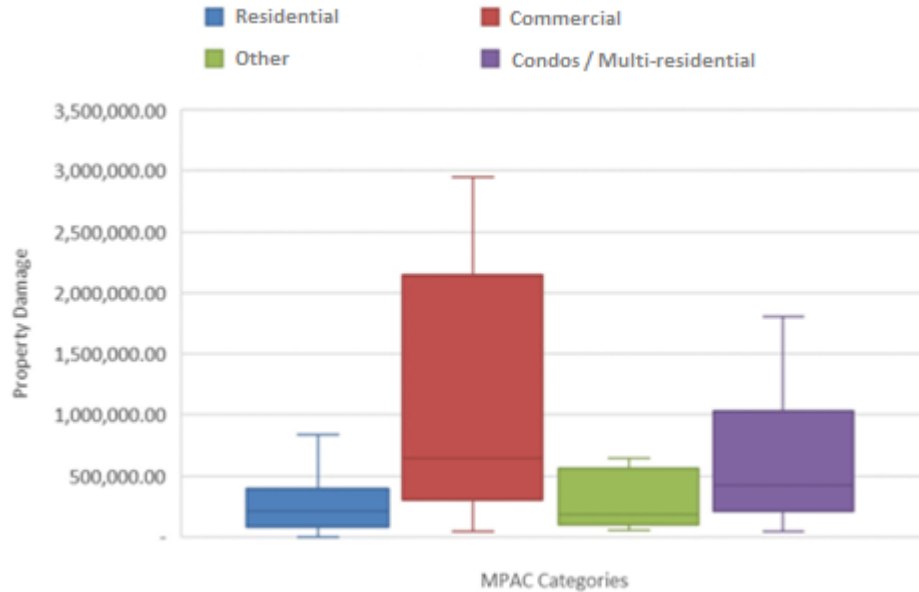


Figure 6.1 - Public/Private Property Damage from PHMSA Incidents (USD)

6.2.4.2 Customer Re-Lights and Residential/Commercial Claims

The Operational Reliability section describes an average and worst-case scenario of operational disruption due to a pipeline failure incident at various times of the year. This outcome can be realized in emergency scenarios where the pipeline needs to be shut off without a bypass to ensure the safety of workers and the public. The costs associated with turning off meters (Make Safe), relighting customers (Re-Light), and claims associated with gas outage for each scenario are summarized in Table 6.5 [24].

Table 6.5 – Estimated Average Costs resulting from Operational Disruption

Property Type	1 Degree Day (17C) Scenario	47 Degree Days (-29C) Scenario
Customer Loss	16,676	62,200
Make Safe Costs	\$177,243	\$334,748
Re-Light Costs	\$529,928	\$1,002,444
Travel Costs	\$163,425	\$309,905
Commercial/Industrial Claims	\$13,029,959	\$33,619,992

²⁸ PHMSA gas distribution incident reports: 20130031, 20180073, and 20190049



Residential Claims	\$2,690,276	\$9,184,825
Administrative Costs	\$155,000	\$155,000
Temporary Facilities Costs	\$200,000	\$200,000
Deferred Work Costs	\$32,303	\$50,838
Contingency Costs ²⁹	\$2,899,602	\$7,083,339
Total Costs³⁰	\$19,877,736	\$51,941,091

6.2.4.3 Repair/Replacement Costs

In the event of a leak or rupture, an immediate repair of the pipeline will be necessary which will result in costs to repair including planning, permitting, excavation, and materials. Given the immediate need for the repair, the emergency nature of the work will increase the costs in comparison to the same work completed on a planned basis due to expedited planning and permitting requirements and overtime work. In addition, timing of the repair cannot be planned to minimize gas demands resulting in the possibility of performing a repair at a time of the year with high gas demands, requiring larger bypass piping (if bypass is possible). Table 6.6 provides a list of actual costs due to repairs completed on the St. Laurent pipeline on a planned basis (i.e. an immediate health and safety concern was not present).

Table 6.6 –Costs resulting from Repair / Replacement

Year	Event	Details	Cost ³¹
2013	Main Repair	Leak on Tremblay (W of St. Laurent)	\$151,550.47
2014	Integrity Dig	NPS 16 Pipe repairs	\$172,198.52
2019	Leak – Pipe Replacement	Leak at intersection of Industrial Ave. and St. Laurent (Leak location inaccessible resulting in pipeline replacement in a new location)	\$3,182,417
2022	Integrity Feature – Pipe Replacement	Critical ML Feature (>80% Depth) on HWY 417 Ramp (Location inaccessible resulting in pipeline replacement in a new location)	\$3,050,000

²⁹ Contingency is described as the amount of funds set aside to account for unquantified costs at the time a cost estimate is completed and is intended to cover anticipated risks to the project/program. The contingency amount applied to a project/program is reflective of the status of project/program development, project/program risk profile and expected construction characteristics.

³⁰ Excludes contractor and internal replacement costs

³¹ Actual costs incurred in the year of repair are not adjusted for inflation



7. Risk Management

7.1 Risk Management Framework Standard

The Safety & Reliability (S&R) department within Enbridge is responsible for establishing enterprise-wide minimum standards in the field of safety and reliability. The Risk Management Framework Standard (RMFS) was developed in 2018 and provides guidance on Risk Management approaches and risk classifications to be applied in the various business units.[25] The Framework Standard is designed to enable Enbridge to align and integrate its Safety & Reliability (S&R) management systems.

The Operational Risk Assessment Matrix can be used to support Risk-Informed Decision Making in all Enbridge business units. This risk matrix is intended to be applied to the assessment of scenarios or events that could result in health or safety impacts to the Enbridge workforce or the public, damage to the environment, impacts to the reliability of Enbridge assets, reputational damage, or financial losses. The Operational Risk Matrix is shown in Figure 7.1. The complete matrix with details of the Probability and Consequence classifications is shown in *Appendix F - Enbridge Operational Risk Matrix*.

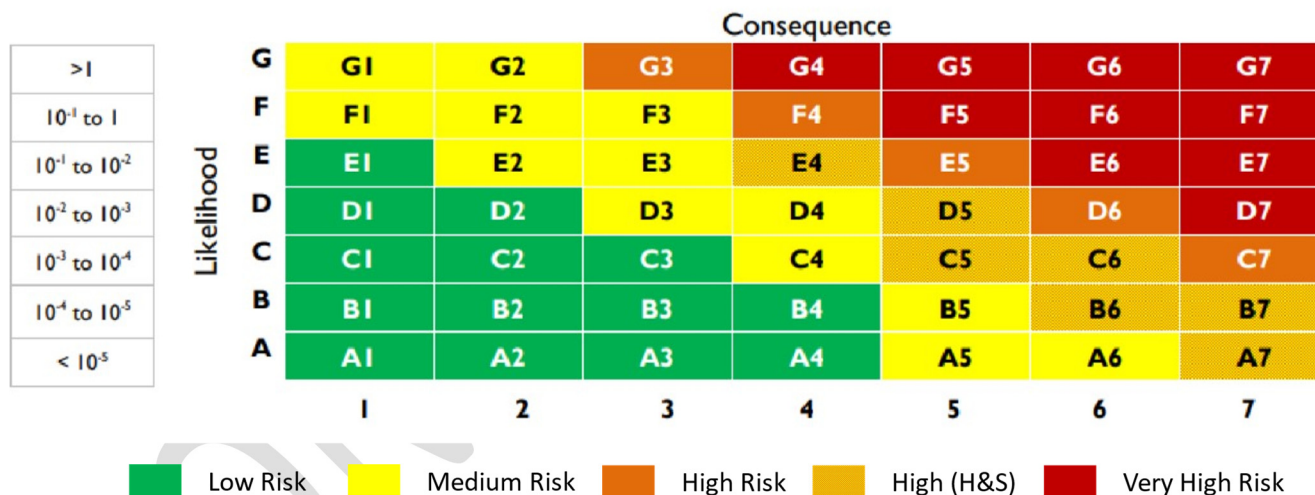


Figure 7.1 – Enbridge Standard Operational Risk Assessment Matrix

7.2 Enbridge Standard Operational Risk Assessment Matrix Mapping

The application of the Enbridge Operational Risk Assessment Matrix is performed by leveraging the reliability and consequence sections of this report. The probability of each scenario is calculated by combining the assessed reliability in Section 3 with additional conditional probabilities that a given outcome will occur. The consequences are determined by consulting with Subject Matter Experts (SMEs) and incorporating data-driven models, where available. The full scope of the St. Laurent pipeline (11.2km) is applied in mapping the outcomes/scenarios to risk matrix.



7.2.1 Health & Safety Risks

7.2.1.1 Health & Safety Outcome 1 (HS1) – Migration + Explosion of nearby structure

As described in Section 6.2.1, pipeline leaks may pose a significant Health & Safety risk if gas migrates into a nearby building and causes an explosion. In this scenario, an underground leak migrates through the soil or via below-ground infrastructure, reaches an enclosed area or structure, accumulates to ignitable gas concentrations, and encounters an ignition source.

Probability

The probability of a migration and explosion event (M+E) is determined by multiplying the probability of a leak by the conditional probability that the leak may migrate into a nearby building and cause an explosion. The conditional probabilities of migration explosion have been determined through a review of migration-related ignitions in the PHMSA incident repository and shown in Table 7.1. The full details of the approach to determine condition probabilities of migration-explosion are outlined in the DIMP Risk Algorithm Document (RAD). [8]

Table 7.1 – Migration + Explosion – Average Industry Probabilities for Steel Mains

Threat	Probability of Migration + Explosion Given a Failure
Third Party Damage (Large Leak)	4.1E-4
Corrosion (Small Leak)	1.8E-4

The conditional probabilities listed in Table 7.1 are based on a system-wide average that considers pipelines with varying levels of susceptibility to migration and explosion (e.g. factors such as building density near pipeline, hard surfaces, migration pathways, etc). As described in Section 6.2.1, the St. Laurent pipeline system is assessed to have a higher-than-average susceptibility based on the environment in which it operates. As such, the rates provided in Table 7.1 can be considered an unconservative (low) estimate of migration and explosion conditional probabilities. The probability of a migration and explosion event on the St. Laurent pipeline is calculated as:

$$P_{(M+E)} = P_{(M+E | Small Leak-Corrosion)} \times P_{(Small Leak-Corrosion/yr)} + P_{(M+E | Large Leak-TPD)} \times P_{(Large Leak-TPD/yr)}$$

$$P_{(M+E)} = 1.8E-4 \times 2.7 + 4.1E-4 \times 3.5E-2$$

$$P_{(M+E)} = 5.0E-4 \text{ migration+explosion events/year}$$

Consequence

The consequences of a migration and explosion event will vary greatly based on the building that is affected and its average occupancy levels. Table 6.2 describes the number of buildings and types which are close enough to the St. Laurent pipeline where migration and explosion events are possible. The consequences due



to health and safety are qualitatively estimated based on the data gathered in Table 6.2 and the DIMP RAD section 5.3.1 as described in Table 7.2.

Table 7.2 – Fatality Risks of a Migration and Explosion Event

Estimate	Fatality	Justification
Minimum	0.5	- The minimum fatality consequence assumes an explosion in an unoccupied structure, likely only resulting in possible injuries.
Most Likely	1	- The best estimate for fatality consequence for a mix of residential, multi-residential, and commercial structures.
Maximum	20	- The maximum fatality consequence assumes a failure near a larger office, commercial buildings, religious facilities. It also includes failures in buildings which may take longer to evacuate such as schools or health care settings.

7.2.1.2 Health & Safety Outcome 2 (HS2) – Local Ignition at failure site

As described in Section 6.2.1, large pipeline leaks or ruptures may also pose a significant Health & Safety risk through immediate ignition or delayed ignition near the source of the failure. In this scenario, ignition may occur immediately if sufficient kinetic energy is present in the initial moment of burst, or after a slight delay until the gas encounters a nearby ignition source (e.g. excavation equipment). Both jet fires and flash fires have been observed in industry on distribution pipelines.

Probability

The probability of local ignition at the failure site (for a given leak size) can be estimated by calculating the expected mass flowrate of gas following failure. The equations used to estimate the mass flowrate from an orifice are described in detail in Section 5.2 in the DIMP Risk Algorithm Document (RAD). The conditional probability of ignition given the failure can then be estimated following the guidelines in the OGP report 434-6.1 – Ignition Probabilities for an urban release [29]. The probabilities of ignition following a large leak and rupture are listed in Table 7.3.

Table 7.3 – Local Ignition Probabilities – Large Leaks and Ruptures

Threat	Release Rate (kg/s)	Probability of Local Ignition Given a Failure
Large Leak	5.4	0.02
Rupture (NPS 12)	247	0.35

$$P_{(Ignition)} = P_{(Ignition | Large Leak)} \times P_{(Large Leak / yr)} + P_{(Ignition | Rupture)} \times P_{(Rupture/yr)}$$

$$P_{(Ignition)} = 0.02 \times 3.5E-2 + 0.35 \times 1.8E-4$$

$$P_{(Ignition)} = 7.6E-4 \text{ ignition events/year}$$



Consequence

The health & safety consequences of a local ignition can vary from injuries to fatalities depending on the magnitude of the fire and the number and vulnerability of people present. These consequences are qualitatively estimated based on SME judgement as described in Table 7.4.

Table 7.4 – Fatality Risks of a Local Ignition Event

Estimate	Fatality	Justification
Minimum	0.5	- No fatalities, injuries
Most Likely	1	- The best estimate for fatality consequence assumes a failure with an exposed individual present (likely during excavation activities)
Maximum	10	- The maximum fatality consequence assumes a rupture affecting a highly travelled motorway such as the St. Laurent Boulevard or the 417 Highway

7.2.1.3 Health & Safety Risks – Operational Risk Assessment Matrix Mapping

The results of the assessed Health and Safety Risk outcome is shown in Figure 7.2.

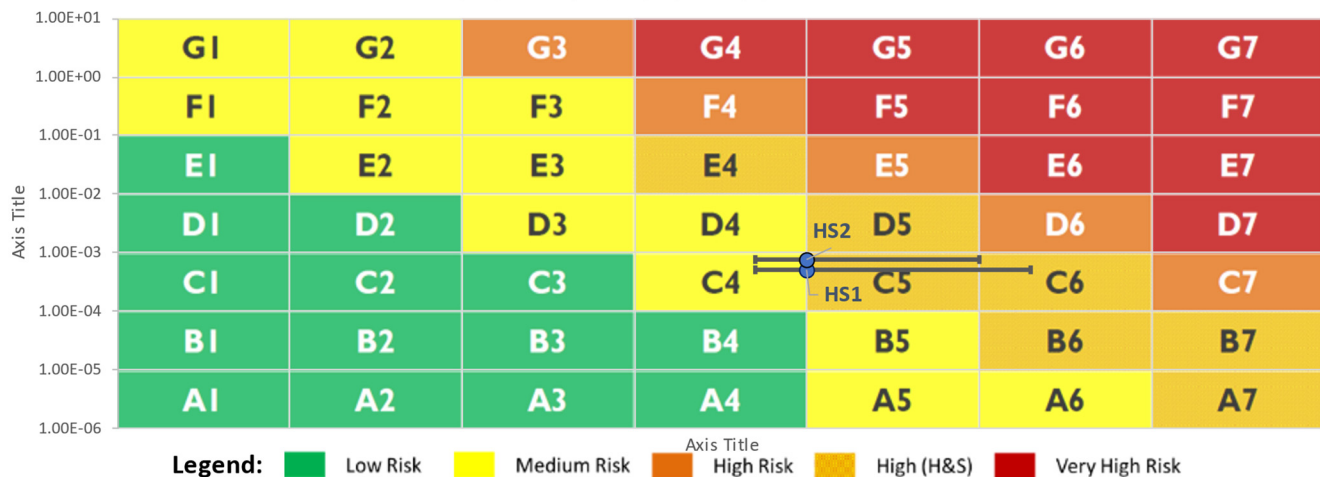


Figure 7.2 - Enbridge Operational Risk Assessment Matrix - Health & Safety Risks



7.2.2 Operational Disruption Risks

7.2.2.1 Operational Disruption Outcome (OD) – Customer Losses due to operational disruptions

In an emergency where a leak on a pipeline is confirmed, Enbridge’s top priority is to perform “Make Safe” actions to protect its workers and the public from harm. Enbridge will also consider any possible Environmental impacts of a large leak on the pipeline to ensure it meets its Environmental, Social and Governance (ESG) commitments. Based on a case-by-case assessment, it may be required to perform an immediate isolation of the hazardous pipe segment by closing nearby valves or restricting the gas flow using a “squeeze-off” technique.

Probability

The probability of this scenario is assessed by multiplying the probability of events by the conditional probability that the event would lead to an operational disruption. Based on SME judgment and industry data, the following conditional probabilities are applied:

$$P_{(Operational\ Disruption\ | \ Small\ Leak)} = 1\%$$

$$P_{(Operational\ Disruption\ | \ Large\ Leak)} = 80\%$$

$$P_{(Operational\ Disruption\ | \ Rupture)} = 100\%$$

The total probability of operational disruption is calculated below:

$$\begin{aligned} P_{(Operational\ Disruption)} &= P_{(Operational\ Disruption\ | \ Small\ Leak)} \times P_{(Small\ Leak/yr)} \\ &+ P_{(Operational\ Disruption\ | \ Large\ Leak)} \times P_{(Large\ Leak/yr)} \\ &+ P_{(Operational\ Disruption\ | \ Rupture)} \times P_{(Rupture/yr)} \end{aligned}$$

$$P_{(Operational\ Disruption)} = 0.01 \times 2.7 + 0.8 \times 3.5E-2 + 1 \times 1.8E-4$$

$$P_{(Operational\ Disruption)} = 5.5E-2 \text{ operational disruptions/year}$$

Consequence

Section 6.2.2 describes the customer impact of a service shutdown on the St. Laurent pipeline in Spring (1 degree day) and Winter (47 degree days). In addition to the outside temperature, the location at which the failure occurs along the pipeline can impact the resulting customer losses, resulting in a large range of possible outcomes. A qualitative assessment of the Operational Disruptions consequences was completed by comparing the simulated customer loss scenarios with the business-unit specific Operational Disruption consequence criteria.



Table 7.5 –Operational Disruption Customer Loss Consequences

Estimate	Customer Loss Consequence Category	Justification
Minimum	4	Failure in a pipeline location yielding minimal customer loss.
Most Likely	6	1 Degree Day Scenario with failure near control station as per Table 6.3 - Customer Impact Assessment
Maximum	7	47 Degree Day Scenario with failure near control station as per Table 6.3 - Customer Impact Assessment

7.2.2.2 Operational Disruption Risks – Operational Risk Assessment Matrix Mapping

The result of the assessed Operational Risk outcome is shown in Figure 7.3.

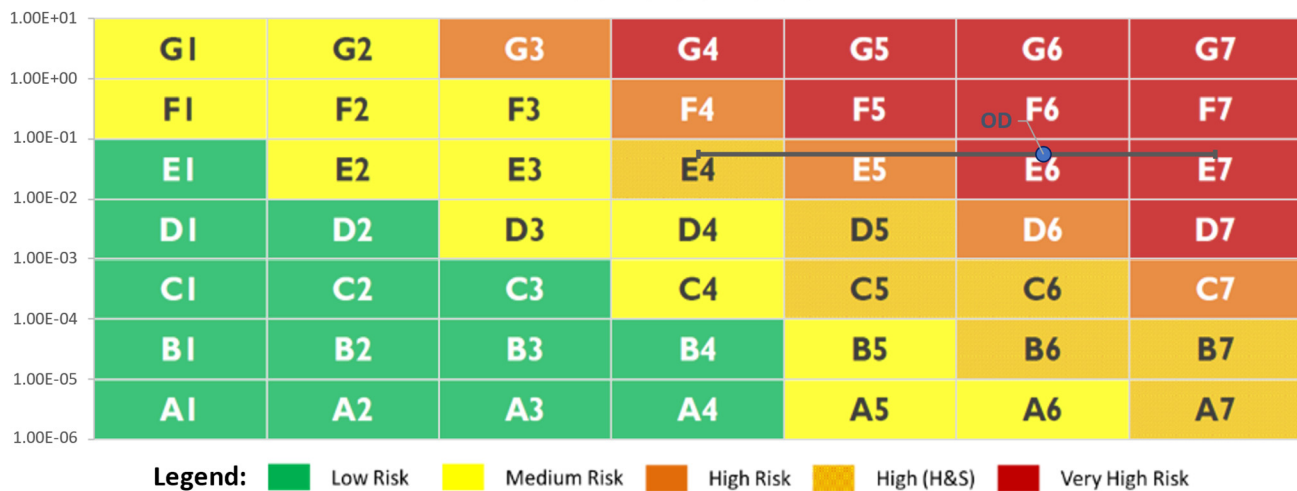


Figure 7.3 - Enbridge Operational Risk Assessment Matrix – Operational Disruption Risks

7.2.3 Financial

7.2.3.1 Financial Outcome 1 (F1) – Small leak resulting in pipeline repair or replacement

The highest financial risk is associated with the scenario of a small leak on the St. Laurent pipeline where a bypass can be installed to mitigate any customer impacts. The Probability and the Financial Consequences of this scenario are described below.



Probability

$$P_{(Small\ Leak)} = 2.4 \times 10^{-1} \text{ failures/km.yr} \times 11.2\text{km} = 2.7 \text{ failures/km.yr}$$

Consequence

The costs associated with a repair of a small leak on the St. Laurent pipeline were determined through consultation with major projects construction and regional operations subject matter experts. The costs estimates were based on recent excavation, repair, and replacement projects on the St. Laurent pipeline. Given that the costs of a leak can vary greatly based on its location and accessibility, the consequences are presented as a range of values as described in Table 7.6.

Table 7.6 – Repair Costs of Corrosion Leak on Pipeline

Estimate	Value (\$)	Justification
Minimum	\$250,000	- Cost basis reflects actual costs for planned work for corrosion leaks on St. Laurent in easy to excavate locations (e.g. grass field). - Additional consideration for supplemental crews, overtime, emergency material procurement to facilitate emergency repairs. Immediate nature of work could also require larger bypass fittings/piping in winter months.
Most Likely	\$500,000	- Cost basis reflects actual costs for planned work for corrosion leaks on St. Laurent in typical excavation locations (e.g. hard surface, near roadway, traffic control). - Additional consideration for supplemental crews, overtime, emergency material procurement to facilitate emergency repairs. Immediate nature of work could also require larger bypass fittings/piping in winter months.
Maximum	\$3,000,000	- Cost basis reflects actual costs for planned work for corrosion features that required remediation in difficult to access locations which require larger scale replacement projects. - Additional consideration for supplemental crews, overtime, emergency material procurement to facilitate emergency repairs. Immediate nature of work could also require larger bypass fittings/piping in winter months.

7.2.3.1 Financial Outcome 2 (F2) – Failure resulting in financial costs due to operational disruptions

The operational disruption risks described in Section 7.2.2 also result in a financial consequence to the organization due to the costs of activities or penalties that are a result of a gas outage.

Probability

The probability of an Operational Disruption is calculated in Section 7.2.2.1.

$$P_{(Operational\ Disruption)} = 5.5E-2 \text{ operational disruptions/year}$$



Consequence

The financial consequences of operational disruptions on the St. Laurent pipeline relate to make-safe activities, customer re-lights, residential/commercial claims, etc. as described in Section 6.2.4.2. The estimated consequences have a large amount of variation as the operation impact is significantly dependant on both the locations where gas flow will be disrupted along the pipeline and the outside temperature at the time of failure.

Table 7.7 – Operational Disruption Customer Loss Consequences

Estimate	Value (\$)	Justification
Minimum	\$10K	Failure in a pipeline location yielding minimal customer loss.
Most Likely	\$20M	1 Degree Day Scenario with failure near control station as per Table 6.5 - Estimated Average Costs resulting from Operational Disruption
Maximum	\$52M	47 Degree Day Scenario with failure near control station as per Table 6.5 - Estimated Average Costs resulting from Operational Disruption

7.2.3.2 Financial Risks – Operational Risk Assessment Matrix Mapping

The results of the assessed Financial Risk outcomes are shown in Figure 7.4.

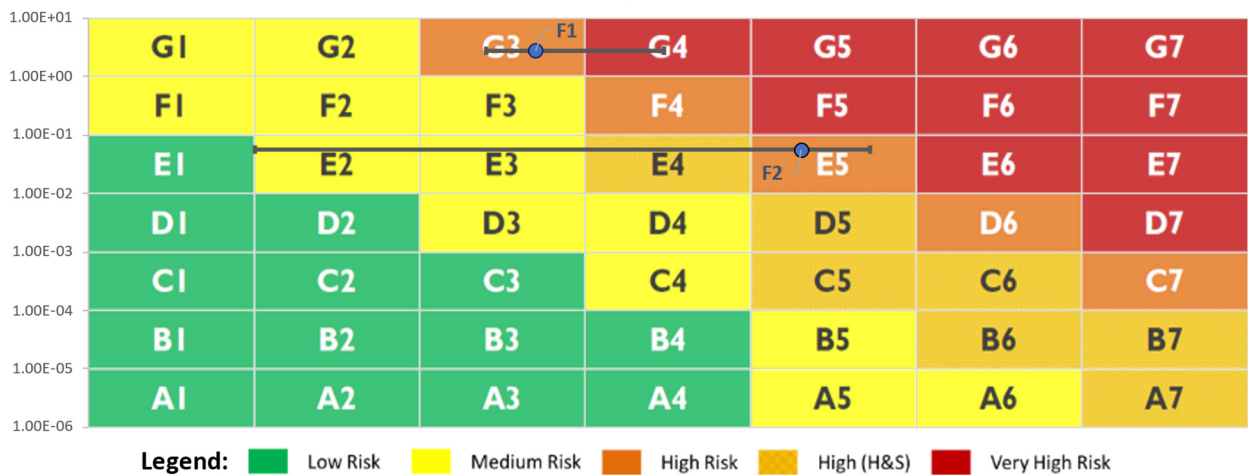


Figure 7.4 - Enbridge Operational Risk Assessment Matrix - Financial Risks



7.2.4 Combined Operational Risk Assessment Matrix Plot

The most significant risks associated with a failure (leak or rupture) of the St. Laurent pipeline are overlaid in Figure 7.5. This mapping uses a combination of quantitative inputs and qualitative assessments to assess the risk based on the Enbridge-wide operational risk matrix.

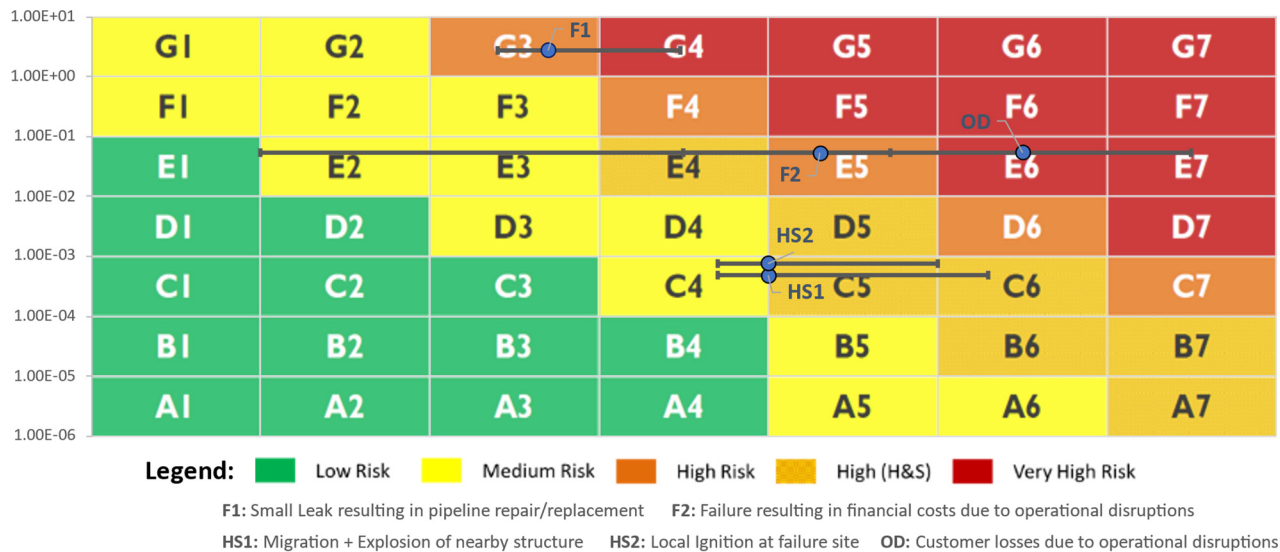


Figure 7.5 - Enbridge Operational Risk Matrix – All Significant Outcomes

As per the mapping to the Enbridge Standard Operational Risk Assessment matrix, multiple or the possible outcomes on the St. Laurent pipeline meet the enterprise S&R Framework definition of High Risk or Very High Risk.

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8. Assumptions and Sensitivity

The quantitative reliability and risk assessments described in this report provide the best estimate of the reliability of the pipeline system, leveraging the available pipeline-specific condition data and industry standard modelling approaches. A discussion of impactful assumptions in these models is presented in the following section, including their impacts on the results of the assessment. Confidence bounds on the best estimates are established which allow for risk-informed decision making that can consider both the calculated values and uncertainty around the risk and reliability.

The Asset Reliability results indicate that the risk on the St. Laurent pipeline is primarily driven by the Corrosion and Third-Party Damage threats. As such, higher emphasis was placed on establishing the confidence bounds on these reliability models.

8.1 Corrosion

The variations made to the corrosion reliability calculations to establish confident limits are discussed below:

- **Upper Limit** – The upper limit was established by including a larger scatter (standard deviation) on the tool reported corrosion features in the structural reliability calculations, in addition to an increased bias. This can be considered conservative given that the NDE findings were primarily on feature less than 40% in depth. As such, it is possible that the assessed unity plot does not provide enough data to provide statistically valid sample size in assessing the variation in the sizing for larger features.
- **Best Estimate** – The best estimate applies the standard Enbridge structural reliability model for assessing the probability of failure of Corrosion defects based on inspection data. This model employs a Probability of Exceedance (POE) approach that uses the ASME Modified B31G limit state equation. A failure criterion of 80% of wall thickness is adopted to account for the limitations of the Modified B31G failure criterion, tool sizing limitations past a depth of 80%, and uncertainties in the failure prediction model parameters. For the best estimate, the bias observed in the tool reporting against field data is account included, but larger tool tolerances based on the observed scatter in the sizing is not included.
- **Simplified Estimate** – The simplified estimate follows the same assumptions as the best estimate, but without differentiating between different corrosion areas or coating when applying the like-in-kind approach, i.e. the average condition from all inspected segments is extrapolated to the uninspected segments without grouping segments based on coating or corrosion area. This method provides an alternative (more generalized) failure rate estimate, but accounts for less knowledge on influential corrosion factors than what is available. Note that while the simplified like-in-kind approach produces a lower failure rate prediction than the best estimate in this case, the approach is not inherently more or less conservative for all scenarios.
- **Lower Limit** – The lower limit was established by varying two key assumptions in unconservative directions. The first scenario uses the same methodology as the Best Estimate, but changes the



failure criterion to 100% of WT. This is considered unconservative as it would ignore the degradation in the tools sizing ability for depths greater than 80% and the variation in the actual wall thickness to the normal wall thickness. The second scenario uses the same methodology as the Best Estimate but applies the default tool performance specification. This is also considered unconservative as it ignores the evidence that the tool sizing and detection capabilities are significantly degraded.

The results of the sensitivity assessment are shown in Table 8.1.

Table 8.1 – Corrosion Sensitivity Results

Limit	Inspected Portion Before Repairs (/km.yr)	Inspected Portion After Repairs (/km.yr)	Uninspected Portion (/km.yr)	Total Pipeline (/km.yr)	Scenario
Upper Limit	5.7E-01	1.7E-01	5.5E-01	4.0E-01	- Default Failure Criteria (80% WT) - Degraded Tool Sizing (Bias and Scatter) - Degraded Tool Detection and Identification
Best Estimate	3.9E-01	4.0E-02	3.7E-01	2.4E-01	- Default Failure Criteria (80% WT) - Degraded Tool Sizing (Bias) - Degraded Tool Detection and Identification
Simplified Estimate	3.9E-01	4.0E-02	2.6E-01	1.7E-01	- Same as Best Estimate, with simplified like-in-kind extrapolation
Lower Limit 1	7.5E-02	6.3E-05	7.2E-02	4.3E-02	- Revised Failure Criteria (100% WT) - Degraded Tool Sizing (Bias) - Degraded Tool Detection and Identification
Lower Limit 2	1.4E-01	3.3E-03	1.4E-01	8.5E-02	- Default Failure Criteria (80% WT) - Default Tool Sizing - Default Tool Detection and Identification

8.2 Third Party Damage

To assess the most impactful model parameters to the TPD reliability results, a quantitative sensitivity assessment was completed by varying various inputs individually to observe the impact to the results as shown in Figure 8.1. Key model parameters were varied one at a time according to a realistic range of values³² while all other parameters were held constant at the base (i.e. best estimate) value.

³² Realistic ranges were chosen for each parameter individually considering the range of plausible values relative to the base value if replaced with modern pipe. For example, a 400% increase (or higher) in Charpy energy from 5.3 J is plausible if vintage pipes are replaced with modern pipes; a 50% increase in wall thickness represents going from a baseline 6.4mm to a ~ 9.5 mm wall, or grade 207 MPa pipe to ~290 MPa pipe.



Table 8.2 – Parameter Ranges

Input	Min (Change from Base)	Max (Change from Base)
Frequency of Hit	-50%	+20%
Depth of Cover	-20%	+50%
Wall Thickness	0	+50%
SMYS	0	+50%
Charpy Toughness (2/3)	0	+400%

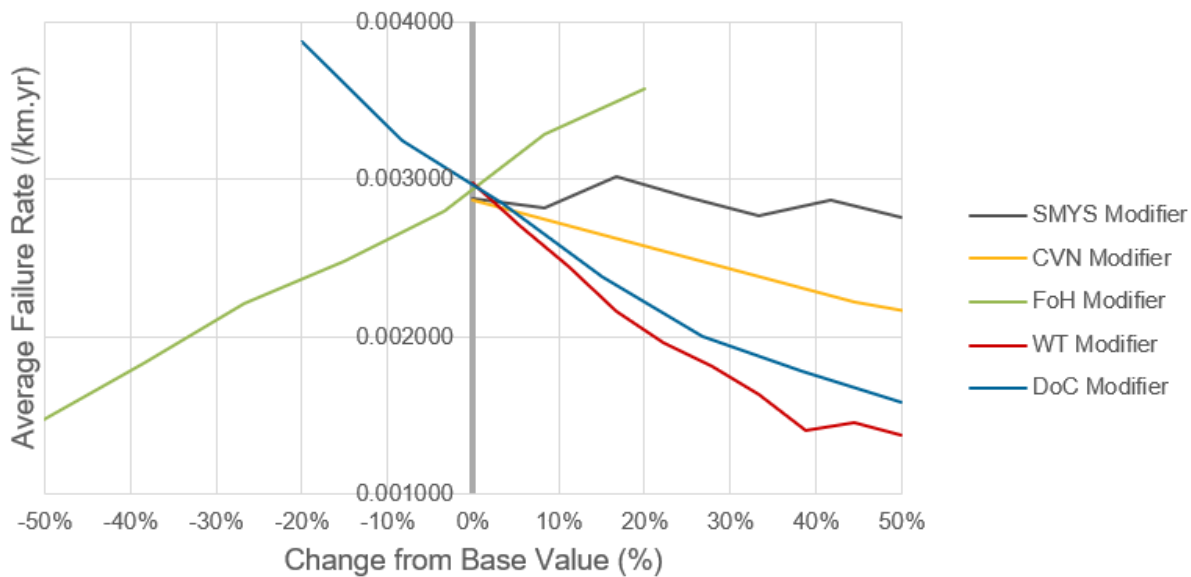


Figure 8.1 - TPD Failure Rate Sensitivity Analysis³³

As can be seen from the spider graph, the frequency of hit, depth of cover, and wall thickness share similar slopes within the given range, indicating that the final failure rate estimate responds similarly to the same % change from the base value in these parameters. As expected, a 1:1 linear relationship exists between frequency of hit and the final failure rate. The plot also indicates that the failure rate estimate is relatively insensitive to steel grade, as is supported by prior work on mechanical damage modelling [26].

It is noted that the sensitivity analysis focuses on the effects of varying inputs to the standard Enbridge Gas Distribution 3rd Party Probability of Damage model, without fundamentally varying assumptions within the model. One simplifying assumption in the existing model is that all failures from excavator hits on steel pipes >NPS 4 result in a large leak without any possibility for rupture. This was implemented as a simplifying

³³ Graph is truncated at +50% for visual clarity; full sensitivity assessment extended to +400% for charpy energy.



assumption for system-wide risk assessment but has been highlighted to Enbridge Gas as a potentially unconservative assumption for high pressure pipelines. Annex O provides guidance on how to estimate a rupture probability as a function of the predicted puncture or gouge length.

Based on these considerations, the following upper and lower bound estimates were calculated for 3rd Party Damage:

- **Upper Limit** – The upper limit was established by following the same methodology as the Best Estimate, but including the possibility of both the large leak and rupture outcomes due to mechanical damage as per the models limit states described in CSA Z662 – Annex O.
- **Best Estimate** – The best estimate leverages inspection data to estimate the number of previous mechanical impacts to the pipeline over it’s time in service. The rate of mechanical impact is then normalized by the depth of cover of the pipeline where they occurred. This normalized historical hit rate is coupled with the pipelines mechanical strength (resistance to damage) to determine the failure rate. This calculation applies material toughness (CVN) values measured through various lab testing of samples from the St. Laurent pipeline system.
- **Lower Limit** – Based on the sensitivity analysis, a reasonable lower bound for the TPD rate of the pipeline can be determined by setting the frequency of hit, grade, and charpy energy to their respective lower/upper bound estimates (note that since the both the depth of cover and pipe wall thickness are known along the pipeline with high confidence, it was considered inappropriate to adjust these values lower or higher than the base value). An upper bound frequency of hit was therefore calculated by removing the scaling factor to normalize the dent count to a depth of 1.5 m. The 2/3 Charpy energy was also unconservatively adjusted to a higher value of 10 J, which ignores the results of material testing and represents the default 2/3 Charpy energy that Enbridge assumes for pipes installed prior to 1970.

The results of the sensitivity assessment are shown in Table 8.3.

Table 8.3 – TPD Sensitivity Results

Limit	Large Leak Rate (/km.yr)	Rupture Rate (/km.yr)	ULS (/km.yr)	Scenario
Upper Limit	1.7E-03	1.4E-03	1.4E-03	- Consideration for Rupture Scenario as per CSA Z662 Annex O
Best Estimate	3.1E-03	0	6.8E-05	- Assume 1958/1959 vintage pipe is Grade 207, 2/3CVN = 5.3J - Dent counts are normalized based on the depth they are found
Lower Limit	2.2E-03	0	4.8E-05	- Assume 1958/1959 vintage pipe is Grade 290, 2/3CVN = 10J - Dent counts are not normalized based on the depth they are found



8.3 Other Threats

The Corrosion and TPD threats were assessed by leveraging pipeline-specific inspection data and structural reliability models. The other threats assessed in this report are susceptibility-based models that have been calibrated to industry incident data. When estimating a failure rate based on historical events that occur randomly in nature, the Poisson distribution can be used to establish the confidence limits based on the amount of data available.

8.4 Sensitivity Results

The results of the sensitivity assessment and estimated confidence limits for each outcome and Annex O limit state categories is shown in Table 8.4.

Table 8.4 – Failure Rate Sensitivity Results

Threat	Outcome	Upper Limit (/km.yr)	Best Estimate (/km.yr)	Lower Limit (/km.yr)
Corrosion	Small Leak	4.0E-1	2.4E-1	4.3E-2
TPD	Large Leak	1.7E-3	3.1E-3	2.2E-3
	Rupture	1.4E-3	0	0
SSWC	Rupture	2.3E-6	1.1E-6	4.0E-7
Manufacturing	Rupture	1.7E-5	9.0E-6	4.2E-6
Latent Damage	Rupture	1.0E-5	3.4E-6	7.1E-7
Fabrication	Rupture	9.1E-7	2.5E-7	3.0E-8
Interaction of Threats	Rupture	3.0E-6	2.3E-6	1.6E-6
All Threats	Small Leak	4.0E-01	2.4E-01	4.3E-02
	Large Leak	1.7E-03	3.1E-03	2.2E-03
	Rupture	1.4E-03	1.6E-05	6.9E-06
	Significant Incidents	7.5E-02	4.6E-02	9.7E-03
	Annex O Leakage Limit State (LLS)	4.0E-01	2.4E-01	4.3E-02
	Annex O Ultimate Limit State (ULS)	1.5E-03	8.4E-05	5.5E-05



8.5 Annex O Segment Reliability with Confidence Bounds

The results of the sensitivity analysis are shown against the industry benchmark reliability targets described in Section 5. Figure 8.2 shows the Leakage Limit State target and Figure 8.3 shows the Ultimate Limit State target.

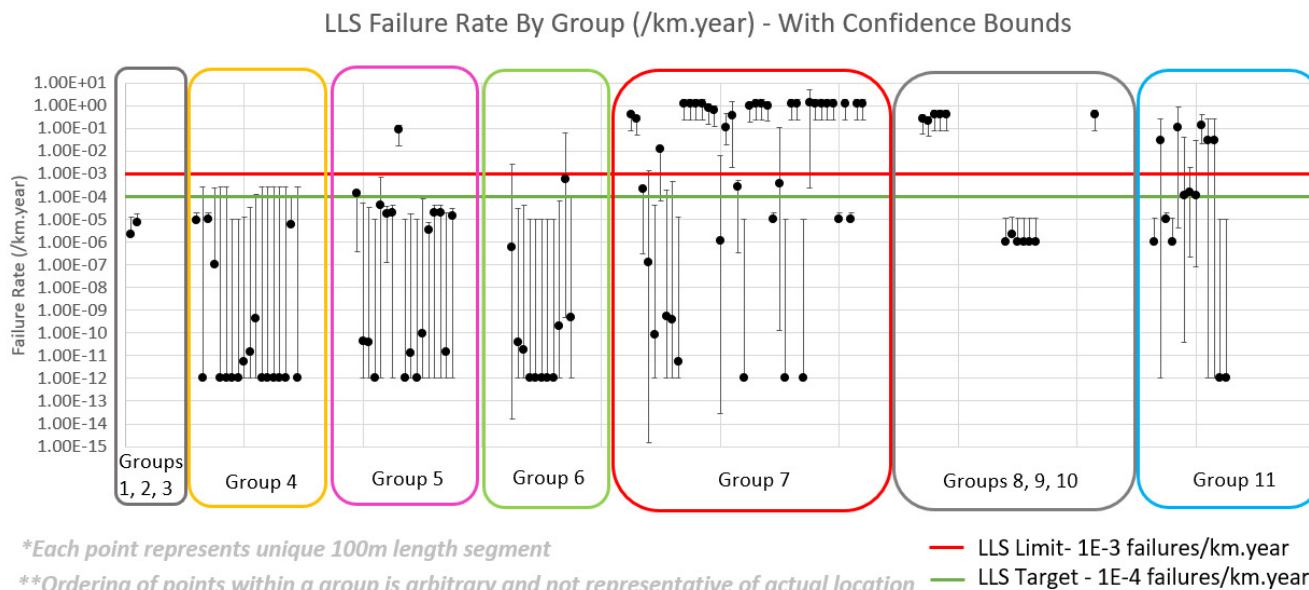


Figure 8.2 – LLS Failure Rates with Upper and Lower Bounds

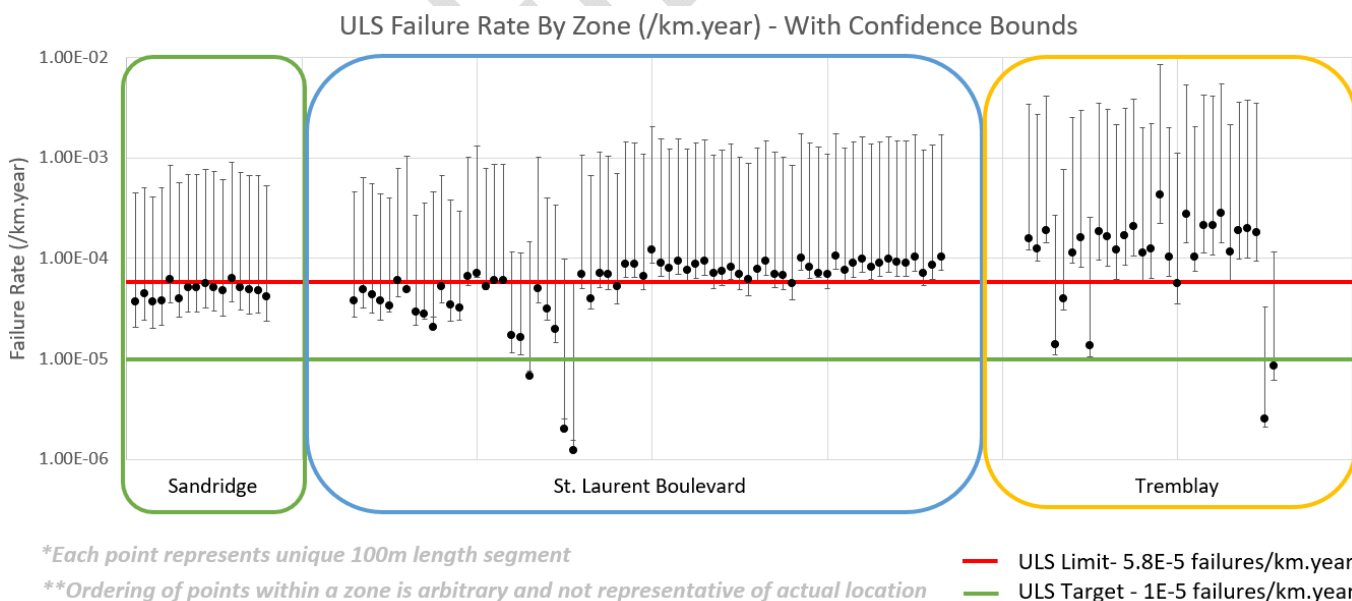


Figure 8.3 - TPD Failure Rate with Upper and Lower Bounds



8.6 Operational Risk Assessment Matrix Mapping with Confidence Bounds

The results of the sensitivity analysis are shown against the Enbridge Standard Operational Risk Assessment Matrix described in Section 7. Figure 8.4 shows the combined risk matrix plot including the most significant high-risk outcomes.



Figure 8.4 – Combined Risk Matrix

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9. Recommendations

A risk assessment utilizing a defense-in-depth approach was conducted to evaluate the reliability and risk of the St. Laurent pipeline considering all applicable threats to pipeline integrity. Failure rates were calculated based on historical information and best practice reliability models and were compared to industry benchmarks. The assessment supports the following conclusions:

- 3.6 km of the 11.2 km pipeline (32%) is assessed to have a small leak failure rate that is above the $1E-3$ LLS limit described by CSA Z662 - Annex O.
- 7.0 km of the 11.2 km pipeline (62%) is assessed to have a large leak or rupture failure rate that is above the $5.8E-5$ ULS limit described by CSA Z662 – Annex O for a NPS 12 pipeline at 275 psi MOP in a Class 3 (urban) location.
- Integrating the LLS and ULS approaches, 8.8 km of the 11.2 km pipeline (79%) fails one or both reliability limits.

In addition to benchmarking with industry standard CSA Z662 thresholds, an assessment was performed to compare the estimated significant incident rates on the St. Laurent pipeline to significant incident rates observed on typical distribution pipelines. This assessment concluded that the pipeline-specific significant incident rates for St. Laurent are orders of magnitude higher than the historical per km average observed in the industry.

To take into account overall risks of a failure on the pipeline system, the quantitative reliability assessment was supplemented with consequences of various outcomes and mapped to the Enbridge Standard Operational Risk Assessment Matrix. This exercise concluded that various risk scenarios meet the Enbridge Operational Risk Matrix definitions of “High Risk” or “Very High Risk”.

Based on the combination of the three evaluation methods described, it is determined that remedial action is required to improve the reliability of 8.8km of the St. Laurent pipeline system to meet industry benchmarks and the Enbridge enterprise acceptable risk levels. This length is non-continuous and does not consider practical considerations of any possible remedial actions.

Lastly, a sensitivity analysis was completed to determine the impact various input or key assumptions would have to the results of the three approaches in which the pipelines condition was evaluated against absolute thresholds. The results of the sensitivity analysis showed that the recommendation made will not substantially change by applying unconservative assumptions/inputs into the various models.



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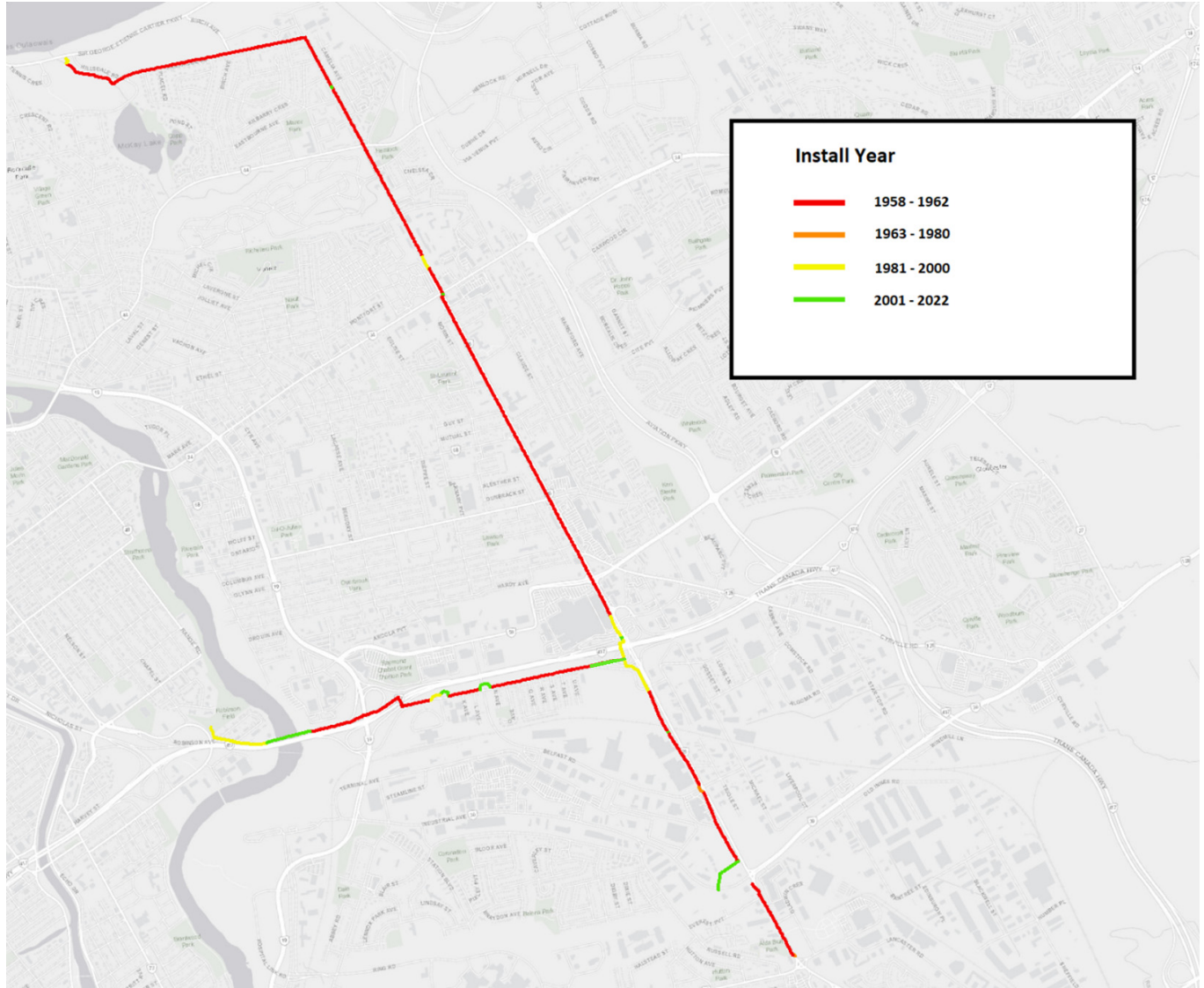


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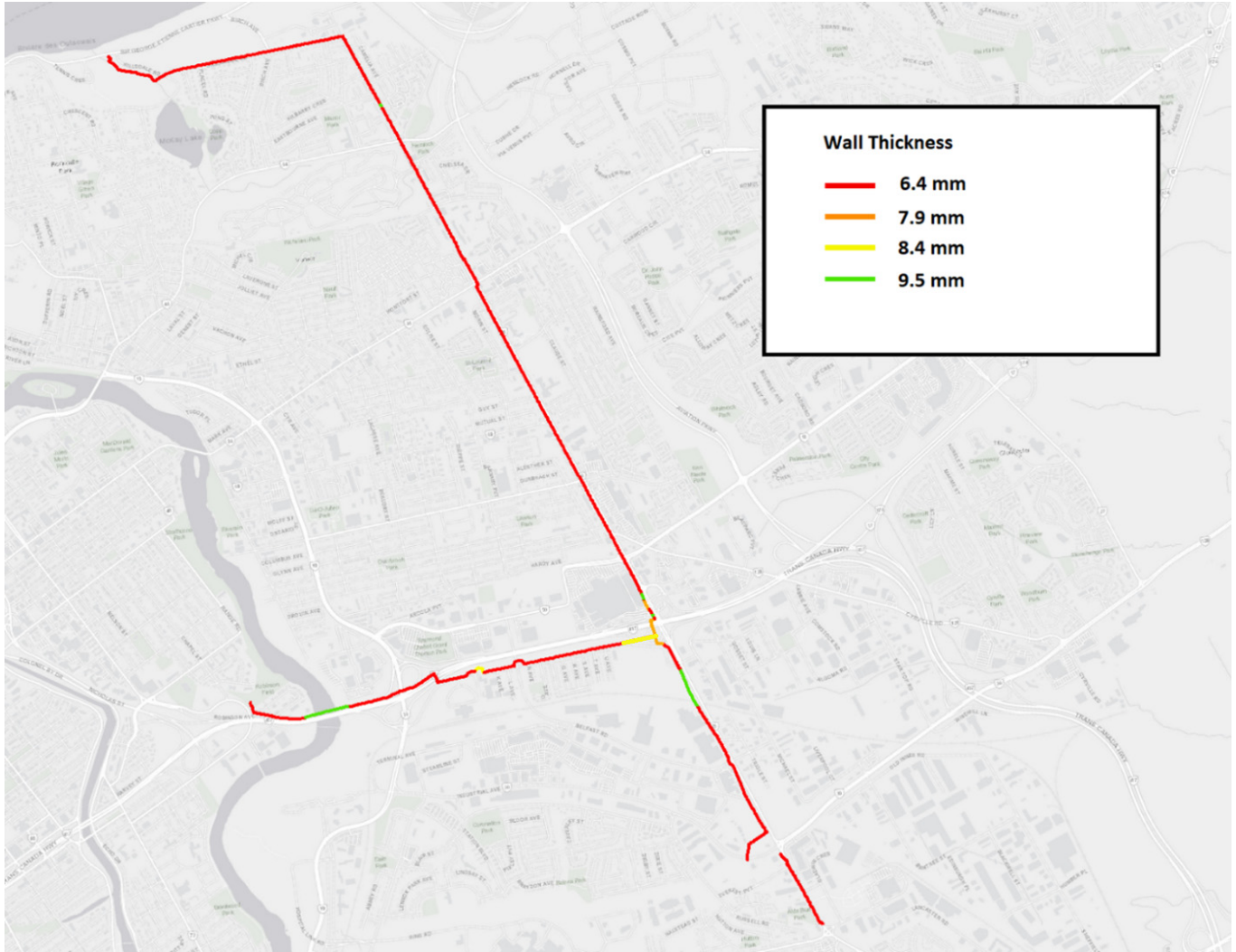
Appendix A – Pipeline Characteristics Maps

Install Year



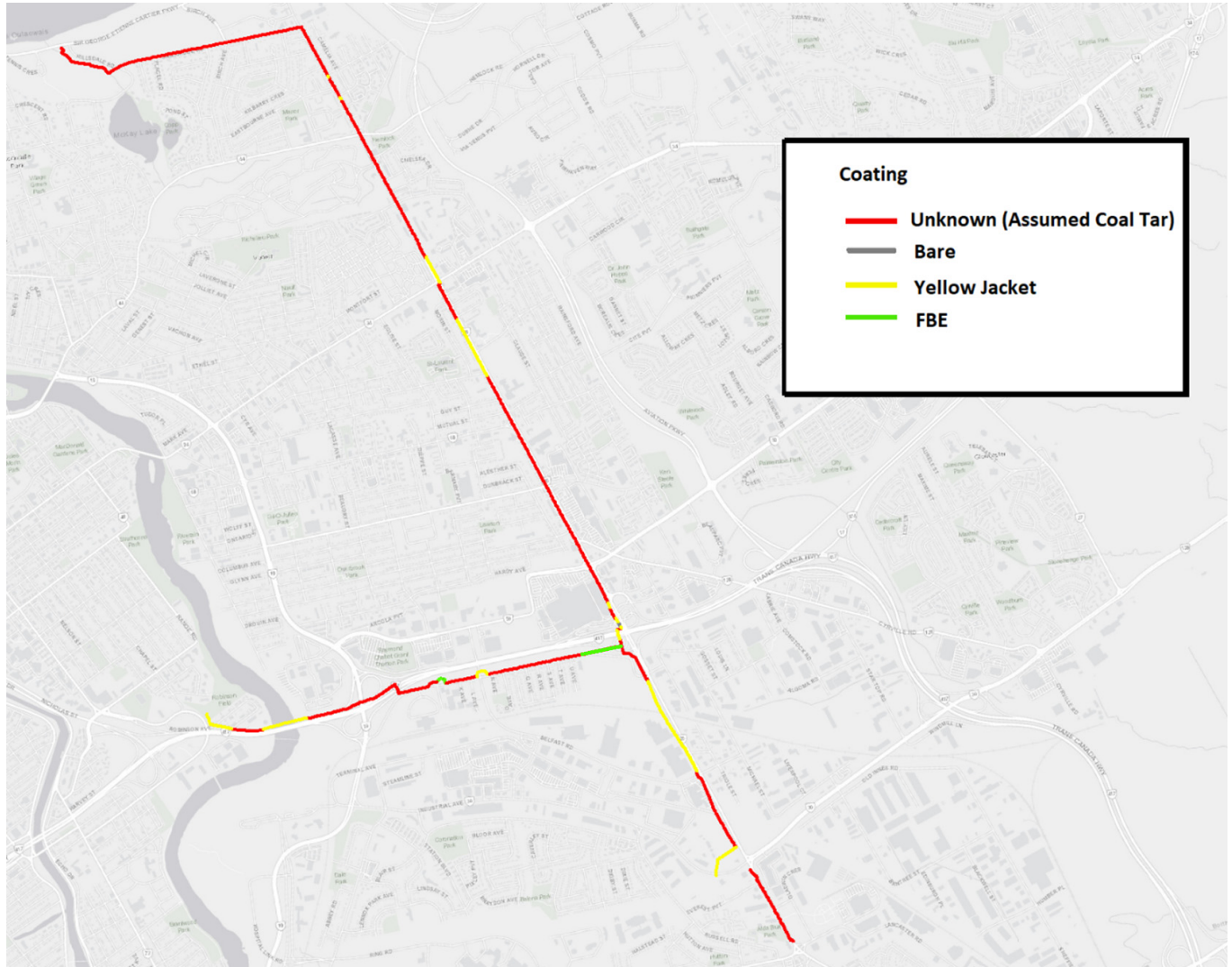


Wall Thickness



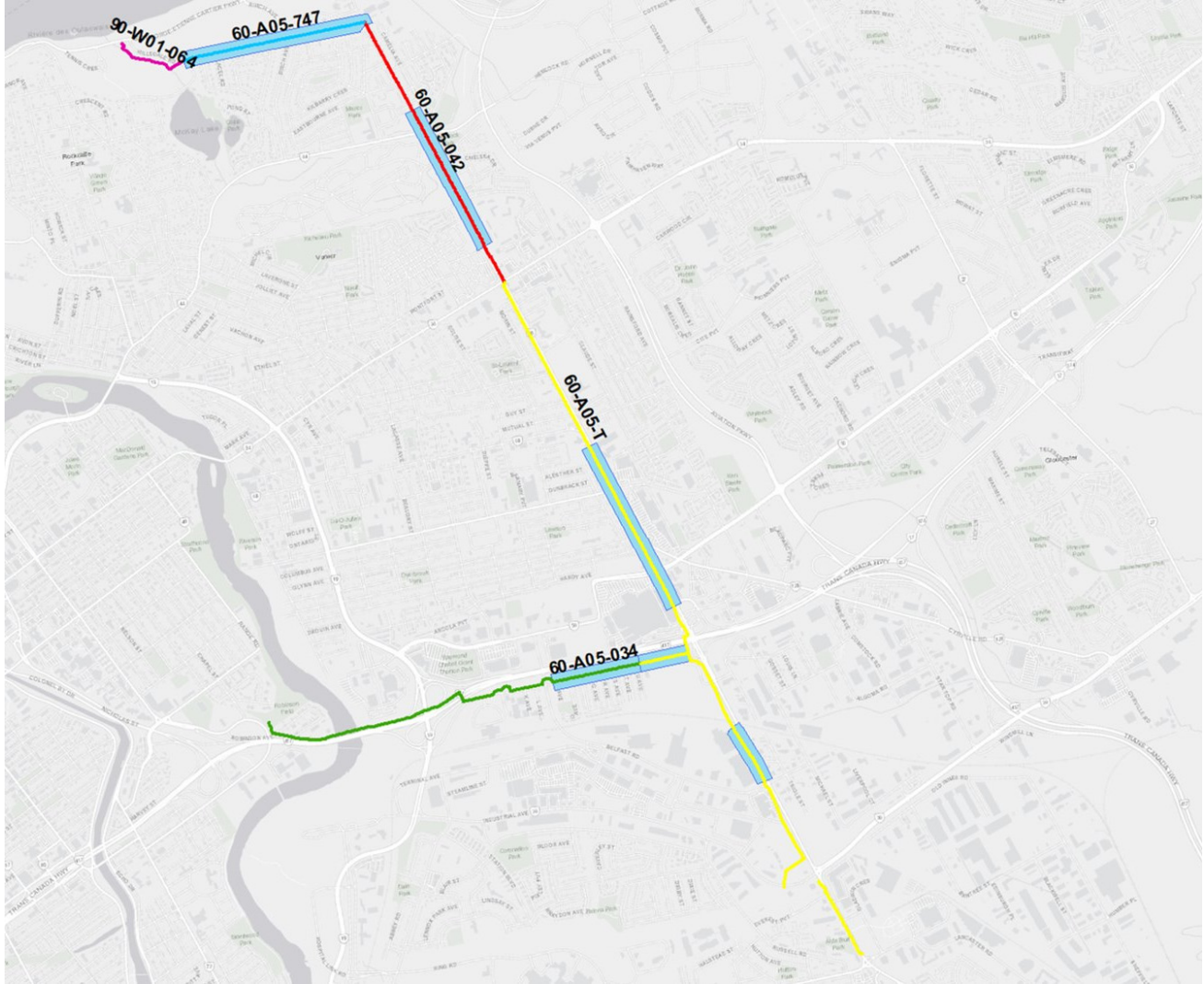


Coating





Corrosion Area:





Appendix B – St. Laurent Sampling Confidence

Approach

The St. Laurent Program (SLP) team employed a Stratified Sampling design to sample a representation portion of the St. Laurent pipeline system. Stratified Sampling uses prior information about the population to determine groups (called Strata) that are sampled independently. In this sampling design, within each Strata, a Simple Random Sampling technique was applied.

The strata can be defined using reliable data on another variable that is highly correlated with the variable to be estimated. The variable providing the information used to establish the strata is typically referred to as the “auxiliary variable.” Based on SME judgement, the auxiliary variables used in the SLP sampling design was the pipeline’s Corrosion Area which segmented the pipeline into 5 zones. A second level stratification was applied to each Corrosion Area based on Pipeline Coating which further segmented the pipeline into 11 zones.

The Krejcie and Morgan sample size determination method was used to determine the minimum sample size and confidence limits. This method describes the confidence related to a binomial assessment of the samples (to determine a proportion that meets or fails a given test). A typical application of this sampling method is to estimate number of people to poll regarding a topic with a binary response (e.g. approve/disapprove of a politician). In the given use case, this would be related to a test of the presence or absence of corrosion (the susceptibility of corrosion).

Statistical Confidence

The minimum required sample and confidence limit were determined using the Krejcie and Morgan sample size determination method with a desired confidence of 99% given a Margin of Error (MOE) of 5%. The continuous linear piping system was discretized into 1m units for the statistical sampling assessment. The results of the statistical assessment are shown in Table B.1.

Table B.1 - Statistical Confidence Limits Calculation

Corrosion Area	Coating	Total Population (m)	Sample Collected	Minimum Sample Size	Actual Confidence Level
60-A05-034	DOUBLE FUSION BOND EPOXY	20	0	19	50.00%
60-A05-034	FUSION BOND EPOXY	60	0	49	50.00%
60-A05-034	UNKNOWN (Coal Tar)	1860	540	236	99.00%
60-A05-034	PE	600	0	187	50.00%
60-A05-042	UNKNOWN (Coal Tar)	1620	970	232	99.00%
60-A05-042	PE	210	0	118	50.00%
60-A05-747	UNKNOWN (Coal Tar)	1140	1120	219	99.00%



60-A05-T	STEEL BARE	30	0	27	50.00%
60-A05-T	UNKNOWN (Coal Tar)	3720	1410	252	99.00%
60-A05-T	PE	1440	400	228	99.00%
90-W01-064	UNKNOWN (Coal Tar)	480	0	173	50.00%

This minimum sample size shown is the minimum required inspection length to achieve the desired confidence of 99% given a Margin of Error (MOE) of 5%. The five largest strata on this pipeline system had inspection sampling which exceeded the minimum required sample size. Overall, the desired confidence level was achieved for 87.5% of the pipeline.

Interpretation of Statistical Sampling Assessment

The given confidence limits are associated with obtaining a statistically significant sample size to determine the presence of corrosion (i.e. corrosion susceptibility). This assessment answers the following question “How many units (meters) of the pipeline do we need to inspect to obtain a sufficiently accurate estimate of the proportion of units (meters) that are corroded?”

The assessment concludes the following:

- We have calculated that we have a 99% confidence that the inspected portion of the pipeline is representative of 87.5% of the pipeline population in determining corrosion susceptibility (within 5% margin of error).
- The stated confidence levels indicate that a sufficient amount of sampling has been performed to make conclusions on the corrosion susceptibility of the pipeline population.

This confidence limit does not incorporate all uncertainties that are difficult to quantify mathematically and includes the following assumptions:

- The corrosion susceptibility is homogeneous within each strata (i.e. most correlated variables are accounted for in the stratification and there is little variance of corrosion within each strata)
- We have achieved true random sampling with the opportunistic samples.

It is important to clarify that the calculated confidence is related to the susceptibility of corrosion, not the severity. These calculated confidence levels would not apply to understanding feature severity, anomaly density, or distribution of defects within the uninspected portion of the pipeline population.



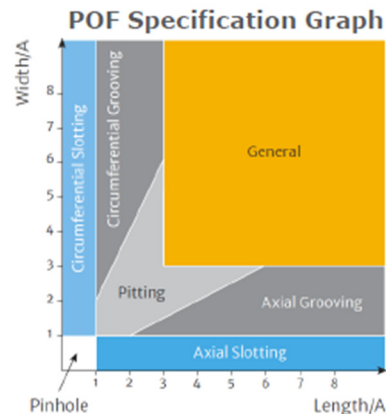
Appendix C – ILI Vendor Tool Specification

MFL specification

SPECIFICATIONS OF METAL LOSS SENSORS

Specification	General	Pitting	Axial Grooving	Circumferential Grooving	Circumferential Slotting
Depth at POD = 90%	0.1t	0.2t	0.2t	0.1t	0.1t
Depth accuracy (80% confidence)	± 0.10t	± 0.10t	± 0.15t	± 0.10t	± 0.10t
Width accuracy (80% confidence)	± 0.75 inches ± 20 mm	± 0.75 inches ± 20 mm	± 0.75 inches ± 20 mm	± 0.75 inches ± 20 mm	± 0.75 inches ± 20 mm
Length accuracy (80% confidence)	± 0.5 inch ± 12 mm	± 0.5 inch ± 12 mm	± 0.75 inches ± 20 mm	± 0.5 inch ± 12 mm	± 0.5 inch ± 12 mm

- t = wall thickness
- POD = Probability of Detection
- Detection threshold and sizing accuracy in bends are unspecified
- Detection threshold increases to 0.15t and depth sizing accuracy degrades to ± 0.15t in seamless pipe
- Depth sizing accuracy degrades to ± 0.20t near girth welds or in heat affected zones
- Long seam circumferential location detection for welds higher than 0.080 inch.
- Metal loss features are classified according to the Pipeline Operators' Forum (POF) specification graph shown at right
- A = wall thickness or 10 mm (0.39"), whichever value is greater



LDS specification

Specifications of Deformation Sensors

Dent Sizing Specification	Pipe Explorer 8, 10/14, 16/18, 20/26, 30/36	Pipe Explorer 6
Depth at POD = 90%	1% of pipe nominal OD	2% of pipe nominal OD
Depth accuracy (80% confidence)	± 1% of pipe nominal OD	± 2% of pipe nominal OD
Width accuracy (80% confidence)	± 2 inches ± 50 mm	± 2 inches ± 50 mm
Length accuracy (80% confidence)	± 1 inch ± 25 mm	± 1 inches ± 25 mm

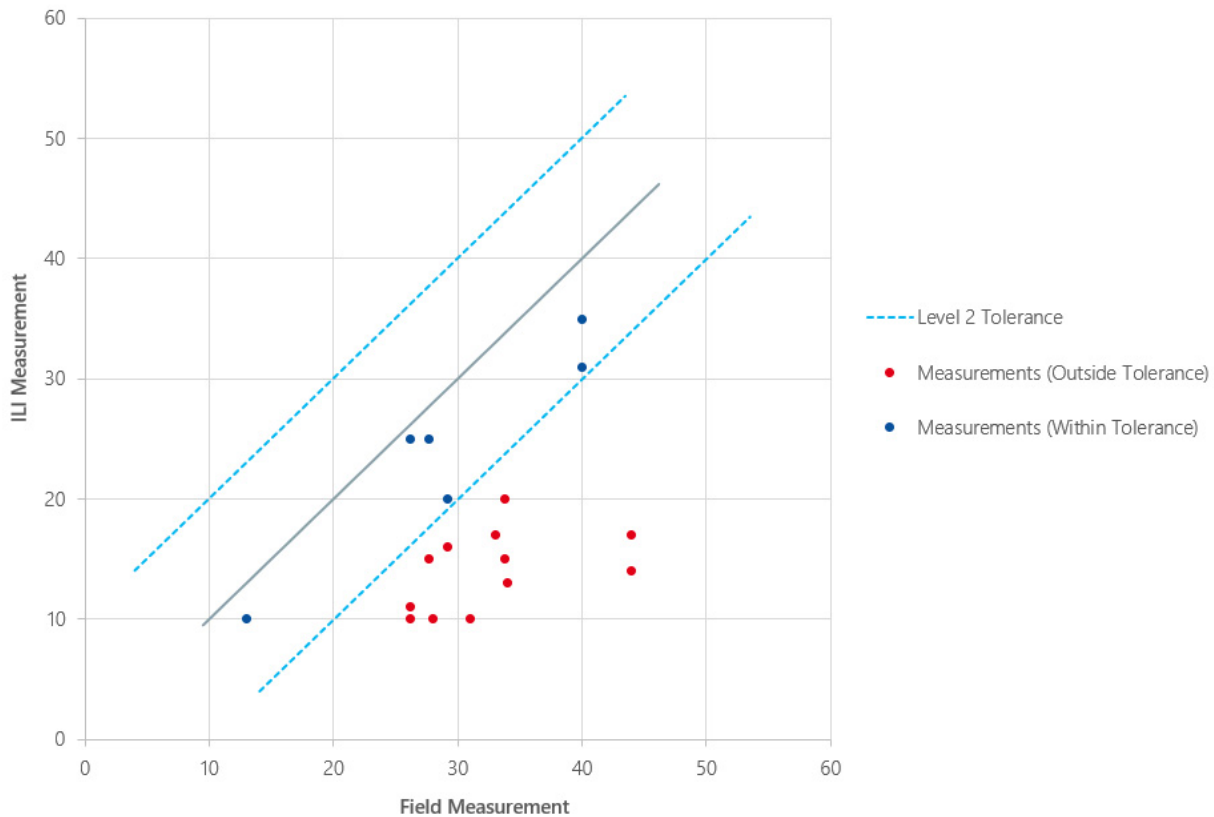


Appendix D – ILI Validation

A summary of the level 2 and 3 validation calculations as they relate to the reliability calculation are shown below.

Level 2 Validation

The unity plot for depth (%) is shown below:



Probability of Sizing:

Results of the Level 2 validation using the Agresti-Coull confidence interval are shown below:

X (number of data points within spec)	6
n (total number of data points)	18
Confidence level	95%
\hat{p} , lower	16.1%
\hat{p} , upper	56.4%
Vendor stated performance specification	+ - 10% WT @ 80% certainty (7.8% std. deviation)
Result	Outcome 1; vendor stated certainty is rejected



Probability of Detection:

The probability of detection (POD) was estimated according to API 1163:

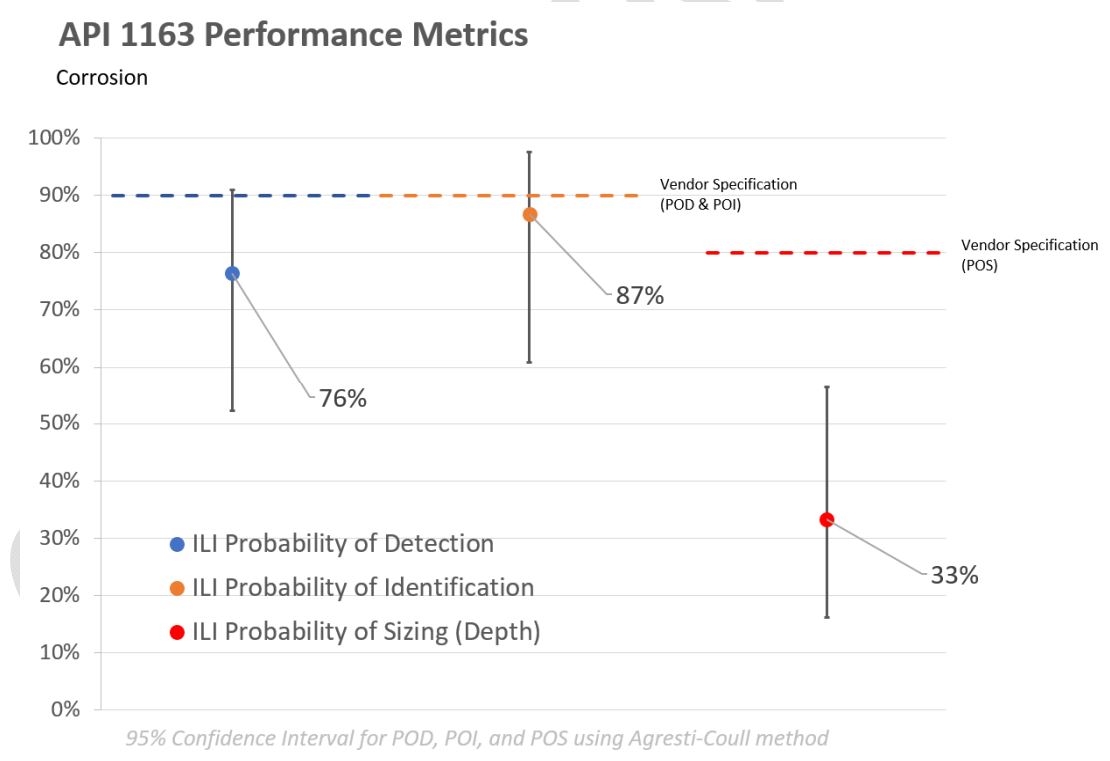
	True Positive	False Negative	Estimated POD
Metal loss	13	4	0.76

Probability of Identification:

The probability of identification (POI) was estimated according to API 1163:

	Correct Identifications	Incorrect Identifications	Estimated POI
Metal loss	13	2	0.87

The final API 1163 level 2 performance metrics are summarized below:

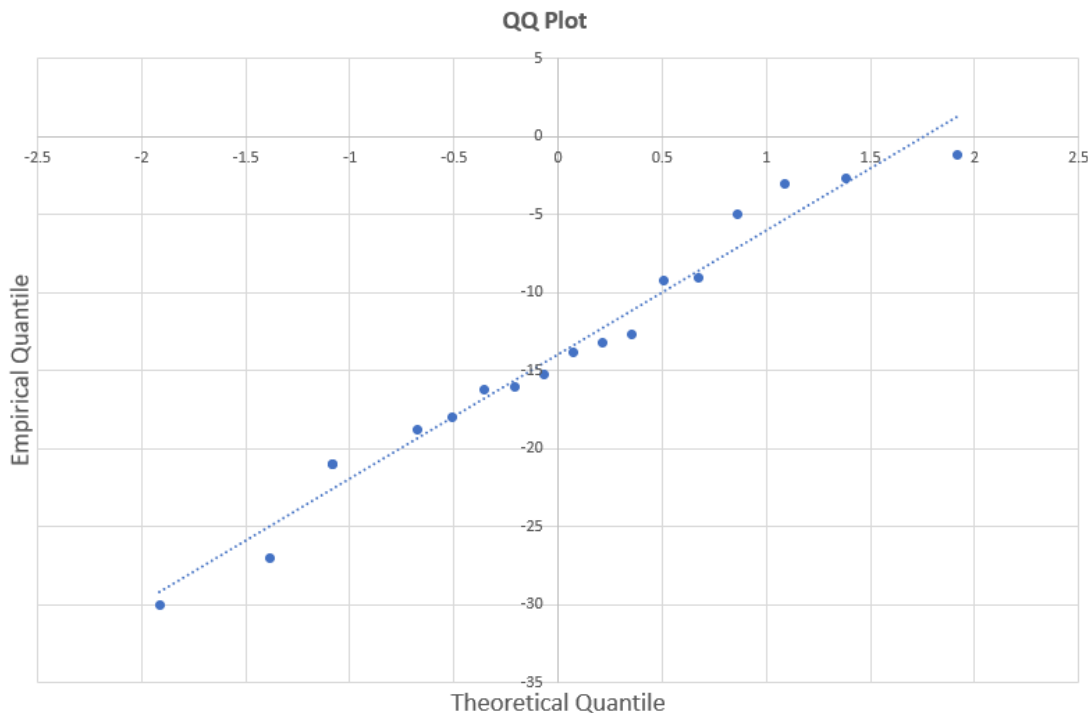


The plots indicate with high confidence that the POS was significantly worse than the as-stated vendor performance specification, and that POD was also likely below specification. The vendor stated POI is a plausible estimate of the true POI performance.



Level 3 Validation

A level 3 validation was performed to estimate the actual ILI sizing performance by using the Howe-Guenther confidence interval [28]. Since the Howe-Guenther confidence interval is applicable for normally distributed data, a QQ plot was constructed to confirm that the ILI-NDT residuals were approximately normally distributed:



The QQ plot shows a good agreement between the ILI-NDT residual quantiles and those of a normal distribution, indicating that assuming normality on the depth measurement error is a reasonable assumption.

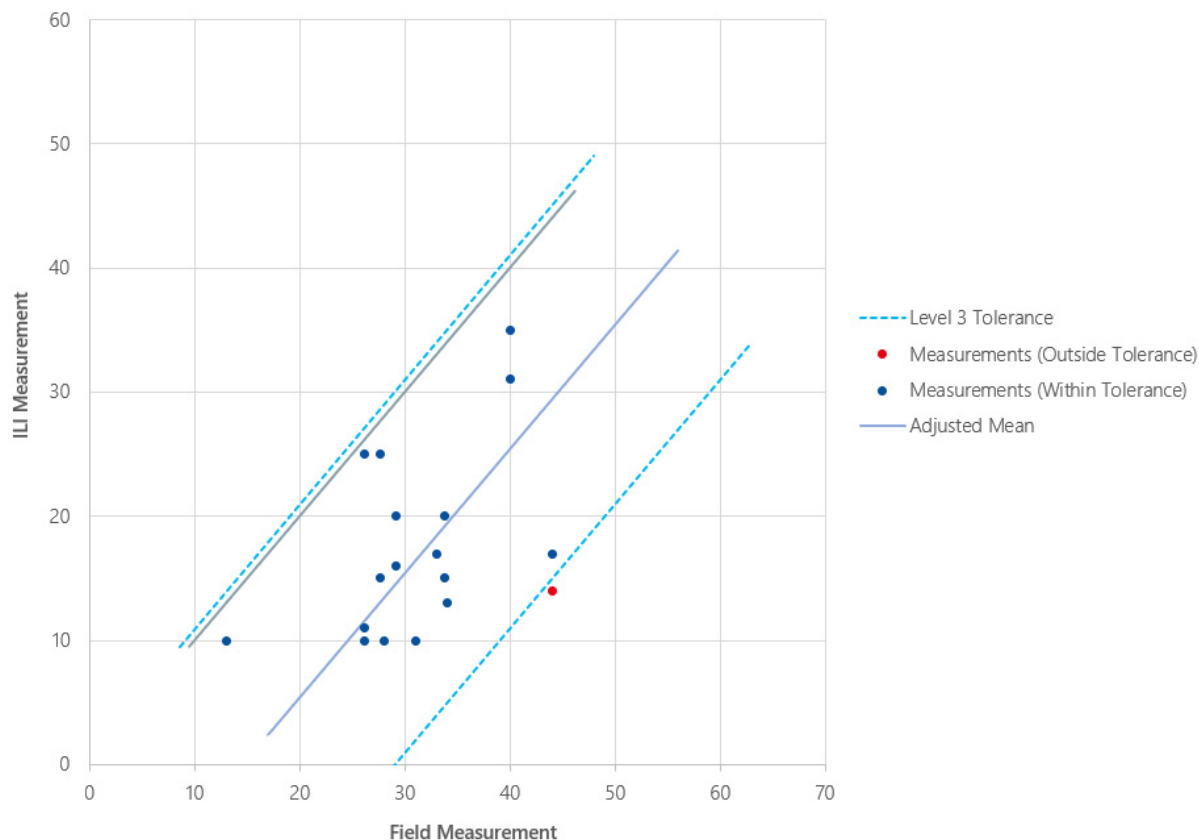
The Level 3 estimated actual tool performance is summarized below:

Sample Error Mean	-14.06
Sample Error Std. Dev.	8.10
N	18
Degrees of Freedom	17
Certainty Z-Value	1.28
Chi-Square Critical Value	8.67
W	1.00
K	1.85
Lower Endpoint of Interval	-29.06
Upper Endpoint of Interval	0.95



Tolerance Interval:	[-29.06%WT, 0.95%WT]
Certainty:	80%
Level 3 Tolerance Confidence:	95%

The adjusted tolerance interval shows a constant additive bias of 14.06% (i.e. the ILI underreports feature depths by 14%) with a higher standard deviation of 11.7%:



The adjusted tolerance interval was applied in subsequent reliability calculations to capture the bias and scatter in tool performance.



Appendix E – Corrosion Reliability Calculations³⁴

In-line Inspected portion (4.5 km)

Probability of Failure

The annual probability of failure (POF) for each ILI reported defect was calculated as the probability that the defect depth exceeds the lower of 80% WT or the critical burst depth as calculated by the ASME mB31G equation³⁵.

$$POE = P(\text{depth} \geq d_f)$$

$$d_f = \text{Min} \left[0.8t, \left(\frac{t(\sigma_{op} - \sigma_F)}{0.85 \left(\frac{\sigma_{op}}{M_T} - \sigma_F \right)} \right) \right]$$

Where,

- POE = Probability of Exceedance
- d_f = Depth at failure (mm),
- t = Wall thickness (mm),
- σ_{op} = Operating stress (MPa), $\sigma_{op} = PD/2t$,
- P = Maximum operating pressure (MPa),
- D = Pipe diameter (mm),
- σ_F = Flow stress (MPa), $\sigma_F = \text{SMYS} + 10 \text{ ksi}$, and
- M_T = Folias factor

³⁴ The calculations listed in Appendix E correspond to the best estimate of corrosion reliability; key assumptions were varied to arrive at lower and upper bound estimates as described in Section 8.

³⁵ This follows the same calculation used in the EGI TIMP risk model and conservatively assumes $POE \approx \text{Annual POF}$.



$$M_T = \begin{cases} \sqrt{1 + 0.6257 \frac{L^2}{Dt} - 0.003375 \left(\frac{L^2}{Dt}\right)^2}, & \frac{L^2}{Dt} \leq 50 \\ 3.3 + 0.032 \frac{L^2}{Dt}, & \frac{L^2}{Dt} > 50 \end{cases}$$

Where,

L = Defect length (mm).

A failure limit state of 80% WT was applied giving consideration that ILI tool performance above 80% is significantly degraded, and that the performance of defect assessment models such as the mB31G equation at depths exceeding 80% are not well validated.

The depth measurement uncertainty of the ILI tool was accounted for by applying the adjusted depth measurement error based on Level 3 validation to all “pitting” and “general” metal loss defects. Assuming a pitting or general metal loss feature was reported with a depth d_{ILI} , the actual depth was treated as a random variable $X = N[\mu = d_{ILI} + 14.06, \sigma = \text{default vendor specification}]$, where N denotes a normal distribution with the mean and standard deviation given in the brackets. The depths of all other remaining geometries (i.e. axial grooving and circumferential grooving / slotting features) were assumed to follow a normal distribution following the vendor stated specification since no validation data points were collected for these geometries.

All other inputs were treated deterministically. To simplify the calculation, no length uncertainty was assumed.

When evaluated using the mB31G equation according to the above assumptions, all reported defects were calculated to have critical depth > 100% WT before reaching the burst criterion, i.e all defects are predicted to fail via through-wall perforation prior to meeting the burst criteria for material failure. Thus, large leaks (resulting from a defect burst) and ruptures (resulting from axial extension following an initial burst) are ruled out, and the mode of failure is predicted to be small leak for all features.

Undetected and Mis-identified Features

To account for possible undetected and mis-identified corrosion features, the probability of detection (POD) and probability of identification (POI) were used to estimate the ratio of actual vs. reported corrosion features following the guidelines in reference [27]:

$$N_{cor} = \frac{(1 - POFC)}{POI} \sum_{i=1}^{N_{rep}} \frac{1}{POD_i}$$

Where,



- N_{cor} = Number of actual corrosion features
- N_{rep} = Number of ILI reported corrosion features
- POI = Probability of Identification
- POFC = Probability of False Call
- POD_i = Probability of Detection of the i th reported corrosion defect

Given that a feature as deep as 45% WT was missed by the ILI tool, it was considered a reasonable simplification to assume that the probability of detection is independent of defect size (and, by extension, that the un-reported defect population follows the same distribution as the reported population). Following reference [24], it was further conservatively assumed that Probability of False Call was 0. Under these assumptions, the above equation simplifies to:

$$\frac{N_{cor}}{N_{rep}} = \frac{1}{POI \cdot POD}$$

This resulted in all failure rate estimates to be increased by a factor of 1.51.

Failure Rate

The failure rate for each inspected segment was calculated by multiplying the POE of each ILI feature by 1.51 and summing the results across the segment.

$$Failure\ Rate_{segment} = \sum POE_i \times 1.51$$

Results

The calculated failure rate (per km.year) for the inspected portions of the pipeline are shown below:

Total Inspected Length (Before Repairs):

Pipeline	Length (km)	Failure Rate per km.yr
Inspected portion	4.5	3.88E-01

Per Inspected Section (Before Repairs):



Pipeline	Length (km)	Failure Rate per km.yr
S1 - Tremblay West	0.546	1.16E-09
S2 - Tremblay East	0.315	4.97E+00
S3 - Queen Mary	1.12	1.49E-01
S4 - Karen Way	0.953	1.37E-05
S5 - St. Laurent Control	0.393	2.96E-02
S6 - Sandridge	1.16	4.82E-05

Following completion of the ILI, several features on the S1 – Tremblay West and S2 – Tremblay East were repaired by cut-out. After removing these features from the calculation, the failure rates are:

Total Inspected Length (After Repairs):

Pipeline	Length (km)	Failure Rate per km.yr
Inspected portion	4.5	3.97E-02

Per Inspected Section (After Repairs):

Pipeline	Length (km)	Failure Rate per km.yr
S1 - Tremblay West	0.546	1.06E-10
S2 - Tremblay East	0.315	1.27E-04
S3 - Queen Mary	1.12	1.49E-01
S4 - Karen Way	0.953	1.37E-05
S5 - St. Laurent Control	0.393	2.96E-02
S6 - Sandridge	1.16	4.82E-05

Reliability Results: Uninspected Pipeline (6.7 km)

Extrapolating Corrosion Condition

To estimate condition for the rest of the pipeline, ILI results before repairs from the 4.5 km of inspections were extrapolated to uninspected segments using a like-in-kind approach. ILI data from the St. Laurent inspections was used exclusively to maintain as much applicability as possible to the specific pipeline network being investigated. The uninspected pipeline was segmented into 11 groups as discussed in the main body of the report.

Groups 4, 5, 6, 7, and 11 together comprise ~88% of the total pipeline length; these groups had 29%, 60%, 98%, 38%, and 27% inspection coverage, respectively. Thus, corrosion condition for 88% of the pipeline was able to be estimated directly from like inspected segments.



Groups 1, 2, 3, 8, 9 and 10 were uninspected and comprised the remaining 12% of the pipeline. These groups were not represented in the ILI dataset; the condition information for these groups was therefore taken as an average of all inspected segments.

A summary of the metal loss features within each group is below:

Group	Group Length (km)	Length Inspected (km)	% of Group inspected	Number of Features Found	Feature density (Features / km)
1	0.02	0	0%	Unknown	Assume 138 (ILI average)
2	0.06	0	0%	Unknown	
3	0.03	0	0%	Unknown	
4	1.86	0.54	29%	21	39.16
5	1.62	0.97	60%	14	14.5
6	1.14	1.12	98%	12	10.74
7	3.72	1.41	38%	389	276.25
8	0.48	0	0%	Unknown	Assume 138 (ILI average)
9	0.6	0	0%	Unknown	
10	0.21	0	0%	Unknown	
11	1.44	0.4	27%	175	442.91

Uninspected Segment Reliability Calculations

To estimate the defect density for uninspected segments within a group, the feature count per km was taken directly from the inspected portions of the same group as listed in the above table.

To estimate the defect severity for uninspected segments within a group, a distribution of metal loss depths and lengths was generated from the inspected portion of the group using a simulation technique that sampled (“Bootstrapped”) the defect dimensions from the inspected portion. Depth and length were treated as correlated, and depth treated as a normally distributed random variable following the same parameters



as described for the inspected portion. Each group was sampled 1E7 times to ensure representation across the entire population of discovered defects³⁶.

Using the above defect severity distributions and defect densities, the failure rate for each uninspected joint was calculated by following the same calculation as described for the inspected portion. Since the approach involves extrapolating condition rather the failure rate estimate outright, joints with stronger mechanical properties (such as thicker walls) are credited with higher reliability. Similar to the inspected joints, a 1.51 multiplicative factor was applied to account for un-reported or mis-reported features.

Modern Pipe Vintages

Since inspection data was only collected for pipe installed between 1958-1959, the conditions of these segments were only considered representative for older pipe vintages. The like-in-kind approach was therefore only applied to pipe installed from 1958 - 1962. More modern pipes were considered to be in better condition and therefore more reliable; in order to capture this increased assumed reliability, pipes installed 1970-1990 were assigned a failure rate of 1E-5 per km.year and pipes installed after 1990 were assigned a failure rate of 1E-6 per km.year. These assumptions affected ~ 2km of pipe.

Uninspected Segment Reliability Results

The uninspected segment failure rates are shown below:

Total Uninspected Length:

Pipeline	Length (km)	Leak Rate per km.yr (80% WT)
Uninspected portion	6.7	3.66E-01

Per Group:

Group	Inspected (Y/N)	Length (km)	Failure Rate per km.yr (Before Repairs)	Leak Rate per km.yr (After Repairs)
1	N	0.023	1.00E-06	1.00E-06
2		0.062	1.00E-06	1.00E-06
3		0.032	1.00E-06	1.00E-06
4	Y	0.554	2.30E-09	1.26E-09
5	N	1.310	2.05E-06	2.05E-06
	Y	0.994	1.31E-05	1.31E-05
6	N	0.627	1.86E-05	1.86E-05
	Y	1.142	4.90E-05	4.90E-05
7	N	0.001	5.67E-05	5.67E-05
	Y	1.437	1.21E+00	1.16E-01
8	N	2.281	9.65E-01	9.65E-01
	Y	0.480	3.59E-01	3.59E-01
9	N	0.604	1.00E-06	1.00E-06

³⁶ For uninspected groups 1, 2, 3, 8, 9, and 10, the entire population of ILI defects was sampled.

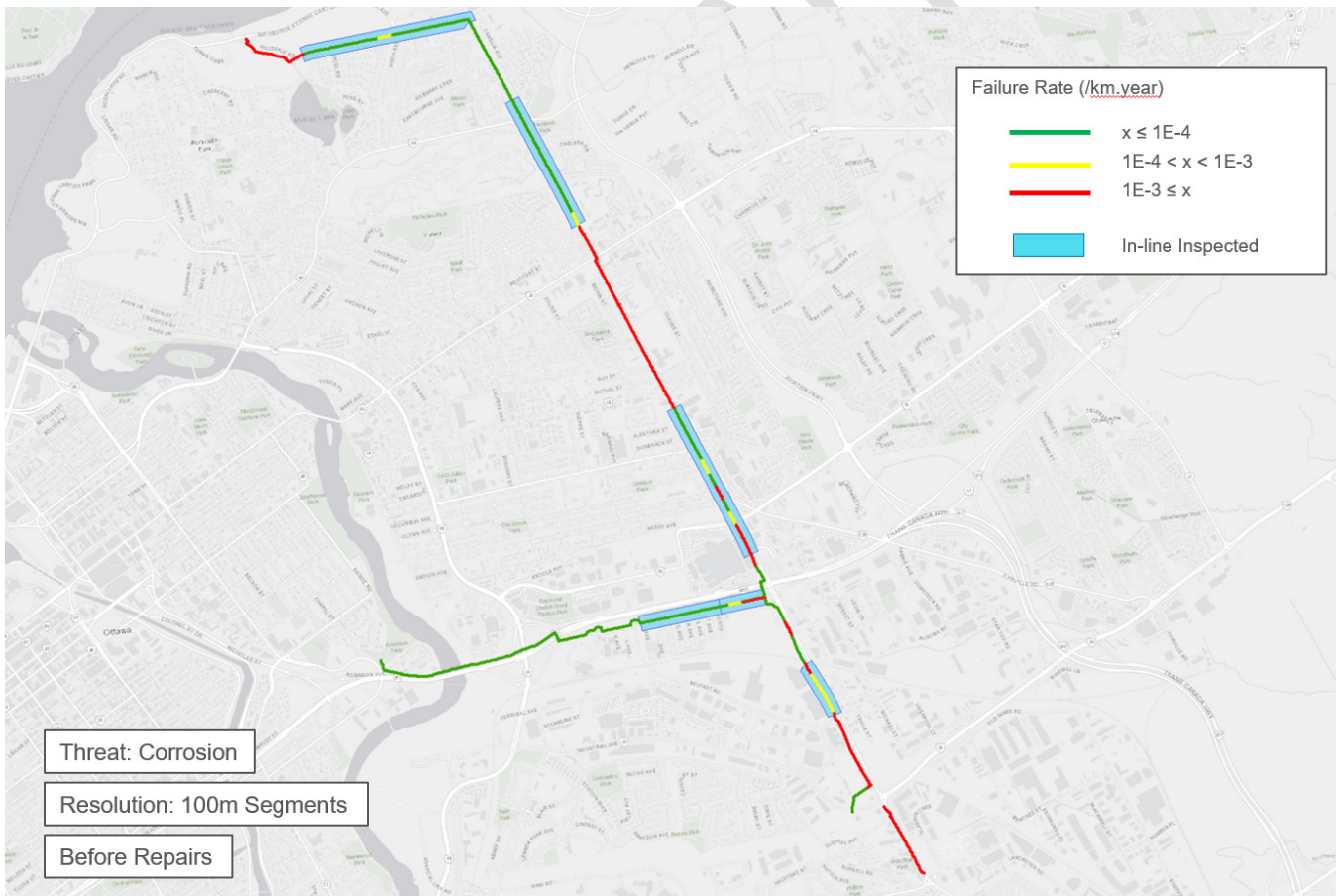


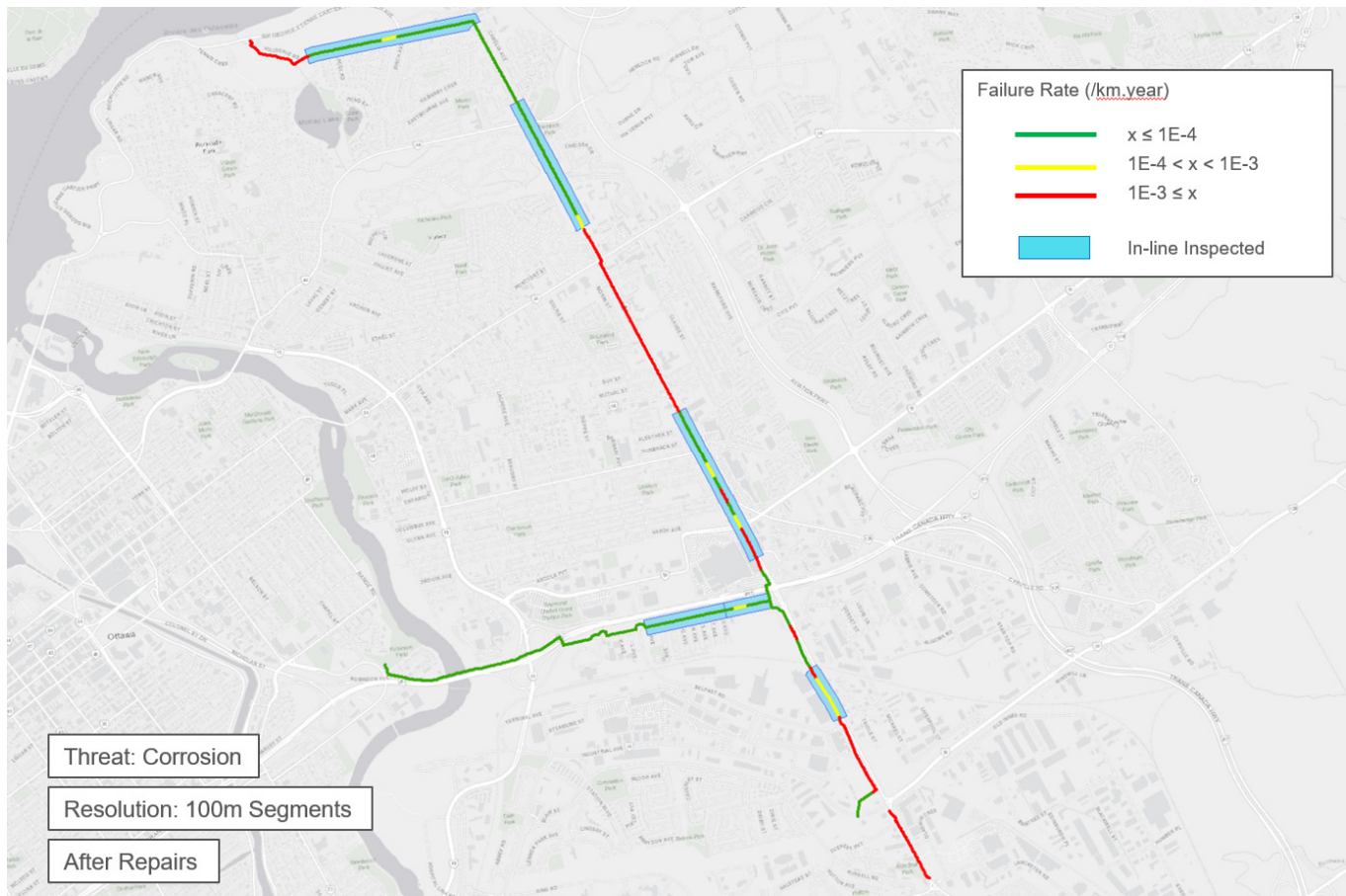
10		0.208	3.30E-01	3.30E-01
11	Y	0.396	2.93E-02	2.93E-02
	N	1.043	1.14E-02	1.14E-02

Reliability Results: Full Pipeline (11.2 km)

The failure rate for the entire pipeline is summarized below:

Pipeline	Length (km)	Failure Rate per km.yr (Before Repairs)	Leak Rate per km.yr (After Repairs)
Inspected portion	4.5	3.88E-01	3.97E-02
Uninspected portion	6.7	3.66E-01	3.66E-01
Total:	11.2	3.75E-01	2.35E-01





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Appendix F – Enbridge Operational Risk Matrix

G	One or more events expected per year at a given facility	>1	>1
F	Event expected several times in a business unit in a one-year period	1/10 to 1	10 ⁻¹ to 1
E	Event expected several times across Enbridge over a one-year period	1/10 to 1/100	10 ⁻¹ to 10 ⁻²
D	Isolated prior or expected cases at Enbridge	1/100 to 1/1,000	10 ⁻² to 10 ⁻³
C	Expected to occur periodically in industry over a one-year period; limited cases at Enbridge	1/1,000 to 1/10,000	10 ⁻³ to 10 ⁻⁴
B	Known to have happened once in the industry	1/10,000 to 1/100,000	10 ⁻⁴ to 10 ⁻⁵
A	No known prior occurrences in industry; unlikely to occur at Enbridge	< 1/100,000	< 10 ⁻⁵

		Consequence						
Likelihood	G	G1	G2	G3	G4	G5	G6	G7
	F	F1	F2	F3	F4	F5	F6	F7
	E	E1	E2	E3	E4	E5	E6	E7
	D	D1	D2	D3	D4	D5	D6	D7
	C	C1	C2	C3	C4	C5	C6	C7
	B	B1	B2	B3	B4	B5	B6	B7
	A	A1	A2	A3	A4	A5	A6	A7
		1	2	3	4	5	6	7

	1	2	3	4	5	6	7
FINANCIAL	≤\$10,000	>\$10k and ≤\$100k	>\$100k and ≤\$1M	> \$1M and ≤ \$10M	>\$10M and ≤\$100M	>\$100M and ≤\$1B	>\$1B
HEALTH & SAFETY	1 to 10 first aids	1 to 10 minor injuries	1 to 10 moderate injuries	1 to 10 major injuries	1 to 10 fatalities	10 to 100 fatalities	> 100 fatalities
ENVIRONMENTAL	Barren land or land used for industrial purposes where a spill would have minimal potential for water resource impact	Grassland, grazing areas, or forested areas where a spill would have minimal potential for water resource impact	Agricultural areas where a spill would have minimal potential for water resource impact	Cropland, grassland, or forested areas where a spill would have significant potential for water resource impact; or a water body with limited ecological or socioeconomic importance	Populated areas containing ecologically or socioeconomically important spill sensitive resources; or similarly sensitive water bodies including water that serves as a major drinking and/or food source.	Areas with very important ecologically or socioeconomically spill sensitive resources; or similarly sensitive water bodies that include habitat for threatened species.	Areas with extremely important ecologically or socioeconomically spill sensitive resources; or similarly sensitive water bodies including those that serve as endangered species habitat.
OPERATIONAL	No significant capacity disruption	Minor reduction in capacity/ability to deliver	Significant reduction in capacity/ability to deliver	Loss of a major asset/facility for a short period of time	Inability to operate or loss of a major asset/facility for an extended period	Loss of multiple major asset/facilities for an extended period	Loss of multiple major assets/facilities for an indefinite or permanent period
REPUTATIONAL	No significant media coverage No unplanned regulatory engagement	Isolated individual concern at municipal/county level. No media attention. Regulator notification and/or informal and unplanned meetings or information requests from regulator; no monetary penalty imposed	Localized concern with short term local media and interest group concerns Non-compliance identified by a regulator in writing without a monetary penalty; may require corrective actions; follow up communication with the regulator regarding the issue expected	State/Provincial concern, public and media attention beyond local area, customer attention on the issue Non-compliance identified by a regulator in writing including a monetary penalty; may require corrective actions; follow up communication with the regulator regarding the issue expected; permit/approval conditions or approval agency change causing moderate operational impacts	National concern and extended media coverage; significant public response causing major impact on current and prospective customers Non-compliance identified by a regulator in writing requiring significant corrective actions; may include a monetary penalty; operating permit/approval suspended causing significant operational impacts	Extended national media coverage; significant public response causing long term impact on customers; inability to expand operations Non-compliance identified by regulator in writing directing Enbridge to stop operating specific assets; may include criminal prosecutions; operating permit/approval canceled causing indefinite suspension of operations	Extended national media coverage; severe public response causing potentially permanent impact on customers; irreparable reputation damage resulting in the inability to continue operations Unable to gain regulatory approval for continued operation; may require decommissioning of major facilities; criminal prosecutions

VERY HIGH: Very high risk remains after existing controls have been considered. Risk reduction options – including interim measures - must be considered, and risk escalated as quickly as possible per BU reporting requirements.	HIGH: High risk remains after existing controls have been considered. Re-evaluation and/or risk reduction options must be considered, and risk escalated per BU reporting requirements.	MEDIUM: Escalation/risk reduction may be warranted. Consider options to further reduce risk where feasible.	LOW: No action or escalation required	IF H&S: Treat as HIGH
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Operational Risk Assessment Matrix Usage

<p>Summary</p>	<p>This risk matrix is intended to be applied to the assessment of scenarios or events that could result in health or safety impacts to the Enbridge workforce or the public, damage to the environment, impacts to the reliability of Enbridge assets, reputational damage, or financial losses.</p> <p>This risk matrix is a tool to drive action – including additional analysis where warranted - and escalation of potentially significant risks based on assessed risk levels. By virtue of their nature, all risk matrixes have limitations in their ability to accurately reflect risk levels and support decision making. The risk matrix should never be seen as a substitute for professional expertise. Where there is doubt about the risk level that the risk matrix provides or the suggested course of action, other methods should be used to validate risk levels and support decision making. Consult your BU Risk Management team or S&R Risk Management for information on alternative methods of risk assessment including quantitative analysis.</p>
<p>Consequence Descriptors</p>	
<p>Financial</p>	<p>Financial impacts may include clean up and remediation costs associated with operational events, revenue losses, fines, etc. When assessing financial impacts currency should match the location of the risk e.g., USD vs. CAD.</p>
<p>Health and Safety</p>	<p>The risk matrix cannot describe all potential health impacts associated with an operational incident. The terms and definitions below are intended to provide context but should not be considered exhaustive.</p> <p>First aid: Minor abrasions and minor bruises Minor Injuries: Short recovery; minor lacerations, minor burns, and minor sprains/strains Moderate Injuries: Moderate recovery (weeks to months); fractures, 2nd/3rd degree burns, and significant strains/sprains Major Injuries: Long-term/life altering; life-altering fractures, significant third-degree burns, disfigurement, and limb-loss</p> <p>Note that cells E4, C5, D5, C6, B6, B7, and A7 should be treated as “High” risk when assessing safety-related risks.</p>
<p>Environment</p>	<p>Consequence descriptions reflect increasing sensitivity of potentially affected areas with a focus on land and water impacts. It is important to consider magnitude of impact as well as the nature of the receptor when assessing environmental risk e.g., in the case of a liquid hydrocarbon release, the potential volume of a release must be considered along with the sensitivity of the receptor to derive a representative risk level. The consequence descriptions may be applied to many mechanisms of environmental damage e.g., crude oil releases, fire damage, non-hydrocarbon liquids releases, etc.; however, consideration should be given to the mechanism of damage and scaling applied e.g., identical volumes of crude oil and wastewater may have very different environmental impacts in the same location.</p> <p>Risk associated with non-land/water-based contaminants (e.g., unplanned air emissions, noise, odor) should also be considered; however, given the relative potential for environmental damage from, for example, air-release events compared to other mechanisms such as liquids releases or fire, other consequence categories may be more appropriate e.g., impacts such as fines, shutdowns, or reputational consequences associated with air emission events; and/or H&S consequences associated with potential toxicity of emissions.</p>
<p>Operational</p>	<p>When assessing potential operational impacts, consideration should be given to the magnitude, duration, and type of customer or organizational impact that an operational interruption may create. Given the differing nature of the operational risks that Enbridge is exposed to within and across business units, guidance from your BU risk team may be available to provide additional context during assessment of operational impacts.</p>
<p>Reputation</p>	<p>When assessing potential reputational impacts, consideration should be given to the visibility of the potential event i.e., remoteness of affected location; any cultural/social significance associated with the area that the event may occur in (e.g., parkland/public spaces, indigenous lands, cemeteries etc.); and any existing or anticipated sensitivity associated with the affected asset. i.e., assets currently under media, public, or regulatory scrutiny are more likely to cause significant reputational impacts if they are involved in an incident. These factors may influence the media and regulatory descriptions provided in the matrix,</p>
<p>Actions and Timeframes</p>	<p>The operational risk assessment matrix provides broad guidance on required actions and escalations based on risk level. Where BUs have developed specific guidance on risk reduction requirements, escalations, and timeframes for action based on level of assessed risk, BU guidance should be applied.</p>



Appendix G – PHMSA Hazardous Leaks

PHMSA Annual Report data for distribution pipelines was collected and tabulated for the years 2010 – 2021. The total number of leaks and hazardous leaks arising from excavation damage, corrosion, and material / weld failure are summarized below:

Corrosion leaks on mains:

Year	Sum of TOTAL LEAKS COR MAINS	Sum of TOTAL HAZLEAKS COR MAINS	% of leaks that are Hazardous
2010	52772	9748	18.47%
2011	51368	10166	19.79%
2012	53933	8962	16.62%
2013	49647	8556	17.23%
2014	49148	9814	19.97%
2015	48612	9121	18.76%
2016	45106	7401	16.41%
2017	42720	6993	16.37%
2018	40115	8193	20.42%
2019	39685	7497	18.89%
2020	36842	6536	17.74%
2021	36305	6563	18.08%
Total	546253	99550	18.22%

Excavation related leaks on mains:

Year	Sum of TOTAL LEAKS EX MAINS	Sum of TOTAL HAZLEAKS EX MAINS	% of leaks that are Hazardous
2010	16363	13940	85.19%
2011	17054	14723	86.33%
2012	17721	15542	87.70%
2013	16922	14756	87.20%
2014	14914	13287	89.09%
2015	16338	14830	90.77%
2016	17678	15915	90.03%
2017	16718	15110	90.38%
2018	17319	15599	90.07%
2019	17625	15798	89.63%
2020	16358	14797	90.46%
2021	17054	15592	91.43%
Total	202064	179889	89.03%



To: Enbridge Gas Inc.	From: DNV Canada Ltd. Energy Systems Bow Valley Square 4 Suite 1710, 250 – 6th Avenue SW Calgary, AB T2P 3H7 403 702 5679
	Prepared by: Jeremy Johnson, P.Eng. Cynthia Spitzenberger
	Date: May 11, 2023

DNV – St. Laurent Pipeline Risk Review Memo (2023)

1 Overview

Enbridge Gas Inc. (Enbridge) has completed a quantitative risk assessment (QRA) for the St. Laurent Pipeline located in Ottawa, Canada. Enbridge engaged DNV to review the *Quantitative Risk Assessment (QRA) – St. Laurent North Pipeline* (referred to as the Risk Assessment Report, dated April 24, 2023). A number of additional reference documents were considered including in-line inspection (ILI) data and a Corrosion Service (contractor) report for the pipeline. It is noted that DNV's review is qualitative review in nature.

The Enbridge report was prepared to document the risk analyses performed for the 11.2 km NPS 12 / NPS 16 St. Laurent Pipeline, located in Ottawa, Ontario and originally constructed in 1958/1959. The analyses are based on historical assessments as well as inspections and analysis undertaken in 2022. Enbridge notes in its reports that the pipeline is a distribution line and is therefore subject to the requirements of CSA Z662 Clause 12 Gas distribution systems. Per Clause 12, certain requirements of the standard are in or out of effect based on this designation. The internal requirements set by Enbridge for the integrity and risk management of distribution pipelines are also applicable to the pipeline.

2 Conclusions

The Risk Assessment Report provides detailed explanation and documentation of the potential loss of containment frequency estimates and documents the detailed benchmark comparison and risk assessment. The applied approaches are considered in line with industry practice and appropriate comparisons for the St. Laurent pipeline segment. The application of summed-scenario pipeline frequencies for use in the risk matrix may be considered conservative. Sub-segmentation of the pipeline into sub-scenarios may give more nuance to the risk evaluation but is unlikely to change the overall risk evaluation from falling in the categories of High / Very High Risk.

Conclusion of the analysis is that consideration of the Leakage Limit State (LLS) and Ultimate Limit State (ULS) approaches, 8.8 km of the 11.2 km pipeline (75%) fails one or both reliability limits (it is noted that reliability limits are based on CSA Z662 Annex O, which is a non-mandatory annex). Additional conclusion is based on the risk analysis with the matrix resulting in scenarios with "High Risk" or "Very High Risk". These conclusions are valid and in line with the presented data. DNV agrees with the Enbridge conclusion that additional remedial action to improve the reliability of 8.8 km of the pipeline should be considered.



3 Recommendations

The following recommendations are made by DNV with respect to the Enbridge risk assessment:

1. Additional detailed risk assessment is not considered necessary at this time or to significantly alter the risk categorization. Detailed risk evaluation may be conducted in future if risk prioritization is needed to guide priority of remedial actions; however, this may require more detailed consequence estimation than currently evaluated.

For DNV Canada Ltd.

A handwritten signature in black ink, appearing to read "Jeremy Johnson".

Jeremy Johnson, P.Eng.

Team Lead

STAKEHOLDER ENGAGEMENT

1. The purpose of this section of evidence is to describe Enbridge Gas's engagement with the City of Ottawa (the City) and other stakeholders.
2. In the Ontario Energy Board's (OEB) Decision and Order in the previous St. Laurent Ottawa North Replacement Project, the OEB suggested that Enbridge Gas work collaboratively with the City and other stakeholders to proactively plan a course of action for if and when pipeline replacement is required,¹ including the pursuit of Integrated Resource Planning (IRP) alternatives.²
3. Pursuant to this recommendation, Enbridge Gas has actively engaged with the City. Since that OEB Decision, Enbridge Gas has met with the City 16 times. Six³ of these meetings focused on (1) the St. Laurent Project, including pipeline integrity updates, (2) IRP implementation at Enbridge Gas, (3) IRP analysis completed for the St. Laurent Pipeline Replacement Project (the Project), including capacity scenarios, demand forecast process and assumptions, evaluating the Energy Evolution plan and an analysis of IRP alternatives, and (4) a list of Enbridge Gas's projects in Ottawa. The Independent Electricity System Operator (IESO) and Hydro Ottawa were in attendance for two and three of these meetings, respectively. These meetings were supplemented by regular email communications with City staff. A log of the engagement activities with the City, Hydro Ottawa, and IESO that have occurred since September 2022 can be found at Attachment 1.

¹ EB-2020-0293, Decision and Order, May 3, 2022, p. 23

² Ibid.

³ Meeting dates: September 6, 2022; September 22, 2022; October 27, 2022; January 16, 2023; February 22, 2023; April 3, 2023.

A. City of Ottawa

4. The key objective of Enbridge Gas's engagement strategy with Ottawa residents, businesses and stakeholders was to create a broad-based understanding of the need and requirement to maintain a state of good repair for the pipelines that serve the City and to address any questions related to the Project. To do this, Enbridge Gas undertook an approach that focused on engagement with city hall, including elected officials and City staff, as well as with members of the public and the business community. Throughout this process, Enbridge Gas engaged with the Mayor's Office, and advice received from the Mayor's Office helped to inform the development of Enbridge Gas's approach.

i. Engagement with Elected Officials

The four ward councillors within the Project Study Area were engaged and invited to attend discussions with Enbridge Gas on multiple occasions.

In mid-September 2023, the Project Notice of Study Commencement and Public Information Session⁴ was provided to the Mayor, City Manager, and the four ward councillors in advance of the October 3, 2023, Public Information Session. One councillor attended the Public Information Session on October 3. A second Public Information Session was held on October 4, 2023. In mid-October 2023, one of the four ward councillors engaged by Enbridge Gas (Tim Tierney) advised that he was going to put forward a motion supporting the Project and the establishment of an energy task force to the City's Environment and Climate Change Committee, of which he is a member. Enbridge Gas proposed amendments to the councillor's motion. Following discussion with another councillor, a revised motion was put to the committee.

⁴ Exhibit F, Tab 1, Schedule 1, Attachment 3, Section 3.2.

Enbridge Gas then broadened its engagement of elected officials to include the members of the Environment and Climate Change Committee. The motion was not voted on at committee, but it did rise to Council for its consideration at its meeting on December 6, 2023. At that point, Enbridge Gas broadened its engagement again to include all of Council. On December 1, in the lead up to Council's December 6 meeting, Enbridge Gas wrote to all members of Council and provided copies of the newspaper ads. On December 6, 2023, Council considered and passed a motion related to Enbridge Gas, the Project, and in support of continued collaboration on energy issues. This represented a key milestone in Enbridge Gas's engagement with the City, particularly as it relates to the Project.

ii. Engagement with City of Ottawa Staff

Enbridge Gas was in touch with the City Manager several times throughout the engagement process. The first engagement was to draw the City Manager's attention to the City staff's letter to the OEB dated July 24, 2023, and Enbridge Gas's subsequent reply of July 27, 2023. In early September 2023, Enbridge Gas wrote to the City Manager to propose the establishment of a centrally coordinated Task Force on energy issues that would include senior municipal City staff, Hydro Ottawa and Enbridge Gas, to facilitate and coordinate the implementation of the Project, if approved by the OEB. With a favourable reply from the City Manager, Enbridge Gas then approached Hydro Ottawa to seek their participation in the Task Force. Hydro Ottawa's Chief Customer Officer was also in agreement with the establishment of a Task Force. Enbridge Gas provided a draft Terms of Reference for the consideration of the City and Hydro Ottawa in late October 2023. Enbridge Gas hosted the first meeting of the energy task force on January 31, 2024; in this meeting, the Terms of Reference were reviewed, and Enbridge Gas provided an update on the Project.

iii. Public Engagement

Enbridge Gas also engaged with local stakeholders to ensure that the public and business community were aware of the need for the Project. In late November 2023, Enbridge Gas gave a presentation to the Mayor's Breakfast Series that had 250 members of the public in attendance (and was also televised live) to more broadly discuss the need for the Project. The Mayor and three councillors were in attendance at this event. In early December 2023, Enbridge Gas sent a letter through the Ottawa Board of Trade's monthly newsletter to its 5,500 email recipients. At the same time, Enbridge Gas placed newspaper advertisements in the Ottawa Citizen, Ottawa Sun, and le Droit to help members of the public understand the rationale behind the Project. Enbridge Gas received three email replies from members of the public to express their support. Information is also available to the public on the Project pages of Enbridge Gas's website.

B. Other Stakeholders

5. Since the OEB Decision and Order in EB-2020-0293, Enbridge Gas has continued to engage with Hydro Ottawa and the IESO, in addition to the above-noted meetings attended with the City.

6. Meetings held with Enbridge Gas, Hydro Ottawa, and the City focused on Enbridge Gas Ottawa-area projects, pipeline integrity updates, Enbridge Gas's Demand Forecast Assumptions and IRP at Enbridge Gas. The IESO was present for two of these meetings (October 27, 2022, and February 22, 2023). Throughout 2023 and 2024, Enbridge Gas engaged with Hydro Ottawa via 12 meetings / phone calls to discuss the request for a Task Force on energy issues, Hydro Ottawa's decarbonization scenario analysis, benefit cost analysis, the OEB's Decision and Order on the 2024 to 2028 Natural Gas Distribution Rates Application (EB-2022-0200) proceeding, the Project and coordinated energy system planning.

7. Enbridge Gas attended six of IESO's Regional Electricity Meetings held with the City, Hydro Ottawa, and Hydro One in 2023 and 2024. The focus of these meetings thus far has been the Ottawa Area Sub-region Integrated Regional Resource Plan (IRRP) Demand Forecasting Electrification Scenario, focusing discussions on (1) Developing a process for creating the Ottawa Decarbonization Target Demand Forecast Scenario, (2) Discussing municipal data requirements and parameters, (3) Ottawa's Energy Evolution Plan, (4) Ottawa Decarbonization Scenario, (5) Hydro Ottawa scenario development consultant presentation and discussion, and (6) IRRP scenario development discussion and timelines. Enbridge Gas plans to continue attending future scheduled meetings to which they are invited. Enbridge Gas also discussed the IESO's decarbonization scenarios for Ottawa with the IESO on September 6, 2023, and May 10, 2024. Ongoing engagement with the IESO, the City, Hydro Ottawa and Hydro One in these forums has provided Enbridge Gas with an understanding of the state of potential future electricity demand and planning in the Ottawa Area Sub-region.

8. In December 2023, the Enbridge Gas Capital Development and Delivery team presented the Project at a City of Ottawa Utility Coordination Committee (UCC) meeting to provide project updates, discuss scheduling, and to confirm if further coordination was required with any of the utilities. These coordination discussions are ongoing.

MUNICIPAL ENGAGEMENT – CONSULTATION LOG
CITY OF OTTAWA, HYDRO OTTAWA, AND IESO

Line Item	Date	Method	Summary of Enbridge Gas Inc. (Enbridge Gas) Engagement Activity	Summary of Stakeholder's Engagement Activity
1	September 22, 2022	Meeting	Enbridge Gas met with City of Ottawa to review Energy Transition findings related to the Pathways to Net Zero.	
2	October 27, 2022	Meeting	Enbridge Gas met with City of Ottawa, IESO and Hydro Ottawa on the St. Laurent Pipeline Replacement Project (Project) and IRP. Topics covered: <ul style="list-style-type: none"> • Project overview; • Capacity Scenarios; • Translating the Energy Evolution Plan; • IRP Alternatives Being Analyzed; and • Overview of Enbridge Gas Ottawa projects. 	
3	January 16, 2023	Meeting	Enbridge Gas meets with City of Ottawa, and Hydro Ottawa regarding the Project. Topics covered: <ul style="list-style-type: none"> • Objectives of Meeting; • Enbridge's Demand Forecast Assumptions; and • Discussion 	
4	February 21, 2023	Email	Enbridge Gas to the City of Ottawa to respond to questions prior to the next meeting. Email exchange related to another Enbridge Gas project in the City of Ottawa, however relevant to include due to providing the scope of what IRP alternatives can be considered. Specifically, from Enbridge unregulated or regulated organizations.	
5	February 22, 2023	Meeting	Enbridge Gas meets with City of Ottawa, IESO, Hydro Ottawa to provide IRP update. Topics covered: <ul style="list-style-type: none"> • Integrity Update; • Demand Forecast; • IRP Preliminary Assessment; and • Discussion 	
6	March 9, 2023	Email	Email to City of Ottawa with response/comments to meeting notes from February 22, 2023, meeting.	

Line Item	Date	Method	Summary of Enbridge Gas Inc. (Enbridge Gas) Engagement Activity	Summary of Stakeholder's Engagement Activity
			Topics included clarifications on the Enhanced Targeted Energy Efficiency (ETEE) analysis for St. Laurent and the Ontario Energy Board (OEB) ruling on non-gas alternatives.	
7	March 31, 2023	Email	Email to the City of Ottawa from Enbridge Gas. Discussions regarding intervenors' request in the 2024 Rebasing (Phase 1) proceeding ¹ to file a St. Laurent presentation provided to the City of Ottawa on the public record.	
8	April 3, 2023	Meeting	Enbridge Gas meets with City of Ottawa. Discussion on the IRP materials sent on March 9, 2023, and the 2024 Rebasing undertaking response.	
9	April 4, 2023	Email	Email exchange between Enbridge Gas and City of Ottawa regarding the timing of the St. Laurent integrity report.	
10	April 11, 2023	Webinar	Enbridge Gas webinar to provide an overview of the natural gas planning process and the needs that have been identified in regions.	
11	May 19, 2023	Email & Meeting	Enbridge Gas attends IESO Regional Electricity Meeting with City of Ottawa, Hydro One and Hydro Ottawa.	Meeting to discuss Ottawa Area Sub-region Integrated Regional Resource Plan – Demand Forecasting Electrification Scenario Agenda includes: <ul style="list-style-type: none"> • Review purpose, composition and admin of the group; • Develop process for creating the Ottawa Decarbonization Target Demand Forecast Scenario; • Discuss Municipal data requirements and parameters; and • Develop next steps
12	June 20 & 21, 2023	Email & Meeting	Enbridge Gas attends IESO Regional Electricity Meeting with City of Ottawa, Hydro One and Hydro Ottawa	Meeting to discuss Ottawa Area Sub-region Integrated Regional Resource Plan – Demand Forecasting Electrification Scenario.

¹ EB-2022-0200.

Line Item	Date	Method	Summary of Enbridge Gas Inc. (Enbridge Gas) Engagement Activity	Summary of Stakeholder's Engagement Activity
				<p>June Agenda:</p> <ul style="list-style-type: none"> • May meeting summary confirmation; • Energy Evolution Plan overview and discussion; • Next steps; and • August meeting agenda. <p>Comments requested on the May Meeting summary.</p> <p>August Meeting agenda suggestion to invite Toronto Hydro.</p>
13	July 7, 2023	Meeting	Discussion with Hydro Ottawa on their decarbonization scenario analysis.	
14	July 13, 2023	Meeting	Michele Harradence, President of Enbridge Gas and Keith Boulton, Director of Public Affairs meet with Ottawa Mayor Mark Sutcliffe and Scott Moffatt, Director of Issue and Outreach, Mayor's Office to advise of intention to proceed with the Project.	
15	July 19, 2023	Email	Keith Boulton, Director of Public Affairs, follow up email to Scott Moffatt seeking consultation opportunities with the City of Ottawa (ie Committees).	
16	July 21, 2023	Email	Enbridge Gas representative email to Scott Moffatt to follow up on consultation opportunities.	
17	July 24, 2023	Email	Enbridge Gas representative email to Scott Moffatt and Robyn Guest (Mayor's Chief of Staff) alerting both to a letter filed by City of Ottawa staff with the OEB dated July 21, 2023.	
18	July 25, 2023	Emails and phone call	Enbridge Gas representative to Scott Moffatt, Director of Issue and Outreach, Mayor's Office. Purpose was to express concern regarding recent City of Ottawa correspondence sent to the OEB. Second email sent to arrange discussion with Keith Boulton, no further correspondence received from the City of Ottawa.	Mayor's Office advised that they did not know it had been sent, indicated that it shouldn't have happened, and will investigate revisions.
19	July 25, 2023	Email	Enbridge Gas representative followed up from the July 7 meeting with an email to Hydro Ottawa providing links to portions of 2024 Rebasing application and information on the Pathways to Net Zero study. Provided copy of letter recently filed by the	

Line Item	Date	Method	Summary of Enbridge Gas Inc. (Enbridge Gas) Engagement Activity	Summary of Stakeholder's Engagement Activity
			City of Ottawa in the 2024 Rebasing proceeding.	
20	July 26, 2023	Emails and phone call	Enbridge Gas representative to Wendy Stephanson, Interim City of Ottawa Manager, to express concern over contents of City of Ottawa staff letter.	Reaffirmed letter was sent without the knowledge of the Mayor's Office or City of Ottawa Manager's Office. Consideration being given to a revised letter.
21	July 27, 2023	Phone call	Enbridge Gas representative and Wendy Stephanson spoke to advise of impending filing of an Enbridge Gas response letter to be filed with the OEB.	City of Ottawa would review letter to confirm if a revised letter would proceed or not.
22	July 27, 2023		Enbridge Gas representative forwarded response letter to the City of Ottawa Letter of Comment ² to Mayor Sutcliffe, Scott Moffatt (Mayor's Office), Robyn Guest (Mayor's Office), Wendy Stephanson (Interim City Manager), and Don Herweyer (Interim General Manager, Planning, Real Estate and Economic Development).	
23	August 8, 2023	Email	Enbridge Gas representative to Scott Moffatt seeking a meeting to establish open and transparent dialogue on energy issues.	Reply received August 11, 2023, suggesting a discussion August 17.
24	August 15, 2023	Email		IESO representative thanked Enbridge Gas, City of Ottawa, Hydro Ottawa and Hydro One for accommodating the adjustment to the next Ottawa Decarbonization Focused Discussions in Regional Electricity Planning, to allow additional time for Toronto Hydro to prepare a presentation for September 13, 2023.
25	August 17, 2023	Phone call	Enbridge Gas representative and Scott Moffatt discussed the letters sent to the OEB and consultation approaches with the City of Ottawa.	
26	September 1 and 5, 2023	Email	Enbridge Gas representative to City of Ottawa Manager Stephanson seeking to meet about St Laurent.	Reply received September 5, 2023, providing names of staff to connect with.
27	September 6, 2023	Meeting	Enbridge Gas representatives discussed the IESO's decarbonization scenarios for Ottawa with IESO representative.	
28	September 8 & 13, 2023	Email & Meeting	Enbridge Gas attends IESO Regional Electricity Meeting with City of Ottawa, Hydro One and Hydro Ottawa.	Meeting summary #2 June – Ottawa Decarbonization Scenario

² EB-2022-0200, Enbridge Gas Response to City of Ottawa Letter of Comment, July 27, 2023.

Line Item	Date	Method	Summary of Enbridge Gas Inc. (Enbridge Gas) Engagement Activity	Summary of Stakeholder's Engagement Activity
29	September 8, 2023	Email	Enbridge Gas representative to Scott Moffatt to advise a letter will be sent formally advising of St Laurent pipeline replacement, public open house, engagement with councillors, and seeking establishment of a task force on energy issues with City of Ottawa and Hydro Ottawa (Task Force).	
30	September 8, 2023	Email	Enbridge Gas representative to Wendy Stephanson (City of Ottawa Manager), Don Herweyer (General Manager, Scott Moffatt (Mayor's Office), Charmaine Forgie (Manager, Business and Technical Support Services)	City of Ottawa Manager indicated Don Herweyer will advise of City of Ottawa representative. Scott Moffatt called September 11, 2023, to follow up on letter to City of Ottawa.
31	September 8, 2023	Email	Enbridge Gas representative to Councillor Carr, Plante, Tierney, King	Councillor Tierney called with respect to the email and advised of his support.
32	September 13 & 22, 2023	Meeting	Enbridge Gas representative discussed Hydro Ottawa's decarbonization scenario analysis with Hydro Ottawa representative.	
33	September 15, 2023	Email	Enbridge Gas representative to Mayor Sutcliffe and Scott Moffatt (Mayor's Office) to provide the Notice of Study Commencement and Public Information Sessions letter for the Project.	Benjamin Poirier of the Mayor's Office acknowledged receipt.
34	September 15, 2023	Email	Enbridge Gas representative to Councillors Carr, Plante, Tierney, King, City Manager Wendy Stephanson, General Manager Herweyer, and seven other municipal staff members (transit planning, public works, emergency services, OC Transpo) to provide the Notice of Study Commencement and Public Information Sessions letter for the Project.	City of Ottawa Manager's Office provided assistance with some re-direction of emails to staff who had departed.
35	September 20, 2023	Virtual meeting	Enbridge Gas representative met with Councillor Carr and City of Ottawa staff.	
36	September 21, 2023	Email	Enbridge Gas representative email to General Manager Don Herweyer and Charmaine Forgie from the City of Ottawa to follow up on Sept 15 email.	Replies received with names of contact (Melissa Jort-Conway) and establishment of a meeting date with Charmaine Forgie

Line Item	Date	Method	Summary of Enbridge Gas Inc. (Enbridge Gas) Engagement Activity	Summary of Stakeholder's Engagement Activity
37	September 25, 2023	Virtual meeting	Enbridge Gas representative met with Councillors Carr, King, and Tierney and staff.	A general discussion was held. General support expressed for the Project.
38	September 26, 2023	Email	Enbridge Gas representative to Scott Moffatt to provide update on engagement with the four councillors in the construction zone and to seek agreement to share City of Ottawa Manager correspondence.	Reply received September 27, no issues, please with update.
39	September 27, 2023	Email	Enbridge Gas representative to Hydro Ottawa CEO regarding establishment of Task Force.	
40	September 28, 2023			City of Ottawa representatives accepted an invitation to meet October 10, 2023, re: Task Force on energy issues. Charmaine Forgie accepted invitation to meet October 10, 2023.
41	October 3, 2023	Email	Enbridge Gas representative to Hydro Ottawa Chief Customer Officer to follow up on letter sent to Hydro Ottawa CEO. Letter shared.	
42	October 4, 2023	Meeting	Enbridge Gas representative with Charmaine Forgie Manager, Business and Technical Support Services.	Discuss recent history of relationship and future/proposed Task Force.
43	October 4, 2023	Email	Enbridge Gas representative forwarded letter previously sent by Enbridge Gas to President and CEO at Hydro Ottawa regarding the establishment of a Task Force with the City of Ottawa and Enbridge Gas. Enbridge Gas representative requests a touch point in a couple weeks.	Hydro One representative agrees to have a touch point to discuss Task Force vision and objectives.
44	October 4, 2023	Phone	Enbridge Gas representative had a discussion with representative from Hydro Ottawa to provide the context on the request for a Task Force.	Representative from Hydro Ottawa indicated that they will relay this information with their boss and the COO next week and give them the context, and then work on a response on their support.
45	October 10, 2023			City of Ottawa requests to re-schedule meeting to October 12, 2023.
46	October 11, 2023			City of Ottawa requests to re-schedule meeting to October 18, 2023.
47	October 12, 2023	Meeting	Enbridge Gas representative met with Hydro Ottawa Chief Customer Officer.	
48	October 15, 2023	Call		Councillor Tim Tierney called to advise he was going to table a motion

Line Item	Date	Method	Summary of Enbridge Gas Inc. (Enbridge Gas) Engagement Activity	Summary of Stakeholder's Engagement Activity
				related to St Laurent. A copy was not provided nor was exact wording discussed.
49	October 16, 2023	Email and call	Enbridge Gas representative to Scott Moffatt, Director of Issue and Outreach to discuss Tierney motion.	
50	October 18, 2023	Email		Charmaine Forgie provided a copy of the Tierney motion.
51	October 18, 2023	Meeting	Enbridge Gas representative met with Charmaine Forgie and Melissa Jort-Conway to discuss motion and Task Force. City of Ottawa mentioned priorities for them: community heating strategy (RNG, district heating, some electrification). Enbridge Gas reinforce Tierney motion not part of our approach.	
52	October 19, 2023	Meeting	Enbridge Gas representative spoke briefly with Councillors Tierney, Carr, and King at Ottawa Board of Trade Mayor's Breakfast.	
53	October 19, 2023	Meeting	Enbridge Gas representative spoke briefly with Scott Moffatt, Director of Issue and Outreach to discuss Enbridge Gas proposing amendments to Tierney motion, Moffatt agreed to approach.	
54	October 20 & 23, 2023	Email & Meeting	Enbridge Gas attends IESO Regional Electricity Meeting with City of Ottawa, Hydro One and Hydro Ottawa.	<p>Email ahead of meeting on Ottawa Regional Planning Decarbonization Focused Discussion. Agenda – Hydro Ottawa scenario development consultant presentation and discussion, as well as IRRP scenario development discussion, timelines, Action Items and Next Steps.</p> <p>Presentations included:</p> <ul style="list-style-type: none"> • Energy Evolution (Municipal Climate Action Planning) by SSG; • Energy Evolution and the IESO's Ottawa Integrated Regional Resource Plan by City of Ottawa; and • Meeting summary for September
55	October 23, 2023	Email and Call	Enbridge Gas representative to Councillor Tierney proposing amendments to his original motion.	

Line Item	Date	Method	Summary of Enbridge Gas Inc. (Enbridge Gas) Engagement Activity	Summary of Stakeholder's Engagement Activity
56	October 23, 2023	Email	Enbridge Gas representative to Scott Moffatt, Charmaine Forgie, Melissa Jort-Conway to provide draft terms of reference for the Task Force.	
57	October 23, 2023	Email	Enbridge Gas representative to Scott Moffatt, Charmaine Forgie, Melissa Jort-Conway to provide suggested amendments to Councillor Tierney motion	
58	October 24, 2023	Email	Enbridge Gas representative to Hydro Ottawa (Julie Lupinacci) to provide draft terms of reference for the energy Task Force.	
59	October 24, 2023	Email	Enbridge Gas representative to City of Ottawa inquiring about procedural steps related to Tierney motion	Reply received October 25 to advise of process.
60	October 26, 2023	Email	Enbridge Gas representative to Scott Moffatt (Mayor's Office) to ask if Enbridge Gas should prepare to present to Environment and Climate Change Committee and to advise that the Environment Assessment was being provided to the City of Ottawa Manager and to ask if the Mayor's Office would like a copy.	No reply.
61	October 27, 2023	Meeting	Enbridge Gas representative discussed Hydro Ottawa's decarbonization scenario analysis with Hydro Ottawa representative.	
62	October 31, 2023	Email	Enbridge Gas representative individually to members of the Environment and Climate Change Committee (Councillors Brockington, Brown, Curry, Devine, Hill, Kavanagh, Luloff, King, Tierney, Carr, Menard) to advise of the St. Laurent pipeline replacement proposal and offer to answer any questions.	Received call from Councillor Luloff to express support. Email from Councillor Brockington advising of absence on Nov 21 but appreciative of receipt of background. Emails from Councillor Tierney appreciating info. Emails from Councillor Curry, Councillor Carr, Councillor Hill, and Councillor Brown's staff (Brett Byers) in support of the Project.
63	November 1, 2023	Email	Enbridge Gas representative to City of Ottawa (Charmaine Forgie) to provide overview of recent Enbridge Gas engagement with the City of Ottawa and to seek feedback on Task Force terms of reference.	No reply received providing feedback on terms of reference.

Line Item	Date	Method	Summary of Enbridge Gas Inc. (Enbridge Gas) Engagement Activity	Summary of Stakeholder's Engagement Activity
64	November 7, 2023	Email and call		Councillor Carr inquired about motion amendments that Enbridge Gas had proposed to Councillor Tierney.
65	November 9, 2023	Speech	Enbridge Gas representative to Mayor's Breakfast (Board of Trade event) and 250 members of the public to announce proposed replacement of the St. Laurent Pipeline.	Mayor and Councillors King, Carr, and Curry in attendance.
66	November 16, 2023	Meeting & Email	Discussion between Enbridge Gas and Hydro Ottawa regarding Hydro Ottawa's decarbonization scenario analysis. Follow up email included links to Enbridge Gas' 2024 Rebasing and Community Expansion Proceedings.	
67	November 20, 2023	Call		Call to Enbridge Gas representative from Councillor Tim Tierney to advise of a revised motion and media interest
68	November 21, 2023	Email		City of Ottawa (Charmaine Forgie) to provide a copy of the revised Tierney motion under consideration at the November 21, 2023, meeting of the Environment and Climate Change Committee (ECCC).
69	November 22, 2023	Call		City of Ottawa (City Manager, Wendy Stephanson) to Enbridge Gas representative to inquire about ECCC proceedings and to schedule a subsequent discussion.
70	November 22, 2023	Email	Enbridge Gas representative to Councillor King to follow up on ECCC discussion.	No reply.
71	November 22, 2023	Voicemail and Email	Enbridge Gas representative to Councillor Tierney to follow up on second CBC Ottawa Morning interview with Enbridge Gas representative.	No reply.
72	November 24, 2023	Call	Enbridge Gas representative and City of Ottawa Manager spoke about next steps leading up to December 6, 2023 Council meeting.	
73	November 24, 2023	Email	Enbridge Gas representative to Scott Moffatt (Mayor's office) to discuss Council vote.	No reply.
74	November 24, 2023	Email		City of Ottawa Manager to Enbridge Gas representative to connect Enbridge Gas

Line Item	Date	Method	Summary of Enbridge Gas Inc. (Enbridge Gas) Engagement Activity	Summary of Stakeholder's Engagement Activity
				with Mayor's Chief of Staff (Robyn Guest) in Scott's absence.
75	November 27, 2023	Call	Enbridge Gas representative with Mayor's Chief of Staff (Robyn Guest) and Scott Moffatt (Mayor's Office) to discuss the approaches City of Ottawa was considering related to the Tierney motion and upcoming Council meeting on December 6, 2023.	
76	November 30, 2023	Email	Enbridge Gas representative to Mayor's Chief of Staff, Director of Issues and Outreach (Mayor's Office), and City of Ottawa Manager to advise of plan to communicate with the public and council.	No reply.
77	November 30, 2023	Email	Enbridge Gas representative to Mayor's Chief of Staff, Director of Issues and Outreach (Mayor's Office), and City of Ottawa Manager to provide a copy of the public communication.	No reply.
78	November 30, 2023	Email	Enbridge Gas representative to Hydro Ottawa (Chief Customer Officer) to provide a copy of the public communication.	No reply.
79	December 1, 2023	Email	Enbridge Gas representative to Ottawa Board of Trade Members (through Newsletter).	
80	December 1, 2023	Email	Enbridge Gas representative to Mayor Sutcliffe and Members of Ottawa Council to provide information regarding the Project and copies of public communications to appear on December 2, 2023.	
81	December 2, 2023	Newspaper Ads	Enbridge Gas to Ottawa Citizen, Ottawa Sun, le droit	
82	December 4, 2023	Meeting	Enbridge Gas representative met with Councillor Brockington to discuss the Project.	
83	December 2, 2023	Email		Mayor's Office (Benjamin Poirier) to acknowledge receipt of December 2 nd letter.
84	December 4, 2023	Email and Call		Councillor Darouze to Enbridge Gas representatives to express appreciation for the material provided.
85	December 6, 2023	Meeting	The Enbridge Gas Capital Development & Delivery team attended the City of Ottawa Utility Coordination Committee (UCC) meeting and presented the Project.	Invites to the UCC meeting included the City of Ottawa, and utilities including Hydro One and Hydro Ottawa.

Line Item	Date	Method	Summary of Enbridge Gas Inc. (Enbridge Gas) Engagement Activity	Summary of Stakeholder's Engagement Activity
86	December 6, 2023	Ottawa Council Meeting	Enbridge Gas representative attended Council meeting.	Ottawa Council carried the motion presented by Councillor Tierney that staff be directed to continue collaborative activities with Enbridge Gas to find shared opportunities to achieve emissions reduction through energy transition planning, energy efficiency and demand-side management programs, while ensuring energy security for the residents of Ottawa.
87	December 11, 2023	IESO Meeting	Enbridge Gas attends IESO Regional Electricity Meeting with City of Ottawa, Hydro One and Hydro Ottawa.	Agenda included: Federal Government Discussion, Hydro Ottawa scenario development consultant project update, October Meeting Recap and Next Steps
88	January 19, 2024	Meeting	Discussion between Enbridge Gas and Hydro Ottawa on the 2024 Rebasing decision, Hydro Ottawa scenario analysis, benefit cost analysis, City of Ottawa meeting, and coordinated planning.	
89	February 21, 2024	Meeting	Discussion between Enbridge Gas and Hydro Ottawa on the 2024 Rebasing decision, the Project, and Hydro Ottawa scenario analysis.	
90	April 30, 2024	Email		IESO provides update on regional planning activities in the Ottawa region and next steps, including May 24 public engagement webinar for Ottawa IRRP, and requests feedback on meeting series summary to be posted publicly. Jessica Singh is introduced as the new point of contact for the Ottawa regional planning file.
91	May 1, 2024	Meeting	Discussion between Enbridge Gas and Hydro Ottawa to discuss staffing changes at Enbridge Gas, 2024 Rebasing Phase 2 IESO's Ottawa IRRP, Hydro Ottawa's decarbonization scenario analysis, the St. Laurent Project. Discussion between Hydro Ottawa and Enbridge about the	

Line Item	Date	Method	Summary of Enbridge Gas Inc. (Enbridge Gas) Engagement Activity	Summary of Stakeholder's Engagement Activity
			energy provided in the region served by the St. Laurent pipeline.	
92	May 10, 2024	Meeting	Discussion between IESO and Enbridge Gas. Enbridge Gas provides feedback on the Ottawa Decarbonization Group that was formed as part of the Ottawa IRRP.	
93	May 15 & 21, 2024	Email & Meeting	Enbridge Gas attends IESO Regional Electricity Meeting with City of Ottawa, Hydro One and Hydro Ottawa.	Email ahead of meeting on Ottawa Regional Planning Decarbonization Focused Discussion. Agenda – Review Decarbonization Meeting Series Summary, Preview draft forecast, Thoughts on future touchpoints.
94	May 23, 2024	Meeting	Discussion between Hydro Ottawa and Enbridge about the energy provided in the region served by the St. Laurent pipeline.	
95	May 31, 2024	Meeting	Discussion between Hydro Ottawa and Enbridge about the energy provided in the region served by the St. Laurent pipeline.	
96	June 4, 2024	Meeting	Discussion between Hydro Ottawa and Enbridge about the energy provided in the region served by the St. Laurent pipeline.	

ENERGY TRANSITION

1. The purpose of this section of evidence is to describe how Enbridge Gas has quantitatively and qualitatively analyzed the potential impacts of decarbonization and energy transition on the St. Laurent Pipeline Replacement Project (the Project).
2. This Exhibit of evidence is organized as follows:
 - A. Introduction
 - B. General Service Customer Electrification
 1. City of Ottawa Climate Plan and Status
 2. Federal and Provincial Decarbonization Policies and Status
 3. Probabilistic Analysis of Customer Disconnection
 - C. Contract Customers
 - D. Planned Investments in the Electricity System
 - E. Conclusion

A. Introduction

3. Enbridge Gas has considered the potential impacts of decarbonization efforts and energy transition on the Project, including understanding the drivers of and trends in general service customer electrification, contract customers use of natural gas, and the planned investments in the electricity system.
4. While much of the discourse regarding decarbonization is focused on readily available consumer technologies like electric air-source heat pumps and end uses like building heat, this doesn't capture the full picture. Particularly, the capacity of the electricity system to accommodate electrification is frequently omitted from the discourse, as are the energy needs of large commercial and industrial customers, many of which may not have readily available means to decarbonize. For these

customers the gas system provides critical energy today and a potential pathway for decarbonization in the future using low and zero carbon gases, like renewable natural gas (RNG) and hydrogen.

B. General Service Customer Electrification

5. In its consideration of energy transition, Enbridge Gas has contemplated the drivers and pace of electrification of general service customers in Ottawa.
6. To understand the current drivers for general service decarbonization, Enbridge Gas has reviewed municipal, provincial, and federal decarbonization policies. An overview and the current status of these policies is provided in the sections below, which show that there are no clear policies enacted today at any level of government that would drive a large degree of electrification.
7. Enbridge Gas has also undertaken a quantitative analysis of the need for the capacity provided by the St. Laurent Pipeline (SLP) using probability analysis. This analysis demonstrates that general service customers would likely remain connected to the gas system beyond 2080 and more likely until 2100, in scenarios with aggressive disconnection assumptions. An overview of this analysis is provided below.

1. City of Ottawa Climate Plan and Status

8. The City of Ottawa (the City) has outlined its framework to reduce GHG emissions from community and City operations by 2050 in their Climate Change Master Plan¹ (the Plan), which was first released in 2020. The Plan includes eight priorities, five of

¹ Climate Change Master Plan, Approved January 2020, Amended December 2020, https://documents.ottawa.ca/sites/documents/files/climate_change_mplan_en.pdf

which Enbridge Gas believes could impact natural gas demand in the City if or when implemented. The first priority is to implement *Energy Evolution: Ottawa's Community Energy Transition Strategy* (Energy Evolution)², which provides a framework and action plan for the City to meet greenhouse gas (GHG) emission reduction targets. Targets for the City include a reduction of community GHG emissions by 100% by 2050 and corporate GHG emissions by 100% by 2040³.

9. The City released a status report in April 2023, which provides updates on the status of the priorities in the Plan.⁴ Enbridge Gas continues to work with the City and understands that there are no further status updates to report on (please see Exhibit B, Tab 2, Schedule 1). Of the five priorities listed in the Plan that could impact natural gas demand, the status of the first priority (Energy Evolution) is listed as “various”, three priorities are noted as “off track” and one priority is listed as “on track”.⁵ The report notes that due to the significant scale and scope of the priorities listed, some are off track due to the need for further analysis and consultation.⁶
10. The first priority in the Plan, Energy Evolution, lists twenty priority projects across five sectors. Enbridge Gas believes that nine of the 20 priority projects identified could impact natural gas demand once completed. Eight of these nine priority projects are related to the buildings sector and are intended to accelerate retrofits of existing buildings, the decarbonization of heating sources, and net zero emissions building construction between 2020 and 2025⁷. In total, 14 of the 20 priority projects

² Energy Evolution: Ottawa's Community Energy Transition Strategy – Final Report, October 2020, https://documents.ottawa.ca/sites/documents/files/energy_evolution_strategy_en.pdf

³ Climate Change Master Plan Progress Report, April 2023, p. 6, https://documents.ottawa.ca/sites/documents/files/CCMPProgressReport2023_en.pdf

⁴ Ibid, pp. 2-3.

⁵ Ibid, p. 3.

⁶ Ibid, p. 2.

⁷ Energy Evolution: Ottawa's Community Energy Transition Strategy – Final Report, October 2020, p. 34, https://documents.ottawa.ca/sites/documents/files/energy_evolution_strategy_en.pdf

identified in Energy Evolution are “off track”, including six that could impact natural gas demand.⁸

11. The April 2023 status report shows that of the nine priority projects, three are on track and the remaining six projects are currently off track. Those off track include: (1) Energy & Emissions Community Improvement Plans, (2) Community Building Heating Strategy, (3) High-Performance Development Standard, (4) Net Zero Municipal Buildings Project⁹, (5) the Municipal Green Building Policy Update¹⁰ and (6) Integration of energy and climate mitigation policies in the new Official Plan and supporting master plans¹¹.

12. On April 18, 2023, the Climate Change and Resiliency Team at the City presented the annual status update on the Plan, including an update on the status of Energy Evolution, to Ottawa’s Environment and Climate Change Committee. Figure 1 provides a summary of the status of Energy Evolution, as presented in the meeting¹².

⁸ Ibid, pp. 6-8.

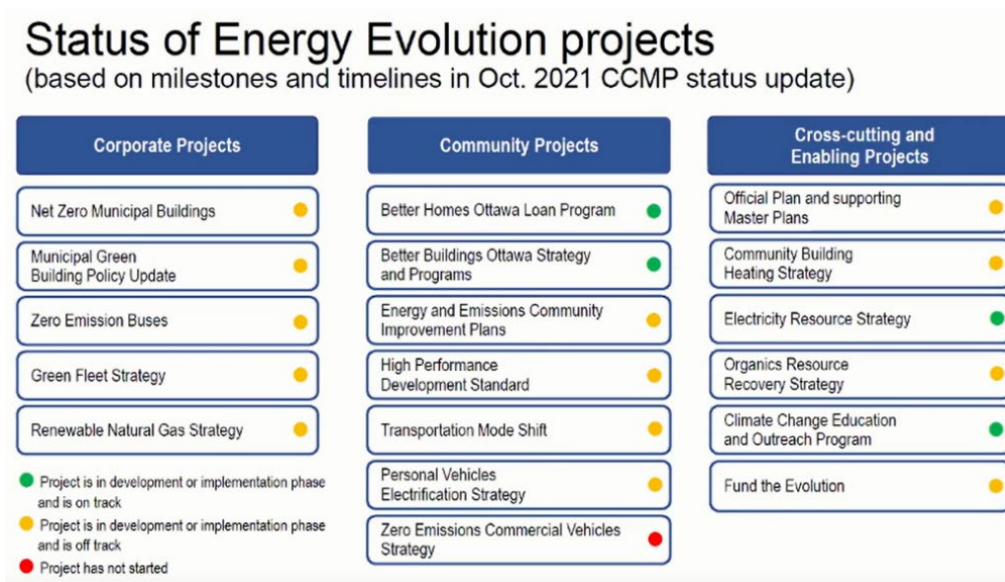
⁹ Formerly called Municipal Buildings Renewal and Retrofit Program.

¹⁰ Climate Change Master Plan Progress Report, April 2023, p. 7, https://documents.ottawa.ca/sites/documents/files/CCMPPProgressReport2023_en.pdf

¹¹ Ibid, pp. 6-8.

¹² Better Homes and Better Buildings Loan Programs is embedded into the Better Homes and Better Buildings Programs. The Better Buildings Network is embedded into Better Buildings Ottawa project. For this reason, eighteen Energy Evolution projects are shown in the figure, rather than twenty.

Figure 1 Status of Energy Evolution Priority Projects¹³



13. The Energy and Emissions Community Improvement Plan was initially proposed to incentivize superior energy performance and deep energy retrofits using grants¹⁴. However, because the future of Community Improvement Plans in Ottawa is currently under review, the Energy & Emissions Community Improvement Plans priority project is “off track”¹⁵.

14. The intent of the Community Building Heating Strategy is to determine what infrastructure and utility investments are required to accommodate new ways of heating buildings¹⁶. Additionally, this strategy would explore how to reduce GHG

¹³ Climate Change and Resiliency Team. Climate Change Master Plan - Annual Status Update. Presentation to Environment and Climate Change Committee, April 18, 2023. [pub-ottawa.escribemeetings.com/Players/ISISStandAlonePlayer.aspx?id=ffbe4d22-f714-4468-b504-a02f3aedb59c](https://documents.ottawa.escribemeetings.com/Players/ISISStandAlonePlayer.aspx?id=ffbe4d22-f714-4468-b504-a02f3aedb59c).

¹⁴ Appendix F: Project Overviews, September 2020, p. 25, https://documents.ottawa.ca/sites/documents/files/energy_evolution_appendix_f_en.pdf

¹⁵ Climate Change Master Plan Progress Report, April 2023, p. 7, https://documents.ottawa.ca/sites/documents/files/CCMPPProgressReport2023_en.pdf

¹⁶ Appendix G: Summary of Energy Evolution Projects (2020-2025), September 2000, p. 4, https://documents.ottawa.ca/sites/documents/files/energy_evolution_appendix_g_en.pdf

emissions via heating infrastructure within new and existing buildings¹⁷. The report explains that this initiative is off track due to “staff capacity, limited data and cold climate examples, complexity of issues, lack of defined City roles, responsibilities, or even opportunities”¹⁸. The status report notes that an additional reason this strategy has not progressed is the lengthy delays from planning to implementation regarding utility infrastructure upgrades or system changes¹⁹.

15. Similar challenges are outlined for the Net Zero Municipal Building Project and the Municipal Green Building Policy Update, including staff capacity and lack of defined roles, lack of data, lack of funding, and complexity issues, among several others²⁰. The High-Performance Development Standard is intended to improve building design and construction to support a transition of new buildings to net zero emissions²¹. Although the High-Performance Development Standard was approved by City Council in April 2022, the status report cites delays due to the provincial government, including the new *More Homes Built Faster Act* (Bill 23), the *More Homes for Everyone Act* (Bill 109), as well as delayed provincial approval of Ottawa’s new Official Plan²². There is no indication of when the High-Performance Development Standard will be in effect.

16. Three of the eight key priority projects within the Energy Evolution Building sector that could impact natural gas demand and that are noted to be “on track” include the

¹⁷ Appendix F: Project Overviews, September 2020, p. 28,
https://documents.ottawa.ca/sites/documents/files/energy_evolution_appendix_f_en.pdf

¹⁸ Climate Change Master Plan Progress Report, April 2023, p. 12,
https://documents.ottawa.ca/sites/documents/files/CCMPPProgressReport2023_en.pdf

¹⁹ Ibid, April 2023, p. 12.

²⁰ Climate Change Master Plan Progress Report, April 2023, p. 13,
https://documents.ottawa.ca/sites/documents/files/CCMPPProgressReport2023_en.pdf

²¹ Appendix G: Summary of Energy Evolution Projects (2020-2025), September 2000, p. 4,
https://documents.ottawa.ca/sites/documents/files/energy_evolution_appendix_g_en.pdf

²² Climate Change Master Plan Progress Report, April 2023, p. 12,
https://documents.ottawa.ca/sites/documents/files/CCMPPProgressReport2023_en.pdf

(1) Better Homes Ottawa Loan Program, (2) Better Buildings Ottawa Strategy and Programs, and (3) Better Homes & Better Buildings Loan Programs. Based on the Climate Change Action Plan Progress Report²³, although these projects have a “on track” status, “staff anticipate that scaling these initiatives in line with Energy Evolution may prove to be challenging in the future due to staff capacity, financing, limited program uptake, lack of national or provincial retrofit code, lack of mandatory disclosure and performance standards, potential resistance to regulations, limited price on carbon, and/or the lack of workforce available to support these initiatives”.²⁴

17. While the City’s Climate Change Master Plan has ambitious plans to reduce GHG emissions, the status of those priority projects within the Plan that could impact natural gas demand shows that the majority are currently off track and, therefore, the timing of when these reductions could occur cannot be determined.

2. Federal and Provincial Decarbonization Policies and Status

18. In EB-2022-0200 (Phase 1 Rebasing), Enbridge Gas provided an overview of emerging or evolving federal and provincial climate targets, plans, strategies, and regulations.²⁵ This overview remains accurate today; however, Enbridge Gas notes the following progress since October 2022 when that evidence was filed:

Federal

- A draft Clean Electricity Regulation²⁶ was released in August 2023. The Clean Electricity Regulation sets performance standards to reduce GHG emissions from fossil fuel-generated electricity starting in 2035. In its

²³ Climate Change Master Plan Progress Report, April 2023, p. 11, https://documents.ottawa.ca/sites/documents/files/CCMPPProgressReport2023_en.pdf

²⁴ Ibid, p. 11.

²⁵ EB-2022-0200 Exhibit 1, Tab 10, Schedule 6, pp. 1-13.

²⁶ Canada Gazette, Part 1, Volume 157, Number 33: Clean Electricity Regulations, August 19, 2023, <https://www.gazette.gc.ca/rp-pr/p1/2023/2023-08-19/html/reg1-eng.html>

submission to the government of Canada on the draft regulations, the Independent Electricity System Operator (IESO) stated that “the Clean Electricity Regulation as drafted is unachievable in Ontario by 2035 without putting at risk the reliability of the electricity system, electrification of the broader economy and economic growth”.²⁷ Based on the feedback received on the draft regulation, the federal government published a public update²⁸ in February 2024, which summarizes stakeholder feedback and describes changes the government is considering. The final regulation has not yet been published.

- Since the publication of the discussion paper on Canada’s Green Building Strategy, no further updates or resulting policies have been released.
- In April 2024, the federal government released “Solving the Housing Crisis: Canada’s Housing Plan”.²⁹ This plan includes \$5 billion in funding to provinces and territories, which requires provinces to adopt forthcoming changes to the National Building Code (NBC), including climate change related measures, to access the funding. Provinces are required to agree to this provision by January 1, 2025, to access these funds, and if they have not reached an agreement by the deadline, their funding allocation will be transferred to the municipal stream.

Ontario

- In July 2023, the Government of Ontario released the Powering Ontario’s Growth Report, which outlines actions to meet the growing electricity demand in the province through the 2030s and beyond while transitioning to a clean

²⁷ IESO Submission on the Proposed Clean Electricity Regulations, November 2, 2023, p. 2.
<https://www.ieso.ca/-/media/Files/IESO/Document-Library/cer/IESO-CER-Submission.pdf>

²⁸ Clean Electricity Regulations Public Update, February 16, 2024,
<https://www.canada.ca/content/dam/eccc/documents/pdf/climate-change/clean-fuel/electricity/clean-electricity-regulations-public-update-16022024.pdf>

²⁹ <https://www.infrastructure.gc.ca/housing-logement/housing-plan-report-rapport-plan-logement-eng.html>

electricity system.³⁰ This plan announced approximately 8,500 MW of new nuclear generation and tasked the IESO with several resource acquisition and planning initiatives to meet the identified growing electricity demand, which is primarily due to economic development and electric vehicles. The report also states:

Natural gas will continue to play a critical role in providing Ontarians with a reliable and cost-effective fuel supply for space heating, industrial growth, and economic prosperity. With developments in energy efficiency, and low-carbon fuels such as RNG and low-carbon hydrogen, the natural gas distribution system will help contribute to the province's transition from higher carbon fuels in a cost-effective way.³¹

- The Electrification and Energy Transition Panel work is now complete with the issuance of the final report in December 2023.³² The report outlines the Panel's recommendations for Ontario's transition to a clean energy economy by 2050. The Report emphasizes the need for a government-wide commitment, a clear strategic policy vision complimented by an integrated long-term energy plan and building meaningful partnerships with Indigenous communities. Among the recommendations of the report, the Panel called for the Ministry of Energy (MOE) to develop and communicate an energy transition policy vision for transitioning to an electrified and low-carbon economy by 2050. The Panel also called for the MOE to provide policy direction on the role of natural gas in Ontario's future energy system as part of its next integrated long-term energy plan. To date, this has not been released.

³⁰ Government of Ontario, Powering Ontario's Growth Report 2023. <https://www.ontario.ca/files/2023-07/energy-powering-ontarios-growth-report-en-2023-07-07.pdf>

³¹ Ibid, p. 30.

³² Ontario's Clean Energy Opportunity: Report of the Electrification and Energy Transition Panel, <https://www.ontario.ca/files/2024-02/energy-eetp-ontarios-clean-energy-opportunity-en-2024-02-02.pdf>

- The status of the pathways study being prepared by the MOE is unknown and a report has not been made publicly available to date.
- In April 2024, the Government of Ontario adopted the NBC 2020 as the Ontario Building Code (OBC) 2024³³; however, the energy efficiency approach in NBC 2020 was not adopted and, instead, Ontario's existing energy efficiency standards were maintained. Although OBC 2024 did not harmonize with the NBC energy efficiency standards, Enbridge Gas understands that the energy efficiency requirements of the OBC are already more stringent than the minimum level of energy efficiency required in the NBC.

19. Based on the above, the existing federal, provincial, and municipal policies demonstrate a lack of clear direction and progress, particularly at the municipal level (i.e., in Ottawa) regarding how large-scale electrification would be achieved.

3. Probabilistic Analysis of Customer Disconnection

20. In its consideration of the impact of energy transition on the Project, Enbridge Gas has contemplated the potential pace of general service customer disconnections. Recognizing that small commercial and industrial general service customers make up a relatively low proportion of all general service customers, Enbridge Gas has premised its analysis on the departure of residential general service customers only. The analysis takes a simplified approach and focuses exclusively on space heating; however, general service customers may also have additional existing gas-fired equipment, such as water heaters, gas stoves, fireplaces, clothes dryers, barbecues,

³³ Ontario Amendments to the National Building Code of Canada 2020, April 4, 2024, <https://www.dropbox.com/scl/fi/reo1c2ea44q0lzgexkyw2/Ontario-Amendments-to-the-National-Building-Code-of-Canada-April-5-2024.pdf?rlkey=ukw3vhci1nm1aa589psn8e5bo&dl=0>

or pool heaters, which would also need to be replaced if a customer decides to remove their gas system connection.

21. In February 2024, Enbridge Gas engaged Integral Engineering (Integral) to perform probabilistic modeling using a set of input assumptions supplied by Enbridge Gas. Integral's modeling relied upon Monte Carlo simulations³⁴ to estimate a range of potential outcomes based on a choice of action. In this case, the choice of actions modeled were related to the rate at which general service customers (proxied by residential customers) could choose to adopt non-gas heating solutions, assumed to be electric heat pumps, and the rate at which general service customers could choose to exit the gas system after adopting an electric heat pump.
22. An overview of the modeling approach is provided at Attachment 1, pages 4 to 12. Fifteen scenarios were modelled, and their results are based on the outcomes of one thousand independent simulations per case. The results of the analysis are provided at Attachment 1, pages 22 to 27.
23. The different scenarios modeled reflect the pace at which general service customers could exit the gas system in the future. The different scenarios vary customers' propensities to disconnect from the gas system, with some scenarios having very aggressive disconnection rates, while others are more conservative. It is important to note that these scenarios are not forecasts for how the future may unfold, instead they are representative of a range of potential outcomes tied to a set of prescribed assumptions.

³⁴ Monte Carlo simulation is a probabilistic mathematical technique that predicts possible outcomes of an uncertain event by varying inputs and simulating the range of possible outcomes.

24. All scenarios rely on the following assumptions:

- a) No new customer additions as of 2024;
- b) Maximum furnace and air conditioner (A/C) lives of 20 years³⁵;
- c) Conversion to electric heat pumps for all space heating occurs at the furnace end of life;
- d) Upon A/C end of life, installation of an electric heat pump in place of a furnace may occur. The likelihood of that event is assumed as follows:
 - i. 0% when the furnace age is < 10 years;
 - ii. Linearly increasing from 0% to 100% for furnace age greater than or equal to 10 years and less than 20 years; and,
 - iii. 100% when the furnace age is equal to 20 years.
- e) The likelihood of a general service customer installing an electric heat pump is assumed to be 8% in 2024³⁶; and,
- f) Starting as soon as 2035, but no later than 2050, the likelihood that a general service customer installs an electric heat pump increases to 100%³⁷.

25. It is implicitly assumed that the electricity system has or will develop the capacity and capability to accommodate the various levels of electrification of general service gas customers presented in the Integral analysis. As will be discussed in Section D,

³⁵ Lifespans were modeled with triangular distributions, where the most frequent lifespans are 17.5 years. These assumptions are based on data from the 2018 IESO Residential End Use Survey and Enbridge Gas's 2023 Residential End Use Survey. The age distributions for furnaces and A/C units largely aligned, so the assumption was deemed reasonable.

³⁶ Linearly extrapolated to 2024 based on NRCan Comprehensive End Use Database. Residential Sector, Ontario, Table 21: Heating System Stock by Building Type and Heating System Type. Available <https://oee.nrcan.gc.ca/corporate/statistics/neud/dpa/showTable.cfm?type=CP§or=res&juris=on&year=2020&rn=21&page=0>.

³⁷ 2035 was chosen to align with the aspirational goals of the Pan-Canadian Framework for heating systems to be greater than 100% efficient. The probability that a customer adopts an electric heat pump increases to 100% by a specified year. The specified year was modelled using a triangular distribution bound by 2035 and 2045 for some cases and bound by 2035 and 2050 for others.

the level and pace of electrification presented in the Integral analysis is not being planned for by government or the electric sector today.

26. All scenarios rely on the same approach for customer adoption of electric heat pumps, the use of a logistic curve. To reflect that a customer may not exit the gas system, the likelihood to disconnect was varied and modelled using three different approaches: constant, linearly increasing, and logistic curve. Please see Attachment 1, pages 13 to 15 for descriptions of each approach.
27. To model the likelihood of general service customer disconnection, both a lower and upper bound on the likelihood are required. The bounds represent a conservative and an aggressive view respectively.
28. Insight derived from the Home Energy Rebate Plus (HER+) Program was used to develop the lower bound. The program data indicates that of the 44,891 natural gas heated homes that installed electric heat pumps through NRCan's Canada Greener Homes Grant in Ontario, only 320 (approximately 1%) disconnected from natural gas while 44,571 (99%) maintained their natural gas connection.³⁸ Based on this data, the lower bound for the likelihood of disconnection was assumed to be 1%.
29. There are many factors that influence the upper bound on what potential disconnection rates could be in the future. Factors like the relative cost-effectiveness of fuel switching to electricity via heat pumps, which is influenced by factors such as energy costs, the cost of the equipment and available incentives, the political and public policy risk associated with the current Federal Carbon Charge, and any potential building upgrades. These are all important considerations that impact

³⁸ These figures represent program participation spanning from Jan 1, 2023, to March 22, 2024.

residential electrification and how the disconnection rate from the gas system could evolve in the future. Varying the disconnection rate over time and presenting the resultant range of scenarios, not only accounts for a range of potential upper bounds but also demonstrates how these factors are intrinsically captured in the modeling and results. To provide the most aggressive disconnection scenario as a bookend, 100% was assumed as the maximum upper bound for the likelihood of disconnection.

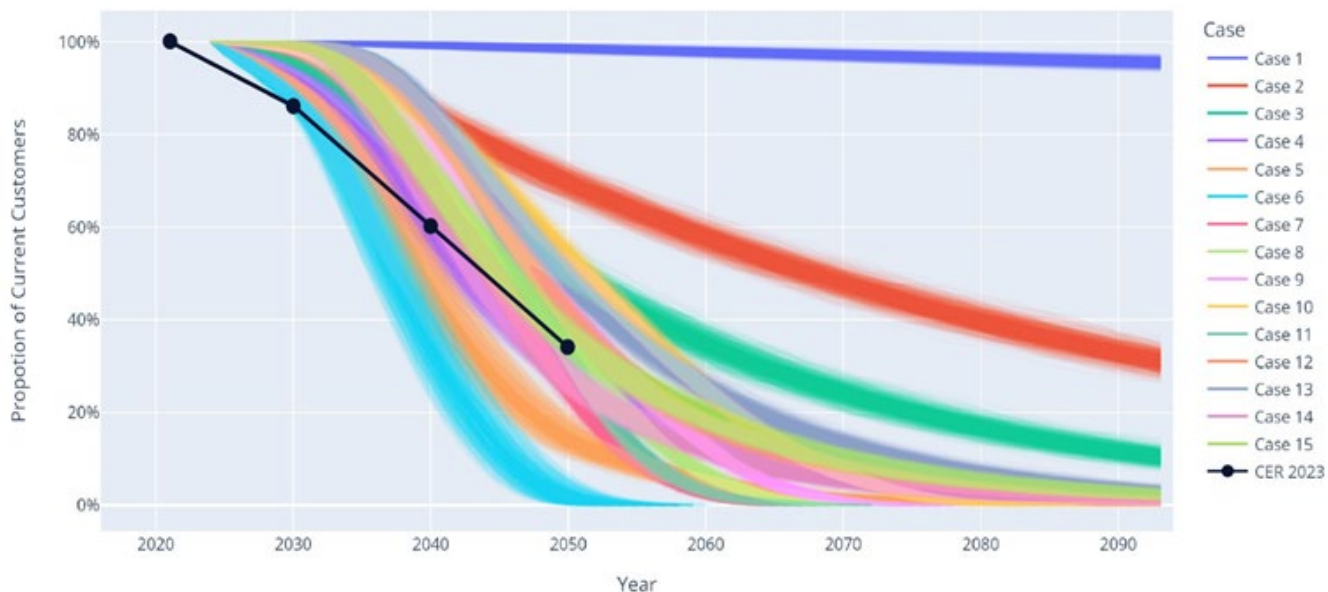
30. A summary of the scenarios is provided at Attachment 1, page 19, and the analysis results are provided at Attachment 1, pages 22 to 27. Figure 2 summarizes the results and is also provided at Attachment 1, page 25. A table of summary statistics for the scenarios is provided at Attachment 1, page 27.

31. Integral provided a comparison of the results to the Canadian Energy Regulator's (CER) Energy Future 2023 Global Net-Zero Scenario.³⁹ This scenario projects that residential natural gas demand could reduce to approximately one third of 2021 levels by 2050. It is important to note that a reduction in gas demand does not necessarily imply a reduction in gas customers, nor does it imply that the rate of gas demand reduction in the scenario would be the same or similar to the rate of potential gas customer disconnection in the future. The CER scenario provides a future reference point that includes aggressive heat pump adoption and electrification assumptions. However, for the purposes of the comparison, the assumption that reductions in gas demand were equivalent to reductions in gas customers was made i.e., one third of customers remain by 2050. As can be seen in Figure 2 roughly half of the cases are consistent with the CER's scenario, which validated the choice of modelling an upper bound below 100% for the likelihood of

³⁹ Canada's Energy Future 2023: Energy Supply and Demand Projections to 2050, 2023, <https://www.cer-rec.gc.ca/en/data-analysis/canada-energy-future/2023/canada-energy-futures-2023.pdf>

disconnection, or a date beyond 2050 for when 100% likelihood of disconnection would possibly occur.

Figure 2 Summary of analysis results: Proportion of Remaining Customers



Key Findings

32. Integral’s analysis found that varying the assumed probability that customers disconnect upon electric heat pump adoption significantly affects the total time there will be gas users on the system in the model. For example, Case 1, the dark blue curve in Figure 2, where the disconnection probability was assumed to be constant at 1% (consistent with the results observed in the HER+ Program) indicates customers would remain on the system well beyond 2100 without appreciable declines; this would be a conservative view. On the other hand, Case 6, the turquoise curve in Figure 2, where the disconnection probability was assumed to be constant at 100% (i.e., starting today, 100% of customers that install an electric heat pump disconnect from the gas system immediately, even if they have other gas-fired appliances), indicates that customers would remain on the system into the mid-

2050s, this would be an aggressive view. Both scenarios are unlikely as they assume a constant probability of disconnection from now into the future.

33. Under a range of scenarios, general service customers would still be present on the system long past 2050. 14 out of 15 scenarios have outcomes where customers remain on the system beyond 2060, and 11 of those 14 scenarios demonstrate that customers would remain beyond 2080.
34. Other than the six scenarios that have constant probabilities of disconnection (Cases 1 through 6), the remaining 9 scenarios have probabilities of disconnection which vary with time (which is more likely than a constant probability) and have highly aggressive assumed rates of disconnection. The results of these remaining 9 scenarios (Cases 7 through 15), indicate that the most likely year that there could be zero general service customers connected to the gas system is 2102. The results also indicate that the earliest year representing the 5th percentile (i.e., sooner than 95% of all the simulations) for these scenarios is 2066.
35. Even in Case 6, the most aggressive scenario considered, where starting today it is assumed that 100% of general service customers who choose to install a heat pump disconnect from the gas system immediately, general service customers would still be present on the system beyond 2050. The most likely year in which no general service customer would be present under this scenario is 2055, and the earliest year, representing the 5th percentile (i.e., sooner than 95% of all the simulations), is 2052. Additionally, it is worth noting that the results of Case 6 are largely consistent with the projected GHG emissions reductions goals of the City's Energy Evolution plan,⁴⁰ which as noted in the previous section are currently "off track".

⁴⁰ Energy Evolution: Ottawa's Community Energy Transition Strategy, 2020, p. 37.
https://documents.ottawa.ca/sites/documents/files/energy_evolution_strategy_en.pdf

36. Overall, the results of this modeling exercise demonstrate that the SLP system will most likely be needed to serve general service customers until 2055 in the scenario with the most aggressive rates of adoption and disconnection modeled (Case 6), 2102 in the scenarios with more realistic modeling of the aggressive disconnection assumptions (Cases 7 to 15), and well beyond 2100 in the scenario with the most conservative rates of adoption and disconnection modeled (Case 1). Enbridge Gas suggests that the most aggressive and the most conservative scenarios are both unlikely, and that the likely pace of disconnection would likely fall somewhere in the range of the other scenarios.

C. Contract Customers

37. The Large Volume Contract Demand (LVCD) customers served by the SLP system generally fall into the institutional sector and include hospitals, medical research facilities, post-secondary institutions, and government. The gas supplied to these customers is critical for meeting their energy needs and the safe and reliable operation of their facilities. The operation of these facilities serves the public interest and is essential for the City.

38. Enbridge Gas has undertaken outreach with the LVCD customers served by the SLP system to understand their current and future energy needs. Table 1 provides an overview of the aggregated demand information for the six LVCD customers connected directly or indirectly to the SLP System.

Table 1
Overview of LVCD Customers Served by the SLP System

Contracted Capacity	Current Volume
Firm Hourly Demand (m ³ /hr)	13,176
Interruptible Hourly Demand (m ³ /hr)	500
Firm Contract Demand (m ³ /day)	246,729
Interruptible Contract Demand (m ³ /day)	10,200
Minimum Annual Volume (m ³ /year)	36,973,736

39. Based on the discussions held with these customers, hourly demand reduction is expected to be minimal between 2025 and 2040 due in part to the heat sensitive nature of these customers' loads. LVCD customers indicated they may undertake energy efficiency projects before 2030; however, these projects are not expected to impact the customers' firm hourly demands but may reduce annual consumption. The largest LVCD customer does not anticipate changes to their demand requirements until the 2040s. In addition, as described in Exhibit C, Tab 1, Schedule 1, Section B, Enbridge Gas received zero bids for demand reductions from LVCD customers through a reverse open season.

40. Furthermore, LVCD customers have indicated that the historic nature of many buildings and built infrastructure have driven the choice to invest in conversion from steam to hot water for heating, as opposed to the electrification of equipment. LVCD customers relayed electrification as being difficult and cost-prohibitive, requiring investments in electrical infrastructure upgrades and/or facility infrastructure.

41. As a result of this outreach, LVCD customers have advised they require 100% reliability to provide heat and operational needs for critical infrastructure and facilities. One customer indicated they have a zero-risk tolerance for any energy

outage that may put the operations of their business and facilities, and/or people at risk.

42. In addition, Enbridge Gas has received an application from an LVCD customer for a new advanced medical research centre. It is anticipated the facility will open in 2025 and require 1,625 m³/h of firm capacity supported by the SLP system.
43. Based on the information above natural gas is a central part of these customers' energy requirements and Enbridge Gas expects little decline in LVCD customer demand until at least the 2040s.

D. Planned Investments in the Electricity System

44. The capacity of the electricity system to accommodate electrification is an important consideration due to the scale of the potential investments that would be required, both within the region's electric distribution system, but also at the provincial transmission and capacity level. Enbridge Gas has undertaken a review of publicly available documents that provide insight into the current planned investments to support population growth, to address electricity system constraints in the Ottawa area, and the forecasted demands due to increased electrification.
45. The City currently experiences its highest peak electricity demand in the summer. For example, the 2022 summer peak electricity demand for the City was 1,270 MW, whereas the 2022 winter peak electricity demand was 1,170 MW.⁴¹ According to Hydro Ottawa's Load Forecast included as part of its 2021 Rates Application to the OEB, the summer peak demand was forecast to grow to approximately 1,490 MW

⁴¹ Accounts for embedded generation.
<https://www.oeb.ca/documents/opendata/rrrr/2.1.5.5%20Utility%20Characteristics%20Analysis.xml>

by 2025,⁴² driven by an expanding customer base and population growth in the City.⁴³

46. Additionally, in December of 2022 the IESO published a bulk system study⁴⁴ for the “Gatineau” corridor, the terminus of which is the Ottawa region. The IESO indicated that “the Ottawa electricity load growth is primarily being seen through the development of new mixed commercial/residential communities, intensification of existing communities, and major projects like the Ottawa Light Rail Transit system.”⁴⁵

47. The IESO’s analysis presents a low and high electricity demand forecast for the City of approximately 2,200 MW and 2,300 MW respectively by 2042. Neither of these demand forecasts accounts for demand due to the electrification of space heating as envisioned in the City’s Energy Evolution Plan.⁴⁶

48. The IESO also indicated that “the load meeting capability of Ottawa is limited to 1,700 MW today due to thermal limitations.”⁴⁷ Further, the IESO has determined there is a capacity need ranging from 425 MW to 625 MW by 2042 under the low and high demand scenarios respectively, and that this need manifests in both the summer and winter.⁴⁸ The estimated cost of the IESO’s recommended solution

⁴² EB-2019-0261, Exhibit 3, Tab 1, Schedule 1, Attachment C, page 4. <https://hydroottawa.com/sites/default/files/2020-02/Exhibit%203%20-%20OPERATING%20REVENUE.pdf>.

⁴³ EB-2019-0261, Exhibit 1, Tab 1. <https://hydroottawa.com/sites/default/files/2020-02/Exhibit%201%20-%20ADMINISTRATION.pdf>.

⁴⁴ IESO, Gatineau End of Life Study, December 2022. <https://www.ieso.ca/-/media/Files/IESO/Document-Library/regional-planning/East-Ontario/gatineau-corridor-eol-study-public-report-dec2022.ashx>

⁴⁵ Ibid, p. 12

⁴⁶ Ibid, p. 13

⁴⁷ Ibid, p. 15

⁴⁸ Ibid, pp. 18-19

package to address the identified system needs is \$650 million.⁴⁹ This capacity need and associated cost do not contemplate increased demand due to the electrification of space heating.

49. Recently, however, the IESO and Hydro Ottawa, through the Ottawa Integrated Regional Resource Plan (IRRP) process, have developed a preliminary demand forecast for the Ottawa region that incorporates population growth trends and an increasing amount of electrification in accordance with the City's Climate plans.⁵⁰

50. The IRRP reference scenario electricity demand forecast, "Moderate B" includes aggressive gas disconnection assumptions where by 2050, 76% of space heating is provided by electricity and 24% is low carbon gases.⁵¹ The forecast for this aggressive reference scenario suggests a shift to a winter peak by 2026, and estimates that winter peak electricity demand will increase to more than 4,700 MW by 2050, while summer peak electricity demand is forecast to increase to slightly below 2,200 MW by 2050.⁵²

51. The IESO and Hydro Ottawa are in the preliminary stages of the IRRP needs assessment and have not identified what incremental infrastructure may be required to support the IRRP preliminary demand forecast. The final report, with proposed transmission system investments, is expected to be available in March of 2025, and Hydro Ottawa's plans for their distribution system investments will become public when they are filed in their rate application.

⁴⁹ Ibid, p. 37

⁵⁰ IESO, Ottawa Area Sub-Region IRRP Regional Electricity Planning Discussion, May 24, 2024. <https://www.ieso.ca/-/media/Files/IESO/Document-Library/regional-planning/Greater-Ottawa/greater-ottawa-20240524-presentation.pdf>

⁵¹ Ibid p. 18

⁵² Ibid pp. 19-20

52. The natural gas demand served by the SLP system within the City is winter peaking and delivers approximately 107,900 m³/h or 1,138 MW.⁵³ This is equivalent to approximately 97,200⁵⁴ residential natural gas customers or roughly 1 in 5 households⁵⁵ in the City. It should be noted that if these residential customers were to exit the gas system, the SLP system would still be required to provide service to large volume contract, industrial or commercial customers directly or indirectly connected to the pipeline.
53. General service customers leaving the gas system in Ottawa would need to have their energy needs accommodated by other forms of energy, primarily assumed to be electricity. While the electricity demand in Ottawa is forecast to increase over time, the current planned investments are based around population growth and public transit expansion, not incremental demand from the electrification of space heating.
54. The current seasonal peak electricity demands in Ottawa are similar and differ by less than 10%, indicating that Ottawa is already very close to being a dual peaking region, with little “room” to accommodate incremental winter peak demand, without triggering the need for additional infrastructure beyond the \$650 million that is currently planned. This is supported by the preliminary demand forecast from the Ottawa IRRP. To transition from natural gas to electricity, local electricity generation, new transmission and/or distribution infrastructure able to service the equivalent of

⁵³ 107,900 m³/h × 37.98 MJ/m³ ÷ 3,600 MJ/MWh = 1,138 MW. Calculation is based on flow through St. Laurent Control minus Rockcliffe Station.

⁵⁴ Based on the average design hour residential demand for the project area of 1.11 m³/h and the 107,900 m³/h of demand served by the pipeline system in the City of Ottawa.

⁵⁵ As of year-end 2023, the City of Ottawa estimates there are 465,300 households within the city. <https://ottawa.ca/en/living-ottawa/statistics-and-demographics/current-population-and-household-estimates#section-f580706c-6d2d-41eb-9977-34b60d1e633f::~text=17%2C510-.City%20of%20Ottawa,461%2C990,-Maps%20%2D%20Urban>

97,200 homes' peak winter demand, beyond what is currently planned for, would need to be built and placed into service in the short term. As far as Enbridge Gas is aware, and as noted above, there are no plans in place at this time to accommodate these levels of incremental electricity demand.

55. Further, Hydro Ottawa has confirmed through collaborative discussion with Enbridge Gas that they are not currently planning for the level of investment that would be required for the full electrification of natural gas customers in the Ottawa area by 2050. As noted above, Hydro Ottawa is contemplating an aggressive electrification scenario which would still allow for flexibility to adapt and adjust Hydro Ottawa's planned investments based on actual observed rates of electrification. Please see Attachment 2 for a letter from Hydro Ottawa confirming this plan.

56. Additionally, it is important to consider the IESO's *Pathways to Decarbonization Report (P2D)*⁵⁶, as it provides insight into the level of transmission and capacity-related investment that would be required to enable decarbonization in Ontario (including full general service electrification) by 2050:

- a) In addition to 20,000 MW of today's supply that will still be in operation, an additional 69,000 MW of installed capacity would be required, including 17,800 MW of nuclear supply, 17,600 MW of wind (as most of Ontario's existing wind facilities will have reached their end of life), and 650 MW of new hydroelectric⁵⁷.
- b) 4,000 MW of imports from Hydro-Québec would be needed, requiring incremental new infrastructure including: new interties, reinforcements to deliver

⁵⁶ IESO Pathways to Decarbonization, Dec 15, 2022. <https://www.ieso.ca/-/media/Files/IESO/Document-Library/gas-phase-out/Pathways-to-Decarbonization.ashx>

⁵⁷ Ibid, p. 29.

the capacity to load centers in the Greater Toronto Area, reinforcements in Québec, and new hydroelectric and new wind facilities in Québec⁵⁸.

- c) \$375 billion to \$425 billion in new transmission and supply infrastructure investment would be required, resulting in an annual total system cost of approximately \$60 billion by 2050.⁵⁹ This includes:
- i. 150 to 280 new load supply stations⁶⁰ at a cost ranging between \$5 billion and \$10 billion. This results in five to ten new stations a year, on average, which amounts to “a yearly pace potentially outstripping the number of new stations that have been developed across the province in the last decade”.⁶¹
 - ii. Building out the bulk 500 kV and 230 kV system, at a cost estimated to be between \$20 billion and \$50 billion.⁶²
- d) Building challenges related to new energy infrastructure (taking four to five years for new wind and solar generation, 10 years for transmission networks and longer for large, capital-intensive infrastructure) will need to be addressed.⁶³
- e) An operability assessment on the decarbonization scenario would need to be performed by the IESO, which has not been completed, to ensure that the electricity system will remain reliable.⁶⁴

57. Since P2D was published, the Government of Ontario released their Powering Ontario’s Growth Report which calls for 8,500 MW of new and refurbished large scale nuclear capacity. However, this is only about 10% of the total new capacity the

⁵⁸ Ibid, p. 30.

⁵⁹ Ibid, p. 32.

⁶⁰ Taking into account existing load supply stations and assuming that a new station would supply approximately 250 MW of winter load.

⁶¹ IESO Pathways to Decarbonization, Dec 15, 2022, p. 31. <https://www.ieso.ca/-/media/Files/IESO/Document-Library/gas-phase-out/Pathways-to-Decarbonization.ashx>

⁶² Ibid

⁶³ Ibid, pp. 35-36.

⁶⁴ Ibid, p. 30.

IESO identified in their P2D work and just this 10% could take 10 to 15 years to build.⁶⁵ Also highlighted is that 20,000 MW of new capacity is required to replace generation that will come to the end of its life or be phased out.⁶⁶ The current announced capacity builds do not meet the requirements of the pace or scale needed to replace what is coming to end of life, let alone build what may be required to accommodate electrification more broadly as explored by the IESO in their P2D. Additionally, the Ministry of Energy has directed the IESO to report back on the electricity transmission requirements to support the generation projects outlined in the Powering Ontario's Growth Report, in addition to addressing known bottlenecks on the system.⁶⁷

58. Based on the current capacity and planned investments in the electricity distribution system, the dual peaking nature of the Ottawa electricity system and the resultant lack of "room" between summer and winter peaks, the large amount of necessary generation capacity, transmission and/or distribution system upgrades, and the end-user equipment upgrades that would be required to accommodate this amount of electrification, Enbridge Gas submits that electrification is not a feasible alternative solution to replace the capacity of the SLP system today or in the near future.

59. These are formidable challenges and at this time there exists no plans or budgets to meet them. The uncertainty around Ontario's energy transition pathway was recently echoed by the Electrification and Energy Transition Panel's Ontario's Clean Energy Opportunity Report:

⁶⁵ Government of Ontario, Powering Ontario's Growth Report 2023, p. 61.

<https://www.ontario.ca/files/2023-07/energy-powering-ontarios-growth-report-en-2023-07-07.pdf>

⁶⁶ Ibid

⁶⁷ Letter from the Minister of Energy to Lesley Gallinger, President and CEO IESO (July 2023).

<https://www.ieso.ca/-/media/Files/IESO/Document-Library/corporate/ministerial-directives/Letter-from-the-Minister-of-Energy-20230710-Powering-Ontarios-Growth.pdf>

Finally, it is not possible to predict the precise trajectory of a transition of this scale and complexity. It will be shaped by the decisions of countless consumers and other market actors. It will be affected by global economic, social and geopolitical forces that we are unable to anticipate. It will be influenced by the evolving views of citizens and communities within and beyond Ontario. And it will be shaped by an unprecedented pace of technological change. This uncertainty calls for ongoing research, collaboration, innovation, experimentation learning and adaptability. The core focus of our collective efforts should be to approach transformation of our energy system and broader economy with an open mind.⁶⁸

E. Conclusion

60. In its consideration of energy transition on the Project, Enbridge Gas has provided a lens on climate policies at the municipal, provincial, and federal levels provided a probabilistic analysis of general service customer disconnection; and has presented the role of natural gas in meeting LVCD customers' and critical infrastructure operators' current and future energy needs. Additionally, the Company has provided an overview of the electricity system in Ottawa, which demonstrates significant electricity infrastructure constraints and limitations for serving incremental peak demands, in addition to what is currently being planned for.

61. Enbridge Gas's analysis of the energy policy context indicates that, to date, there have been no clear policies enacted that would drive a large degree of general service disconnection at the provincial or federal levels. At the municipal level, the City's projects aimed at reducing GHG emissions by reducing natural gas demands are mostly off track and the timing of when these reductions will occur cannot be determined.

⁶⁸ Ontario's Clean Energy Opportunity: Report of the Electrification and Energy Transition Panel, "Final Reflections" (January 19, 2024). <https://www.ontario.ca/document/ontarios-clean-energy-opportunity-report-electrification-and-energy-transition-panel-11>

62. The results of the probabilistic analysis of customer disconnection indicate that general service customers would likely remain connected to the gas system beyond 2080 even in scenarios with aggressive heat pump adoption and disconnection assumptions, and that customers could remain connected to the gas system until 2100 when less aggressive disconnection assumptions are used.
63. LVCD customers connected to the SLP system include critical infrastructure such as hospitals, post-secondary institutions and government which are essential to the City. Outreach to these customers indicates that electrifying historic buildings is cost prohibitive and complex, and that these customers have requirements for 100% reliability for heating and operational needs. As a result, customers indicated that natural gas is a critical part of their energy mix and will remain so at least until the 2040s.
64. The electricity system in Ottawa is currently constrained, is very close to being dual peaking, and has little room to accommodate incremental peak demand due to electrification. The electricity system in Ottawa is currently being planned around a steadily expanding customer base and electrified rail transit projects. Projects identified to address the currently identified system constraint and the planned growth, which do not include mass building electrification, are estimated to cost \$650 million. Significant incremental investment is required for the electricity system to accommodate incremental demand from mass electrification of general service gas customers as identified by the IESO in their P2D.
65. At the local level, while the Ottawa IRRP process contemplates mass electrification of space heating, to date there are no plans to accommodate the projected increase in demand. Further the reference case “Moderate B” is predicated on very

aggressive gas disconnection assumptions.⁶⁹ In comparison to the probabilistic analysis of gas customer disconnection above, the only scenario that approximates the amount of gas customers left on the system is Case 5, with an 80% constant disconnection rate. As described above this is an unlikely and highly aggressive assumption, it means that all new homes would not connect to the gas system, and that eight out of ten existing gas customers would have to disconnect from that gas system starting today. There is no evidence to support this as a likely assumption or scenario.

66. Based on the foregoing, there is very low probability of a rapid conversion off gas to electric options and/or a meaningful increase in gas disconnections in the near to medium term (five to fifteen years). In the long-term (out to 2050 and beyond) there is a large degree of uncertainty for how policy could influence the rate of general service residential gas disconnections in the future. However, as demonstrated through the probabilistic analysis, even under aggressive heat pump adoption and disconnection assumptions, customers would likely remain on the gas system beyond 2080. As a result, the capacity provided by the SLP system for customers in Ottawa is needed now, and well into the future.

⁶⁹ IESO, Regional Electricity Planning - Ottawa Area Sub-Region Webinar, May 24, 2023.
<https://www.youtube.com/watch?v=mCLPCATRdaY>



Probabilistic Asset Life Analysis



May 3, 2024
Daryl Bandstra, P. Eng

Project Details

- ▶ **Client Company:** Enbridge Gas
- ▶ **Client Contact:** Cody Wood, MAsc., P.Eng

- ▶ **Project Title:** Probabilistic Asset Life Analysis
- ▶ **Date:** May 3rd, 2024
- ▶ **Project Manager:** Daryl Bandstra, P.Eng
- ▶ **Project Personnel:**

Name	Company	Role
Daryl Bandstra, P.Eng	Integral Engineering	Development of probabilistic model implementation, results generation, and reporting



Executive Summary

3

- ▶ Enbridge Gas required a probabilistic model of pipeline asset life for use in an economic analysis of maintenance vs. replacement scenarios
- ▶ Integral Engineering developed a simulation-based probabilistic model that considers
 - the existing furnace and air conditioning (A/C) unit lifespan distribution
 - the probability a customer will adopt a heat pump and the probability that a customer will subsequently disconnect from the gas system
- ▶ 15 cases were modelled and the most representative cases indicate that the pipeline will have customers beyond the 2060-2080 timeframe

Modelling Overview

An aerial night-time photograph of an industrial facility, likely a refinery or chemical plant. The scene is dominated by numerous large, cylindrical storage tanks of varying sizes, some illuminated from below. A complex network of pipes and walkways crisscrosses the site. In the background, a large ship is docked at a pier, and the dark water of a harbor or bay is visible. The overall atmosphere is dark, with the primary light sources being the facility's internal lighting and the ship's lights.

Probabilistic Model Overview

February 1, 2020

Pipeline Risk Modeling
Overview of Methods and Tools for Improved Implementation

Pipeline and Haz

Risk Model Types and Applicability to Decisions

Decision Type	Model Category			
	A. Qualitative Model	B. Relative Assessment/ Index Model	C. Quantitative System Model	D. Probabilistic Model
Risk Priorities for Baseline Integrity Assessment	A	A	A	BP
Preventive and Mitigative Measure Identification	A	A	A	BP
Preventive and Mitigative Measure Evaluation and Comparison	AI	AI	A	BP
Benefit-Cost Analysis for Risk Reduction Options	AI	AI	A	BP
Integrity Assessment Interval Determination	AI	AI	A	BP
General Risk Management Decision Making	AI	AI	A	BP

Key:

Can be Applicable with Additional Inputs to Risk Assessment Process	AI
Can be Applicable	A
Best Practice	BP

February 1, 2020

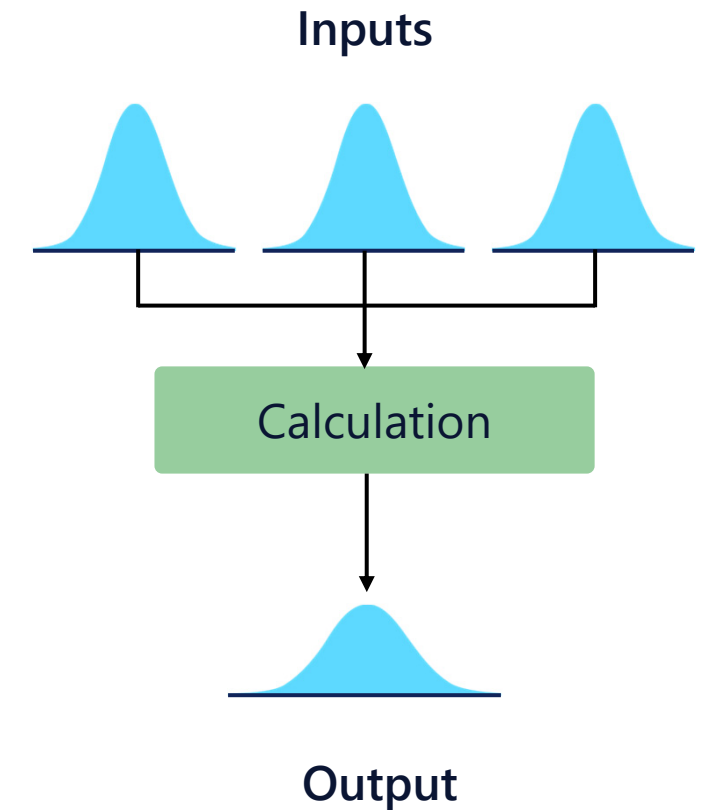
In a 2020 report, the Pipeline and Hazardous Materials Safety Administration (PHMSA) which regulates the US pipeline transportation system stated that:

“Probabilistic models are considered a best practice for supporting all decision types”

Probabilistic Model Overview

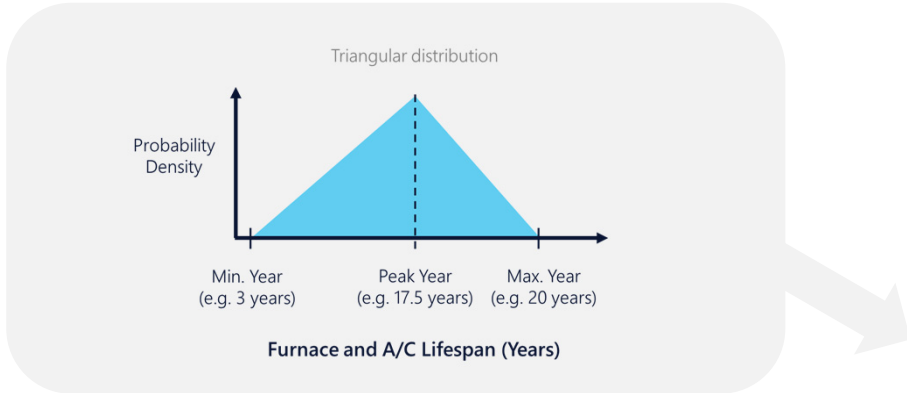
6

- ▶ **Monte Carlo simulation** provides a method for developing results when performing calculations with distributions (ISO 31010)
- ▶ Simulation involves taking random sample values from each of the input distributions, performing calculations to derive a result value, and then repeating the process through a series of iterations to build up a distribution of the results.
- ▶ In this study, 1000 independent simulations were performed where the decreasing proportion of customers was tracked until it reached 0 customers



Probabilistic Asset Life Model Overview

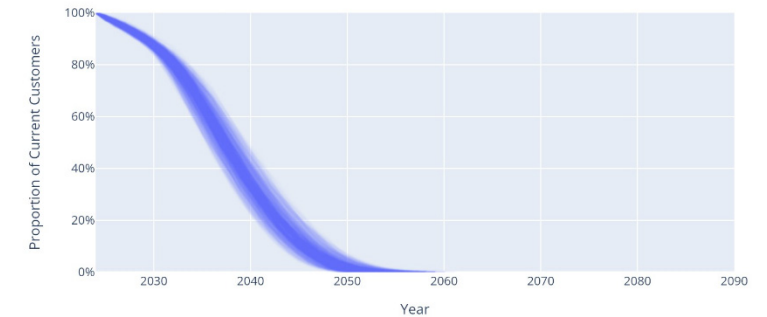
Furnace and A/C Lifespan Distributions



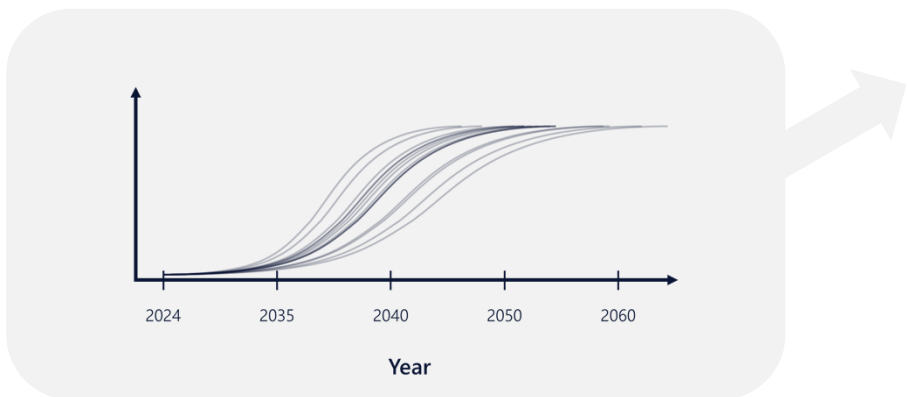
Monte Carlo Simulation



Proportion of Customers over Time



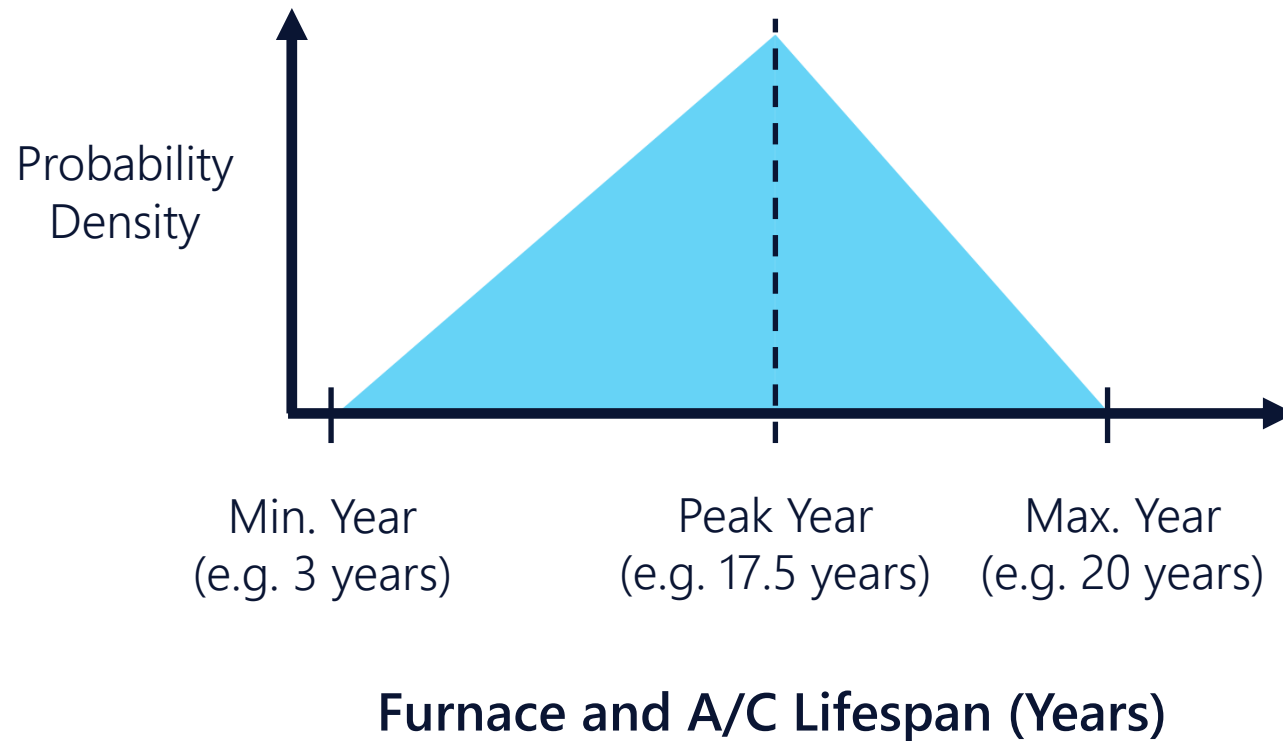
Heat Pump Adoption and Gas Disconnection Probability Curves



Probabilistic Model Overview

8

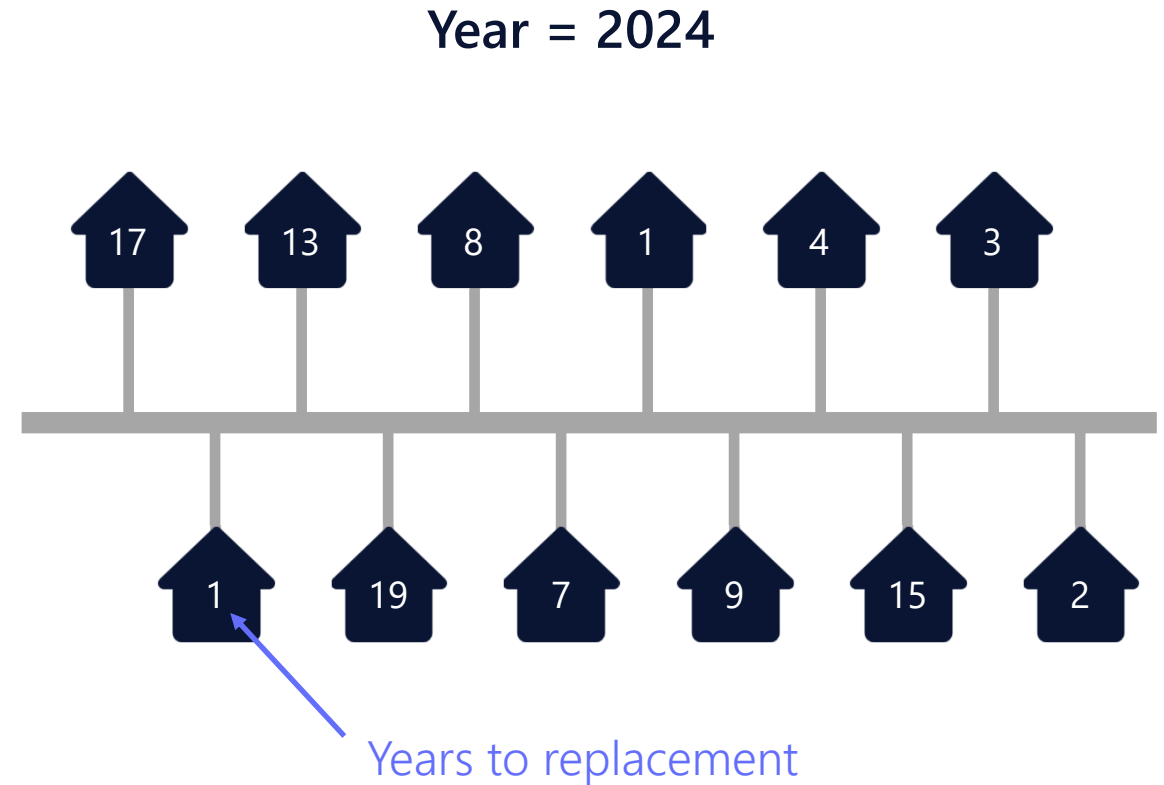
Triangular distribution



- ▶ The lifespan of existing furnaces and A/C units was modelled using a triangular distribution

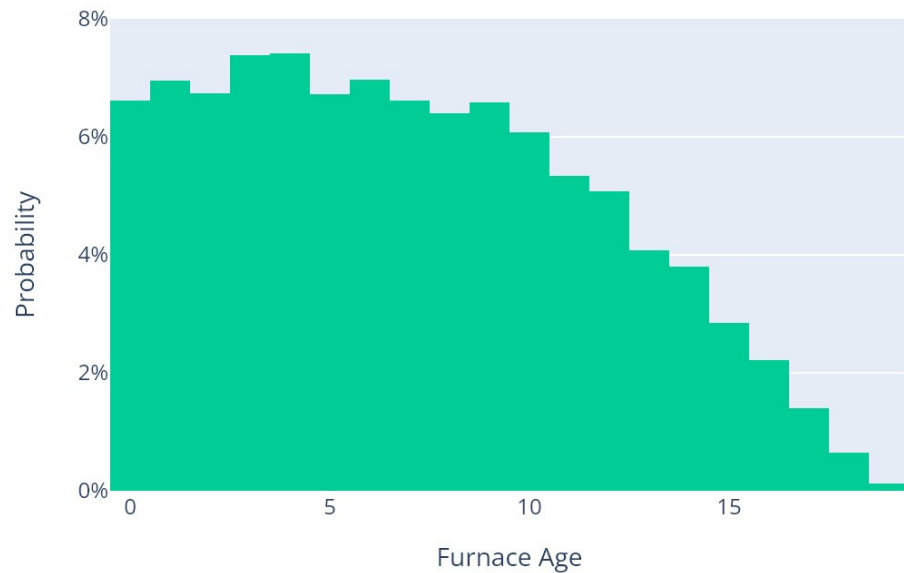
Probabilistic Model Overview

- ▶ Using this furnace and A/C unit lifespan distribution, the existing customers on the network were simulated up until the year 2024
- ▶ In the simulation, whenever a furnace reached the end of its lifespan, it was replaced with a random new gas furnace
- ▶ This simulation produces a
 - **Furnace Age** distribution
 - **Years to Replacement** distribution



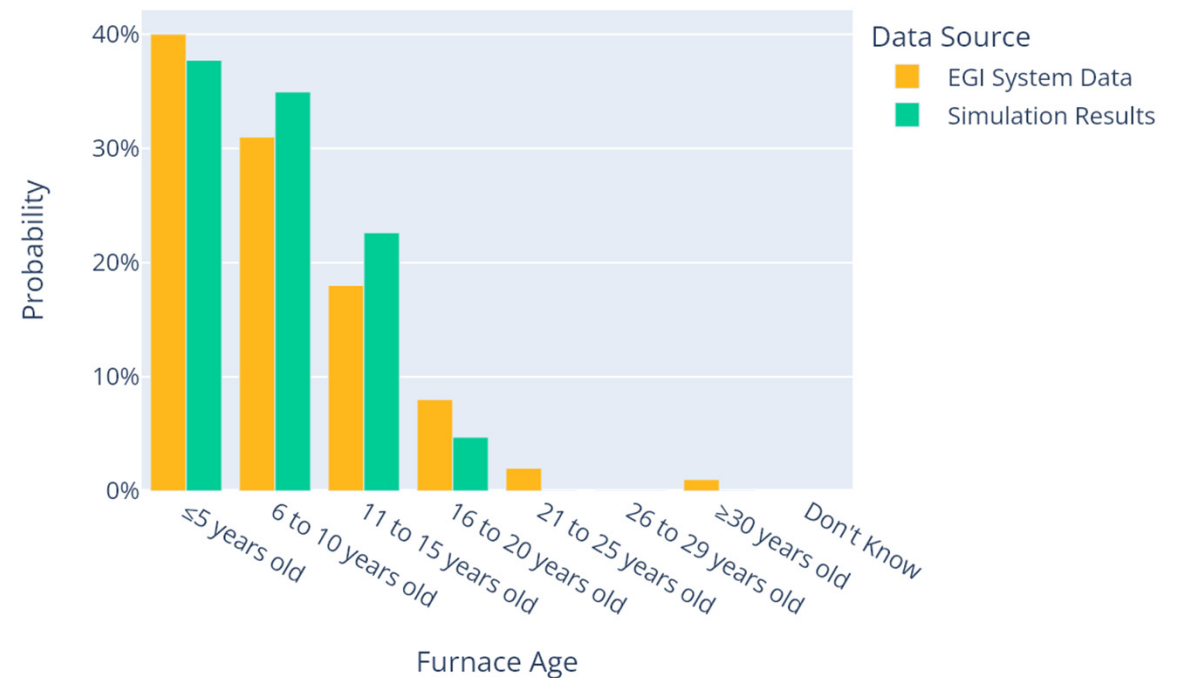
Probabilistic Model Overview

Example: Simulated Furnace Age Distribution of Existing Customers in 2024



Simulated average age of ~8 years

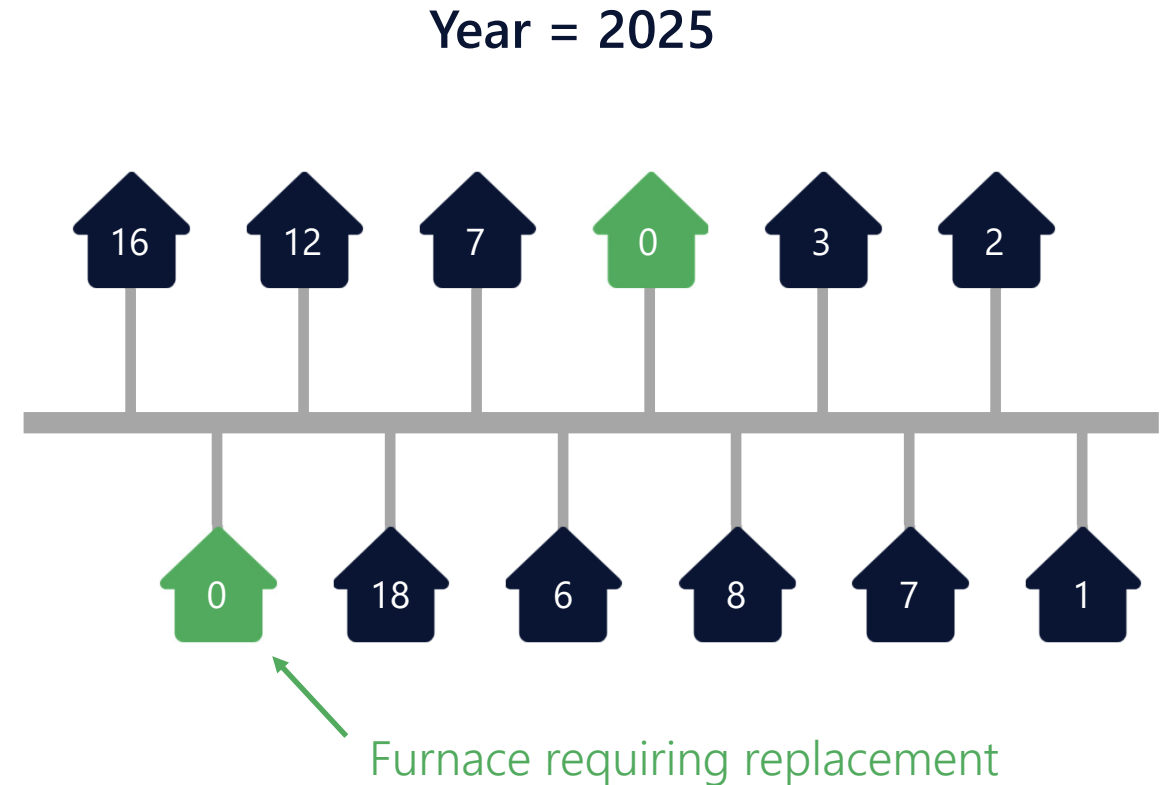
Example: Validation of Simulated Furnace Age Distribution Against EGI System Data



EGI system data average age of ~8 years

Probabilistic Model Overview

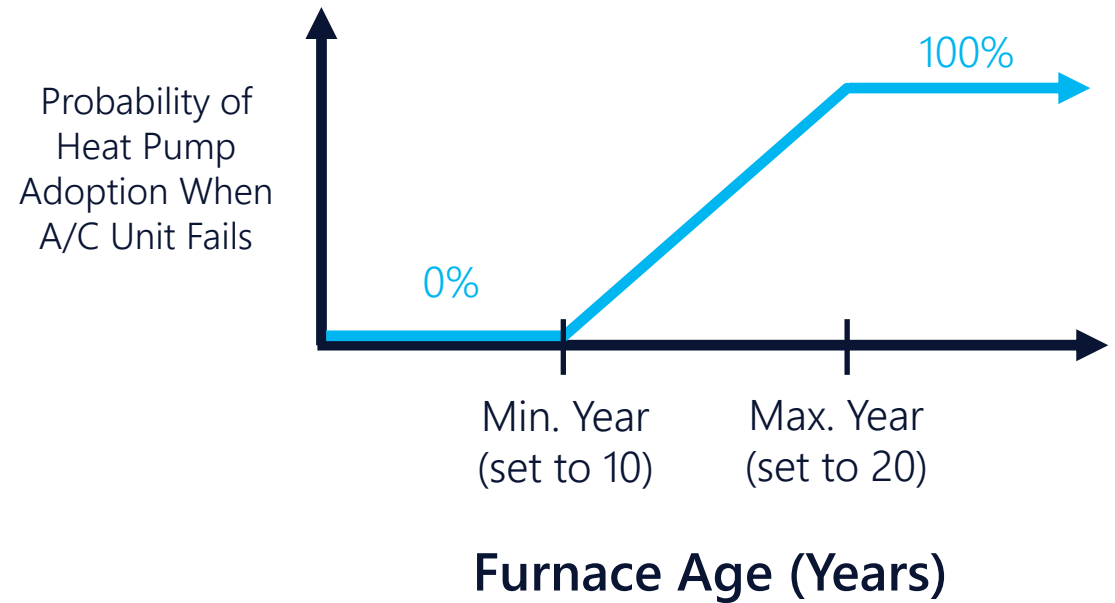
- ▶ As the simulation progressed past 2024, anytime a gas furnace required replacement, there were two options considered:
 - Replace with gas furnace
 - Adopt a heat pump
- ▶ The probability a customer would adopt a heat pump was modelled using various methods
 - **Constant**
 - **Linear**
 - **Logistic Curve**



Consideration for AC Unit Replacement

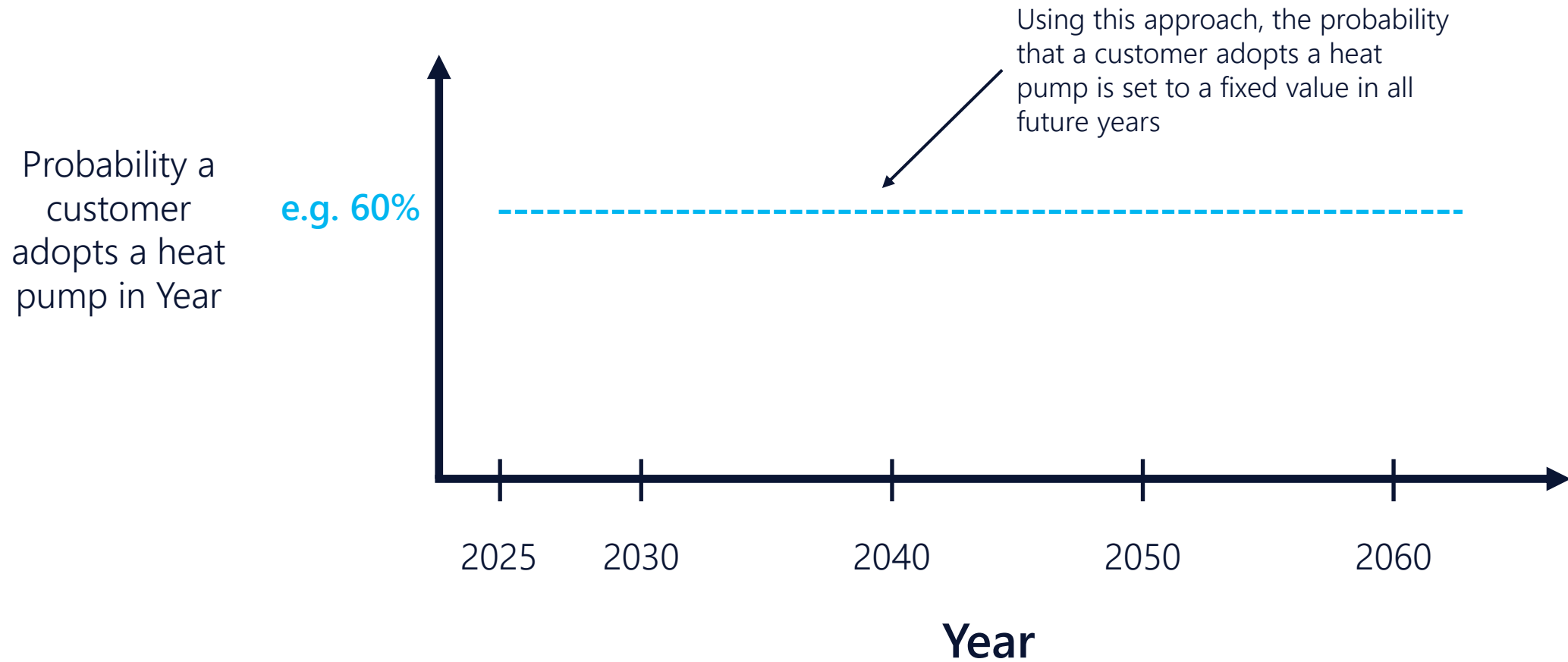
12

- ▶ The Air A/C unit lifespan was modelled using the same approach as gas furnaces
- ▶ When an A/C unit fails, the homeowner may opt to adopt a heat pump if they have an older gas furnace (in advance of furnace failure)



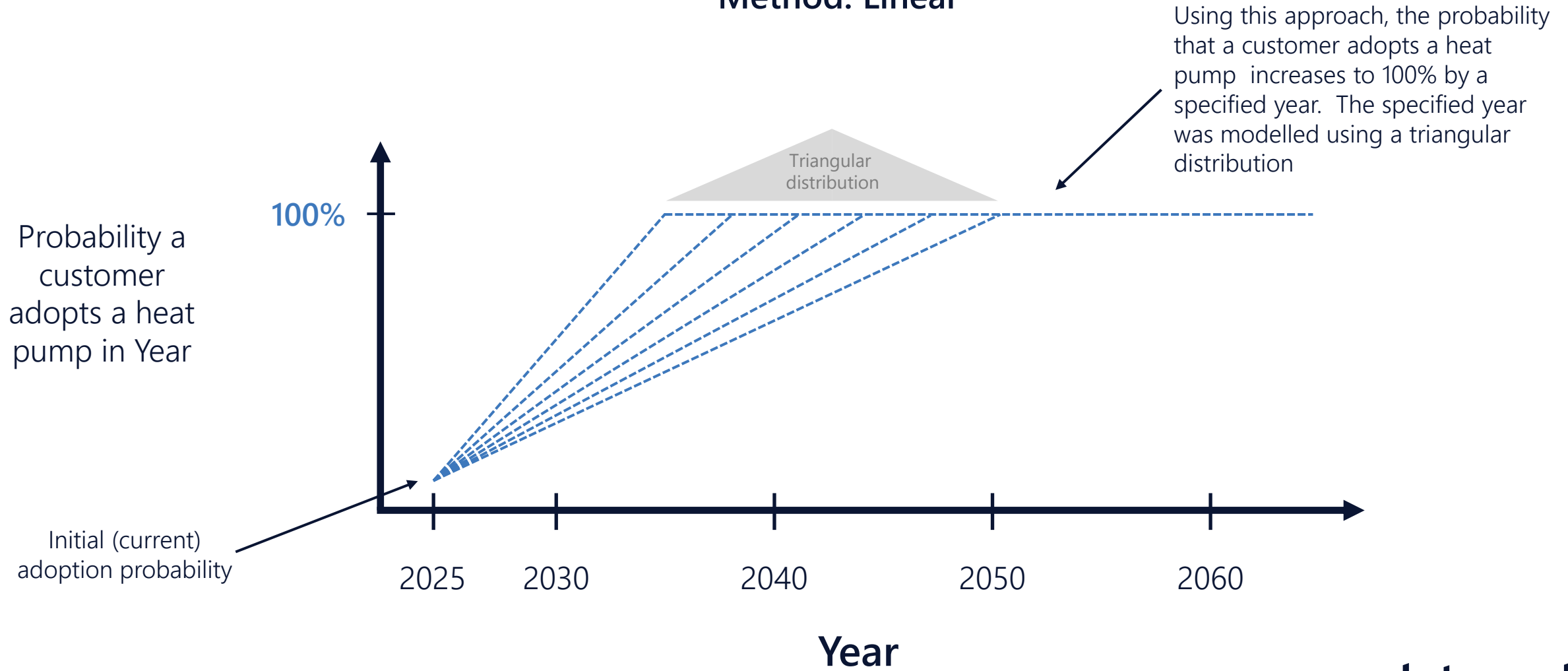
Probability of Adoption Curve

Method: Constant



Probability of Adoption Curve

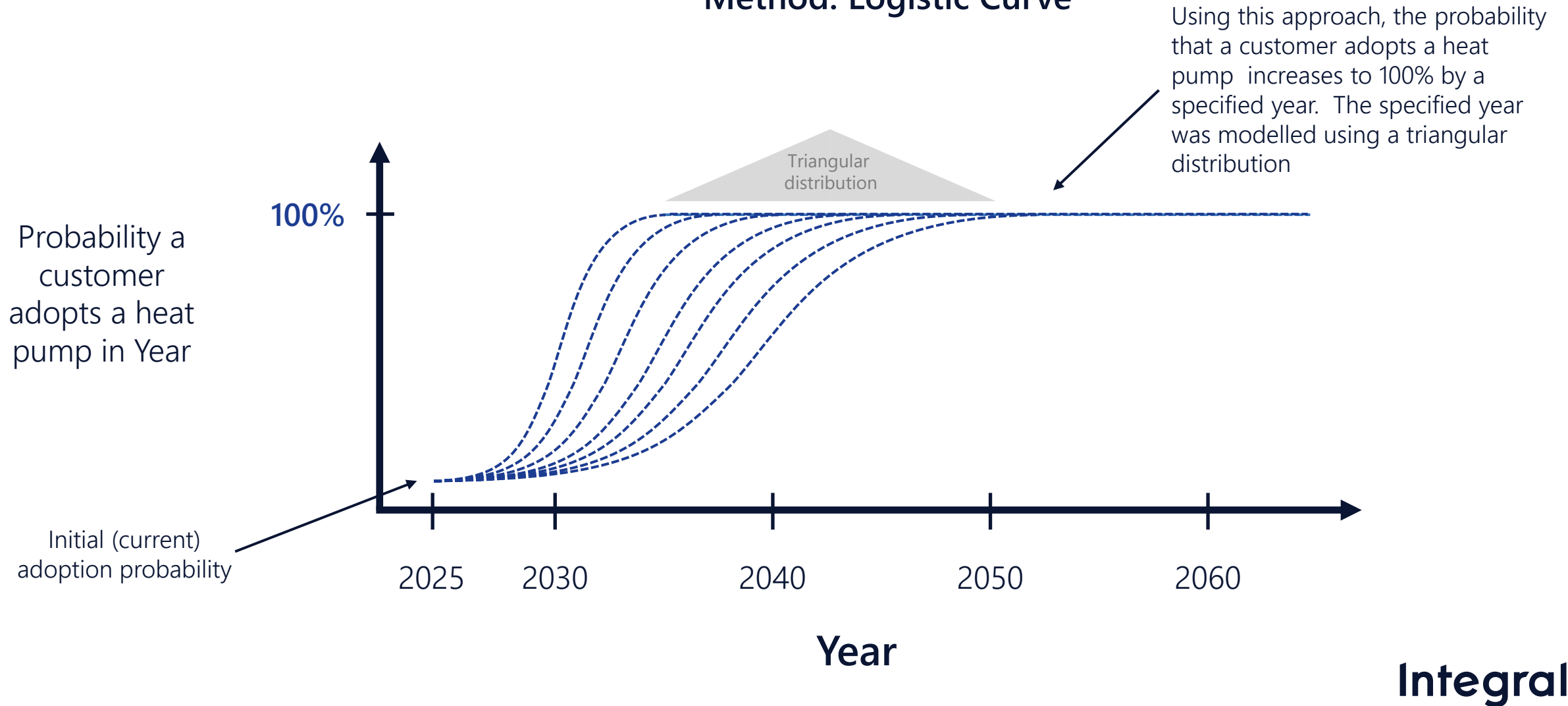
Method: Linear



Integral

Probability of Adoption Curve

Method: Logistic Curve



Initial Probability of Adoption: NRCan Energy Statistics

- ▶ NRCan data from 2016 to 2020 that the total shares of heat pumps in Ontario residential heating rose from 6.3% to 6.8%
- ▶ A linear regression forecast predicts 7.4% in 2024
- ▶ On this basis, the initial probability of heat pump adoption (in 2024) was conservatively assumed to be 8%

Residential Sector Ontario

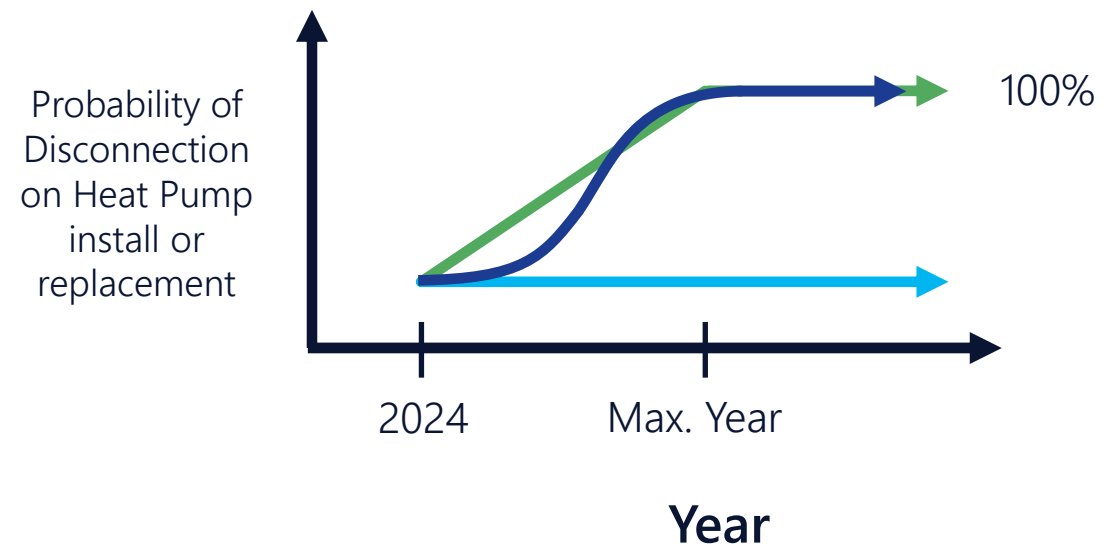
Table 21: Heating System Stock by Building Type and Heating System Type

Shares (%)	2016	2017	2018	2019	2020
Heating Oil – Normal Efficiency	0.0	0.0	0.0	0.0	0.0
Heating Oil – Medium Efficiency	3.6	3.3	2.9	2.6	2.3
Heating Oil – High Efficiency	0.0	0.0	0.0	0.0	0.0
Natural Gas – Normal Efficiency	0.3	0.1	0.0	0.0	0.0
Natural Gas – Medium Efficiency	18.3	16.8	15.3	13.8	12.4
Natural Gas – High Efficiency	47.0	48.5	50.2	51.7	53.1
Electric	16.4	16.6	16.7	16.8	16.9
Heat Pump	6.3	6.4	6.5	6.6	6.8
Other ¹	2.6	2.8	2.9	3.0	3.1
Wood	0.6	0.5	0.5	0.5	0.5

Probability of Disconnection

17

- ▶ When a customer initially installs a heat pump or replaces a heat pump, they are modelled as having a probability of disconnection
- ▶ If they do not disconnect, they operate in a *hybrid heating* configuration
- ▶ Three approaches were modelled
 - **Constant**
 - **Linearly Increasing**
 - **Logistic**



Probability of Disconnection

18

HER+ Program Data
January 1, 2023 to March 22, 2024

Equipment	Received	Disconnected
Any type of Heat Pump	44,891	320

- ▶ 0.7% of customers (320 of 44,891) who installed a heat pump in the HER+ program subsequently disconnected from the gas system.
- ▶ On this basis, the initial probability of disconnection (starting in 2024) was assumed to be 1% for simplicity

Summary of Analysis Cases

Case	Adoption Curve Method	Initial (2024) Probability of Adoption	Range of Years to Reach 100% Probability of Adoption	Furnace and AC Life Distribution (Min, Peak, Max) Years	Furnace Age Bounds to Consider Adoption When AC Fails (Years)	Probability of Disconnect Method	Probability of Disconnect Parameters
1	Logistic	8%	2035 to 2045	3, 17.5, 20	10, 20	Constant	1%
2	Logistic	8%	2035 to 2045	3, 17.5, 20	10, 20	Constant	23%
3	Logistic	8%	2035 to 2045	3, 17.5, 20	10, 20	Constant	40%
4	Logistic	8%	2035 to 2045	3, 17.5, 20	10, 20	Constant	60%
5	Logistic	8%	2035 to 2045	3, 17.5, 20	10, 20	Constant	80%
6	Logistic	8%	2035 to 2045	3, 17.5, 20	10, 20	Constant	100%
7	Logistic	8%	2035 to 2050	3, 17.5, 20	10, 20	Linear	1% in 2024, 100% in 2050
8	Logistic	8%	2035 to 2050	3, 17.5, 20	10, 20	Linear	1% in 2024, 100% in 2055
9	Logistic	8%	2035 to 2050	3, 17.5, 20	10, 20	Linear	1% in 2024, 100% in 2060
10	Logistic	8%	2035 to 2050	3, 17.5, 20	10, 20	Linear	1% in 2024, 100% in 2070
11	Logistic	8%	2035 to 2050	3, 17.5, 20	10, 20	Logistic	1% in 2024, 100% in 2055
12	Logistic	8%	2035 to 2050	3, 17.5, 20	10, 20	Logistic	1% in 2024, 70% in 2050
13	Logistic	8%	2035 to 2050	3, 17.5, 20	10, 20	Logistic	1% in 2024, 60% in 2050
14	Logistic	8%	2035 to 2050	3, 17.5, 20	10, 20	Logistic	1% in 2024, 70% in 2040
15	Logistic	8%	2035 to 2050	3, 17.5, 20	10, 20	Logistic	1% in 2024, 60% in 2040

Comparison to CER 2023

20

- ▶ Varying the assumed probability that customers disconnect upon heat pump adoption significantly affects the total time there will be gas users on the system in the model
- ▶ The CER Energy Future 2023 report projects that in a *Global Net-zero Scenario*, residential heating using natural gas will reduce to around 1/3 of its 2021 usage by 2050.
- ▶ The cases in this analysis are plotted against the CER *Global Net-zero Scenario* in the following slides for comparison purposes

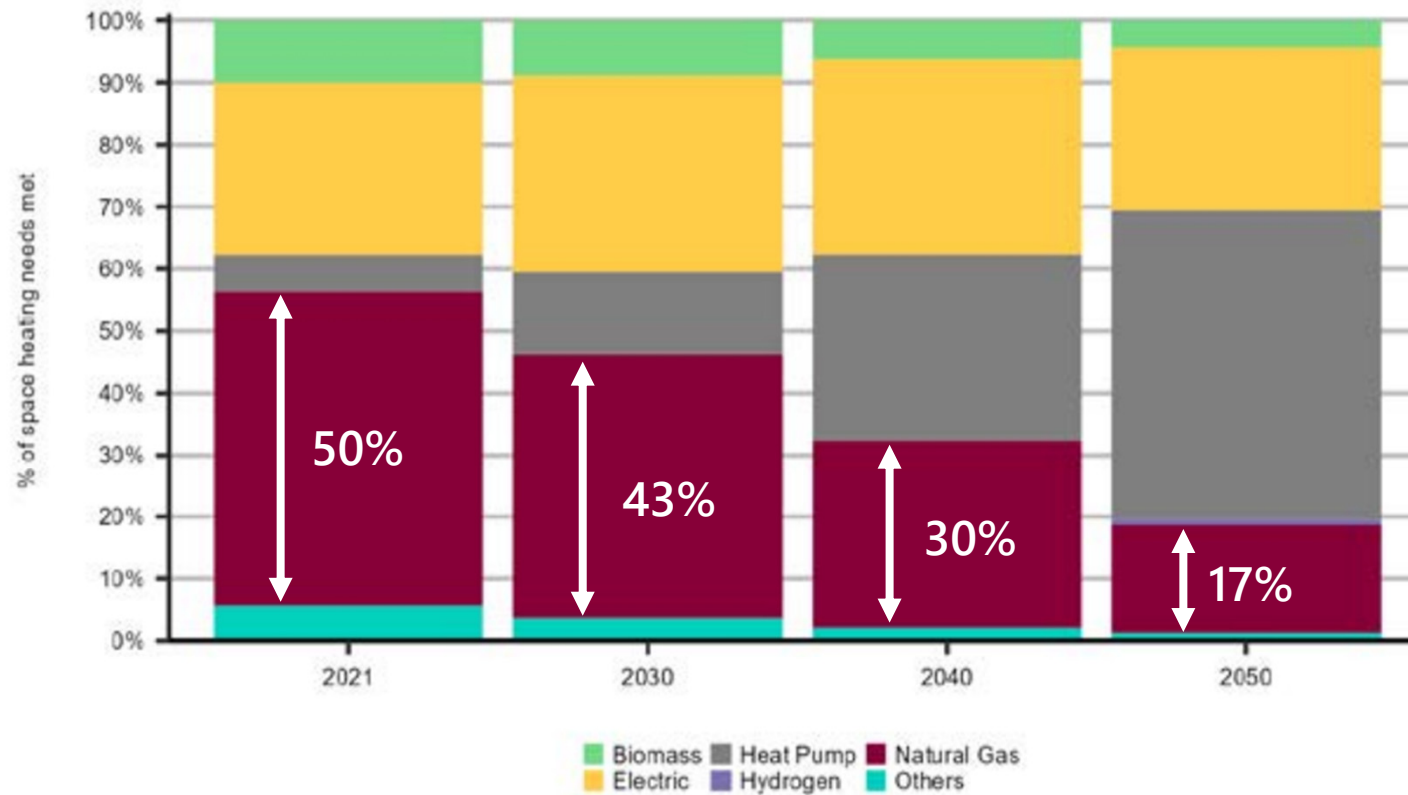


CER – Canada's Energy Future 2023



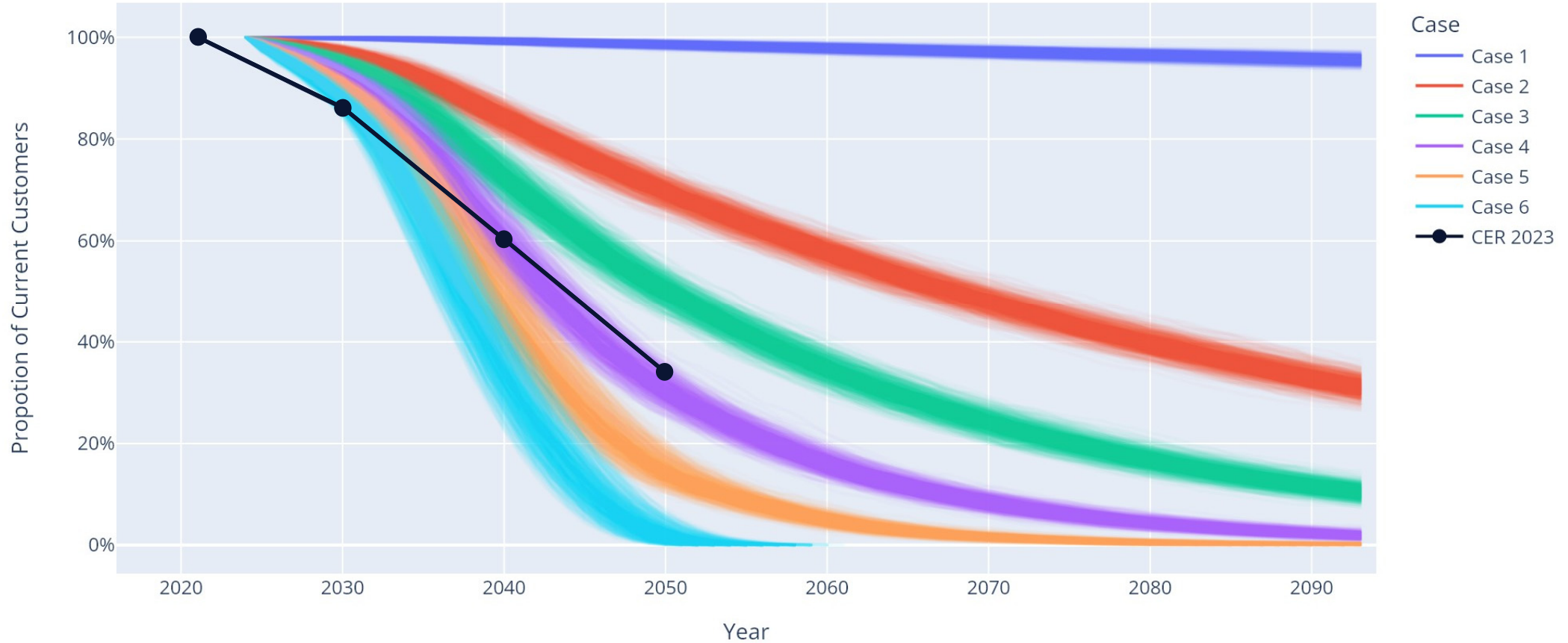
CER – Canada’s Energy Future 2023

Figure R.6:
Residential space heating by technology, Global Net-zero Scenario

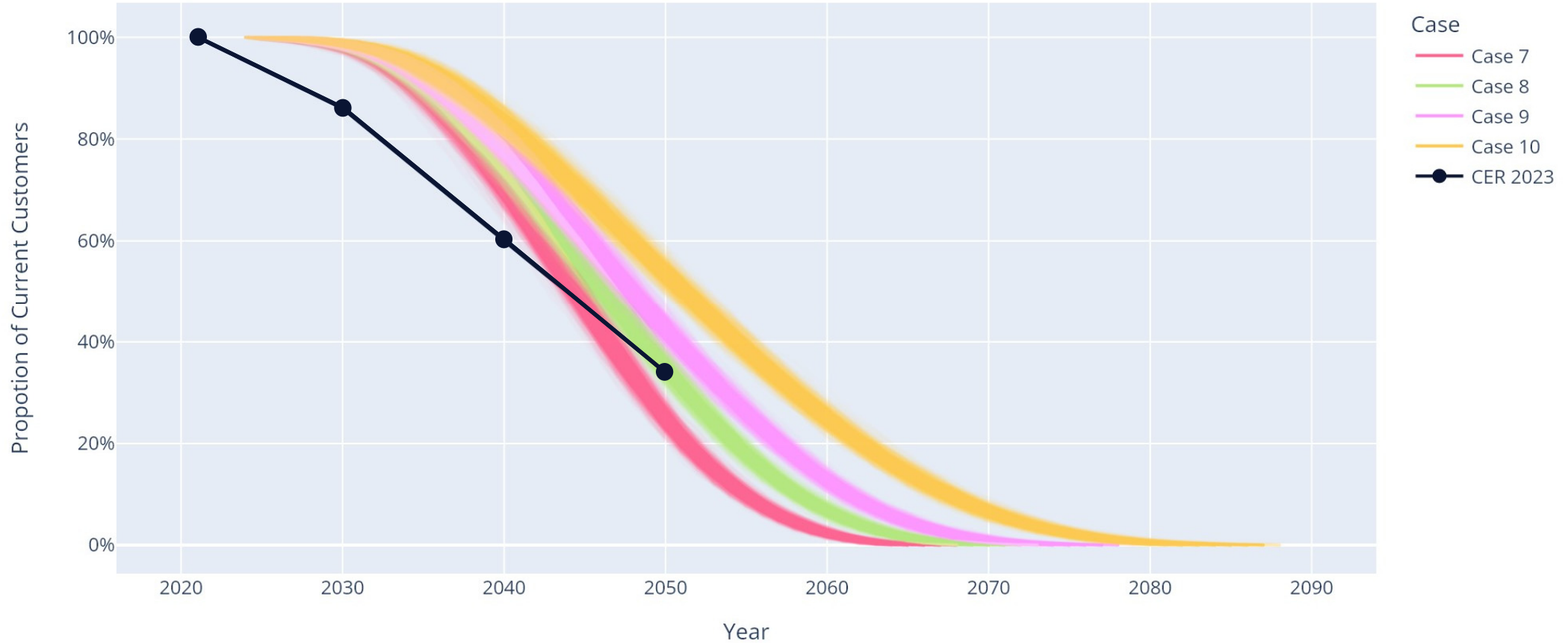


In 2050, natural gas accounts for 1/3 of spacing heating needs when compared to 2021

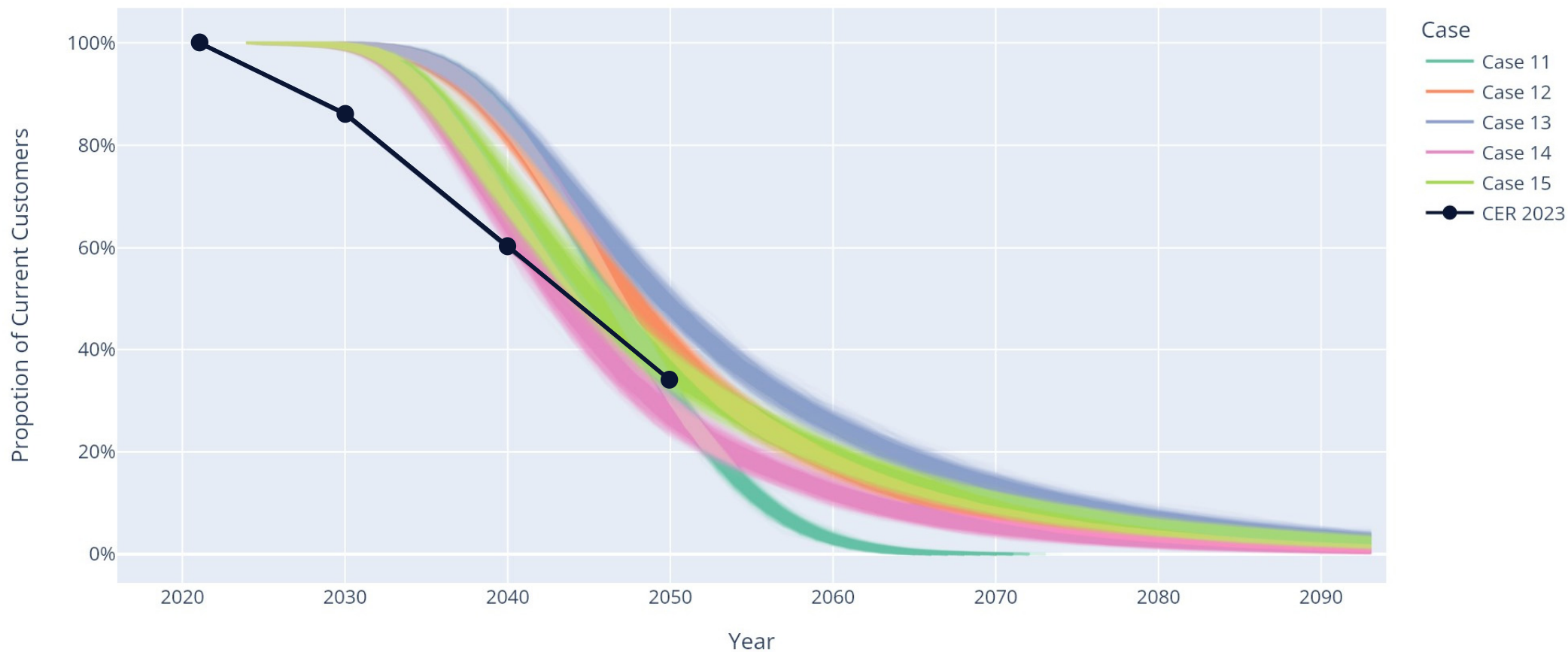
Comparison between CER and Case 1-6



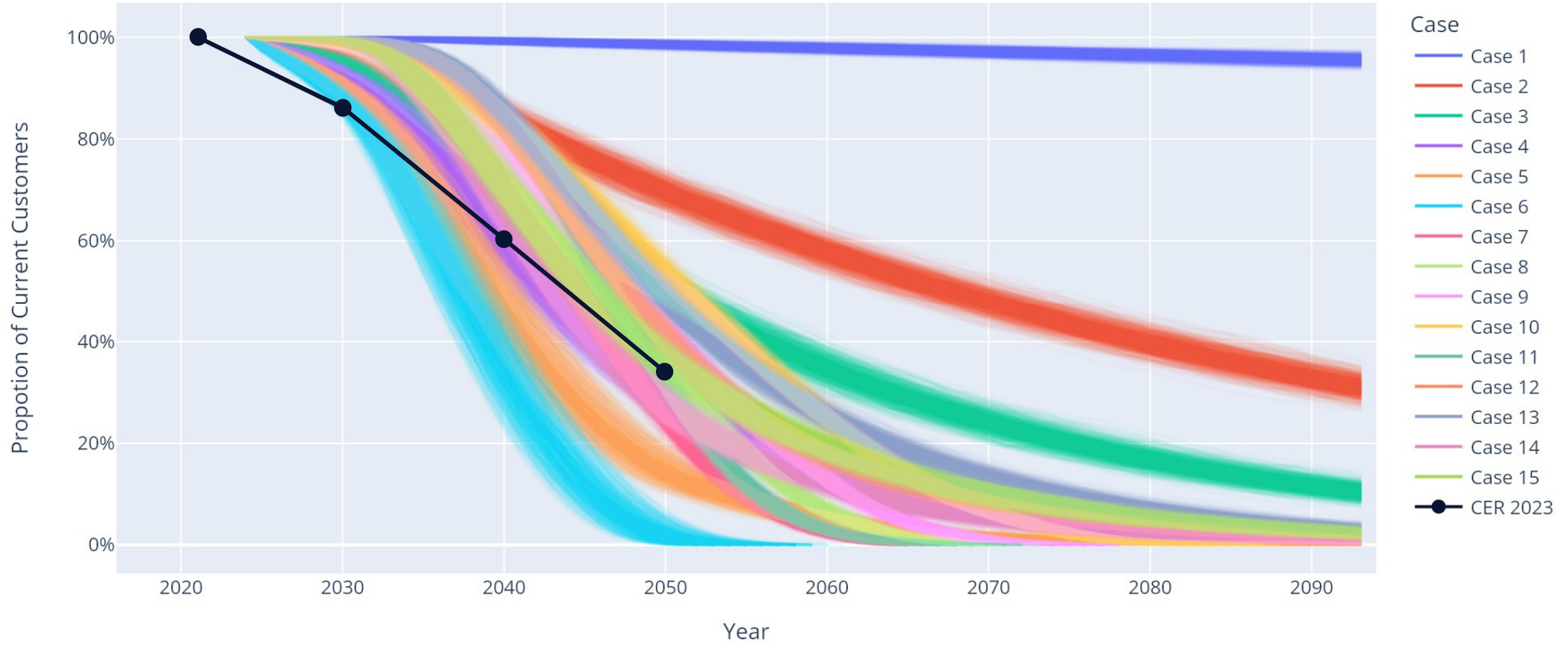
Comparison between CER and Case 7-10



Comparison between CER and Case 11-15



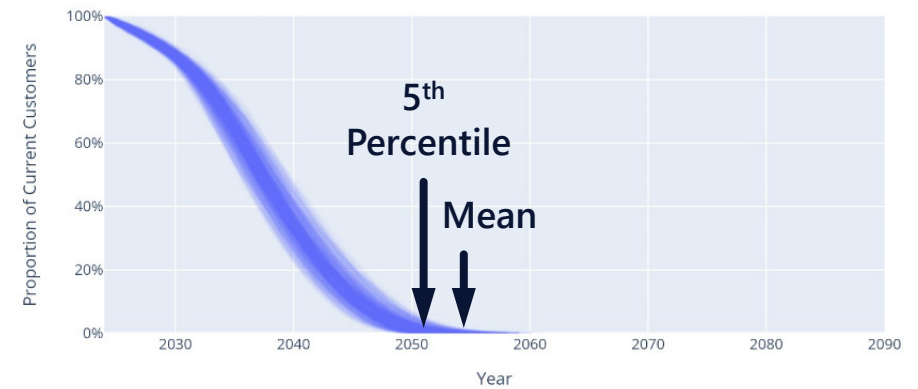
Comparison between CER and Case 1-15



Summary Statistics: First Year with No Customers

Case	First Year with No Customers (5 th Percentile)	First Year with No Customers (Mean)
1	Well beyond 2400	Well beyond 2400
2	2338	2432
3	2190	2232
4	2123	2148
5	2085	2101
6	2052	2055
7	2065	2066
8	2069	2071
9	2073	2075
10	2082	2084
11	2066	2069
12	2108	2127
13	2130	2155
14	2105	2123
15	2125	2151
7-15 Combined	2066	2102

First Year with No Customers





June 14, 2024

Cara-Lynne Wade
Director, Energy Transition Planning and Energy Conservation
Enbridge Gas
500 Consumers Road
North York, Ontario M2J 1P8

Dear Mrs. Wade:

Subject: Hydro Ottawa Electrification Planning Assumption

Hydro Ottawa is a Local Distribution Company (“LDC”) serving approximately 360,000 customers in the City of Ottawa and the Village of Casselman. Hydro Ottawa is committed to delivering value across the customer experience by providing reliable, safe and responsive services to its customers.

In order to plan for future needs of its distribution grid, Hydro Ottawa has had collaborative conversations with a number of stakeholders, including Enbridge Gas, and have reviewed the energy needs in the area that is currently served by the St Laurent Pipeline. Hydro Ottawa is not currently planning for the investment levels that would be required for the full electrification of natural gas customers in the Ottawa area by 2050.

Per the latest Independent Electricity System Operator (“IESO”) Integrated Regional Resource Plan (“IRRP”) presentation, Hydro Ottawa has completed multiple electrification scenarios and at this time is contemplating a scenario that would support a 76% electrification of space heating by 2050. Planning based on this scenario allows Hydro Ottawa to adjust its planning for investments based on actual electrification and the evolving energy policy landscape.

Should you have any questions please reach out to Laurie Heuff, Director, Distribution Engineering and Asset Management (laurieheuff@hydroottawa.com) or myself.

Sincerely,

DocuSigned by:

April Barrie

1E403775748B4CB...

April Barrie

Director, Regulatory Affairs

Directeur, Affaires réglementaire

aprilbarrie@hydroottawa.com

Tel./tél.: 613 738-5499 | ext./poste 2106

Cell.: 613 808-3261

PROJECT ALTERNATIVES

1. The purpose of this section of evidence is to describe Enbridge Gas's analysis of facility and non-facility alternatives, as well as combinations of the two, to mitigate the current high risks of the St. Laurent Pipeline (SLP), as defined in the Project Need section of evidence at Exhibit B, Tab 1, Schedule 1. In its conclusions, this exhibit also contains a discussion on the potential for stranded asset risk associated with the Project.
2. This analysis demonstrates that, following a comprehensive review of Integrated Resource Planning (IRP) alternatives and the most feasible strategies to address the condition of the SLP, a full replacement of the pipeline is the best solution to mitigate the risks associated with the current condition of the SLP. Among other dimensions, this course of action considers the context of the evolving energy transition in Ontario.
3. This Exhibit is organized as follows:
 - A. Assessment of Integrity Program and Facility Alternatives
 - B. Assessment of Non-Facility Alternatives
 - C. Stranded Asset Risk
 - D. Conclusion
- A. Assessment of Integrity Program and Facility Alternatives
4. Following a comprehensive analysis of the most feasible alternatives to address the current significant risks presented by the condition of the SLP, a Full Replacement of the SLP has been identified as the optimal course of action.
5. This conclusion is drawn from a multi-faceted assessment of alternatives. This included the assessment of each alternative's effectiveness in mitigating the

identified risks, maintaining public safety, and managing residual risks¹ post implementation. In addition, the level of disruption to Ottawa residents due to construction and roadway congestion and uncertainties related to the costs, feasibility, and residual risks of the proposed alternatives were assessed. Finally, the alternatives that could address the current significant risk and plausibly meet risk thresholds into the future underwent a financial assessment utilizing a Net Present Value (NPV) analysis that considered Ontario's energy transition landscape, which is described in Exhibit B, Tab 3, Schedule 1. This comprehensive assessment balances the above noted critical factors, ensuring that the recommended alternative will maintain safety and reliability of the SLP, as well as deliver the most advantageous results for rate payers, while minimizing adverse effects on the community.

6. The evaluation process for determining the most suitable risk mitigation action for the SLP began with a review of six distinct alternatives. An initial assessment of each alternative's feasibility and Enbridge Gas's conclusions on each are summarized in Table 1. Following this initial assessment, the most feasible options underwent a more comprehensive analysis to evaluate the residual risks after mitigation and to determine the constructability of the proposed projects.

¹ Residual Risks are the Health and Safety, Operational Reliability, and financial risks that remain after mitigation efforts are completed.

Table 1
Initial Assessment of Risk Mitigation Alternatives

Description	Feasibility
<p>Alternative 1: No Additional Actions No additional actions – continue with interim third-party damage (TPD) mitigation efforts.</p>	<p>This alternative was evaluated and ultimately deemed unacceptable, as it fails to meet the required thresholds for risk, safety, and reliability, even when considering the interim TPD mitigation efforts². The shortcomings of this approach are illustrated in Exhibit B, Tab 1, Schedule 1 which details how, despite these efforts, the pipeline exceeds acceptable risk, safety, and reliability thresholds. Conclusion: Cannot feasibly meet reliability and safety / risk thresholds.</p>
<p>Alternative 2: Permanent Pressure Restriction Impose a permanent pressure restriction on the pipeline’s maximum operating pressure to lower the immediate risks posed by the SLP.</p>	<p>Implementing a pressure restriction to 80% of the Maximum Operating Pressure (MOP) is a prevalent risk mitigation strategy in scenarios where pipeline rupture is a likely outcome. The underlying rationale for this approach is that any pre-existing pipeline defects that haven't failed at higher pressures will remain stable at reduced pressures for a period of time, thus providing a safety margin. This concept aligns with the practice of conducting pressure tests at higher pressures than the MOP to detect critical manufacturing or fabrication defects and establish a safety margin on any remaining defects. However, this mitigation strategy is not effective for the SLP as the primary factors contributing to the unacceptable safety and reliability of the pipeline are corrosion and third-party damage threats, where the failure modes and potential consequences would not be materially influenced by pressure reductions. The loss of capacity that would result from a pressure restriction would also limit the system’s ability to meet demand during extreme cold weather events.</p>

² Exhibit B, Tab 1, Schedule 1, para. 58.

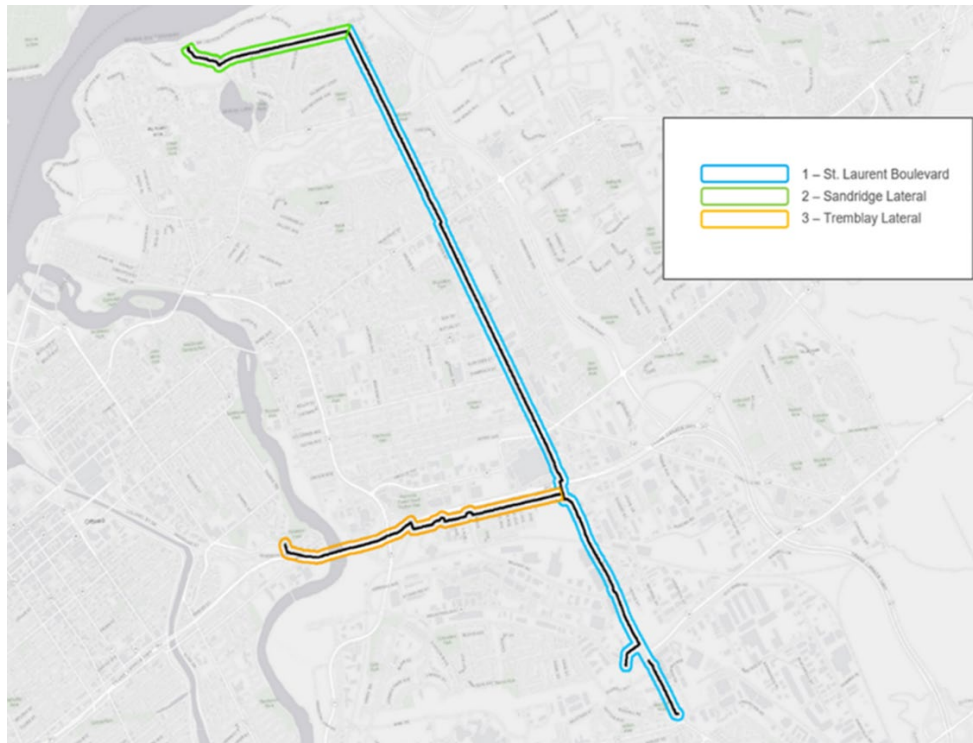
	<p>Conclusion: Cannot feasibly meet reliability and safety / risk thresholds.</p>
<p>Alternative 3: Extensive Inspection and Repair with Crawler ILI Reduce immediate pipeline risks to acceptable levels through significant and extensive integrity-driven activities, such as inspection of remaining vintage segments, integrity repairs, targeted replacements, and additional third-party damage mitigation barriers. Maintain pipeline system at risk limits using crawler ILI inspections and future repairs as determined through inspections.</p>	<p>This alternative assumes that the risks and safety concerns associated with the SLP can be reduced and maintained over the life of the asset at acceptable limits through extensive inspection and repair efforts. However, the fact that 60% of the system is currently uninspected introduces a high degree of uncertainty regarding the viability and sustainability of the risk reduction of this alternative. One notable concern is the potential difficulty in addressing issues that may be discovered in challenging locations, such as under highways, roads, or areas with high levels of utility congestion. Another area of uncertainty is the ability of crawler tools to detect all pipeline defects that may cause failure given some of the limitations³ of axially oriented Magnetic Flux Leakage (MFL) tools. Additionally, implementing large-scale third-party damage mitigation barriers, like High Visibility Slabbing⁴, particularly in rights-of-way (ROW) shared with other utilities, presents challenges in permit acquisition, potentially resulting in denied permits for installation. Slabbing could impede access for other utilities, hindering their ability for maintenance or repairs. Furthermore, the effectiveness of slabbing diminishes over time, as other utilities or third parties may need to excavate near our infrastructure, possibly removing the slabbing for access.</p> <p>Conclusion: Could meet risk thresholds temporarily, but risk reduction is dynamic and transient. Potentially high residual risk, risk uncertainty, and cost uncertainty.</p>

³ Exhibit B, Tab 1, Schedule 1, para. 25

⁴ High Visibility Slabbing is a physical barrier installed above a pipeline to prevent unintentional damage during third-party construction activities.

<p>Alternative 4: Extensive Inspection and Repair with Free-Flow In-line Inspection (ILI)</p> <p>Reduce immediate pipeline risks to acceptable levels through extensive inspection of remaining vintage segments, integrity repairs, targeted replacements, and additional third-party damage mitigation barriers. Maintain pipeline system at risk limits using traditional free-flowing ILI inspections and future repairs as determined through inspections.</p>	<p>Alternative 4 shares the same feasibility issues identified in Alternative 3. Additionally, it faces unique challenges in obtaining reliably accurate inspection results given that free-flowing ILI tools rely heavily on high pressures to maintain stable tool speeds, and the absence of high transmission-level pressures could significantly hinder the effectiveness of inspections using this technology.</p> <p>Conclusion: Could meet risk thresholds temporarily, but risk reduction is dynamic and transient. Potentially high residual risk, risk uncertainty, and cost uncertainty.</p>
<p>Alternative 5: Full Replacement</p> <p>Full replacement of the SLP, including St. Laurent Blvd., Tremblay Lateral, and Sandridge Lateral, as identified in Figure 1.</p>	<p>This alternative exceeds risk thresholds with low residual risk and risk uncertainty from a short-, medium-, and long-term perspective.</p> <p>Conclusion: Meets risk threshold with minimal residual risk and risk uncertainty, and best cost certainty</p>
<p>Alternative 6: Partial Replacement</p> <p>This alternative is a combination of Alternative 3 and Alternative 5. In this alternative, there is a full replacement on St. Laurent Blvd. (60%) and Tremblay Lateral (25%) and a continuation of the extensive integrity monitoring program including crawler inspections and digs on the Sandridge section of the pipeline (15%), as identified in Figure 1. This alternative would require on-going inspection and remediation activities on the Sandridge portion of the pipeline.</p>	<p>This alternative presents fewer feasibility concerns compared to Alternative 3, primarily because a larger portion of the Sandridge lateral section of the pipeline has undergone inspection. Moreover, this alternative eliminates the need for additional TPD mitigation measures, thereby reducing concerns regarding the practicality of High Visibility Slabbing near other utilities. Furthermore, the feasibility of the replacement component in this alternative aligns with that of Alternative 5, although additional costs would be incurred to mitigate residual risks to ensure pipeline safety in portions of the SLP.</p> <p>Conclusion: Could meet risk thresholds, with moderate residual risk, risk uncertainty, and cost uncertainty</p>

Figure 1 SLP Pipeline Map



7. The initial assessment of feasibility clearly eliminated two of the six alternatives (Alternatives 1 and 2). Of the remaining four, two were variations of the “Extensive Inspection and Repair” alternative (Alternatives 3 and 4), and two were variations of the “Replacement” alternative (Alternatives 5 and 6). Considering the extensive time and effort involved in developing detailed assumptions to complete a comprehensive feasibility analysis for every alternative, Enbridge Gas selected the most optimal choice from each of these pairs to proceed to a more comprehensive analysis to evaluate the residual risks after mitigation and to determine the constructability of the proposed projects, as follows:
- Of the "Replacement" alternatives, Alternatives 5 and 6, Alternative 5 was advanced for further evaluation (going forward, referred to as Alternative A). Alternative 6, which proposed avoiding the replacement of 15% of the pipeline but only offered a 5% reduction in project costs, was removed from

further consideration. Preliminary financial assessments indicated that Alternative 5 would consistently provide better value than Alternative 6.

- Of the "Extensive Inspection and Repair" alternatives, Alternatives 3 and 4, Alternative 3 was selected to move forward for further assessment (going forward, referred to as Alternative B). Alternative 4 was excluded from additional analysis because it offered the same feasibility as the crawler ILLI option in Alternative 3 but incurred higher retrofitting and inspection costs and had greater uncertainty regarding inspection performance. Preliminary financial assessments indicated that Alternative 3 would consistently provide better value than Alternative 4.

Evaluation of Risk Mitigation Alternatives

8. Among the risk mitigation strategies, two alternatives - Full Replacement (Alternative A) and Extensive Inspection and Repair (Alternative B) - were selected to undergo further assessment from five critical viewpoints:

- i. Public Safety and Residual Risks
- ii. Public Disruption and Nuisance
- iii. Financial Assessment (NPV)
- iv. Uncertainty of Plan and Outcomes
- v. Other Considerations

i. Public Safety and Residual Risks

9. The details of the two alternatives were developed by defining the necessary inspections, repairs, and/or replacements required to align their outcomes with Enbridge Gas's risk thresholds.⁵ Table 2 specifies the minimum immediate and lifecycle requirements for each alternative.

⁵ Exhibit B, Tab 1, Schedule 1, para. 54.

Table 2
Alternatives – Work Requirements

Alternative	Immediate Work	Lifecycle Work
A – Full Replacement	<ul style="list-style-type: none"> As described in Exhibit D, Tab 1, Schedule 1 – Proposed Project 	<ul style="list-style-type: none"> Routine leak and Cathodic Protection (CP) surveys for distribution pipelines.
B – Extensive Inspection and Repair	<ul style="list-style-type: none"> Installation of retrofits at 12 additional Crawler ILI Launch Points and 13 Inspections, covering an extra 4.6 km to address high corrosion risks. Approximately 4.9 km of mechanical protection ("High Visibility Slabbing") and 1.9 km of targeted replacements to mitigate severe threats from TPD. 19 additional integrity-driven digs to mitigate critical features identified on the already inspected portions of the pipeline and an estimated 24 additional integrity digs projected on the uninspected portions of the pipeline. 	<ul style="list-style-type: none"> Continued inspection of 7.8 km (70% of the pipeline) involving 19 Crawler runs across 16 launch points to manage corrosion risks on an estimated 7-year inspection cycle. Integrity digs and remediations to address inspection findings. Enhanced TPD prevention measures including on-site supervision, immediate response to notifications, and precise location marking using probe bars. Routine leak and CP surveys for distribution pipelines.

10. While both alternatives under consideration effectively reduce the pipeline's current unacceptable risk levels⁶ to below the established thresholds, there is a notable

⁶ Exhibit B, Schedule 1, Tab 1, Section F describes the unacceptable Health & Safety, Operational Disruption, and financial risks associated with the SLP pipeline's current condition.

variance in the degree and sustainability of risk mitigation achieved by each. Alternative A would deliver the most substantial and sustained reduction in risk with a relatively low associated uncertainty bound (or variation of risk). Table 3 provides a comparison of the overall risk reduction achieved by each alternative, focusing on the three risk categories that represent the most critical categories of risk for pipeline systems, as detailed in Exhibit B, Tab 1, Schedule 1. This table is instrumental in illustrating the relative effectiveness of each alternative in mitigating the identified risks.

Table 3
Approximate Risk Reduction by Alternative

Approximate Risk Reduction (x-Fold Decrease from Status-quo)	A – Full Replacement	B – Extensive Inspection and Repair
Health and Safety	80x	10x
Operational Reliability	150x	25x
Financial ⁷	5,000x	300x

11. Exhibit C, Tab 1, Schedule 1, Attachment 1 offers an in-depth analysis of the residual risks associated with each alternative, overlaid on the Ultimate Limit State (ULS) and Leakage Limit State (LLS) reliability thresholds defined by CSA Z662 Annex O and the Enbridge Operational Risk Matrix.⁸ These residual risk views are designed to illustrate the ability of each alternative to lower risk to tolerable levels. Figure 2 and Figure 3 show the current pipeline risks (R_0) as described in Exhibit B, Tab 1, Schedule 1, and the post-mitigation residual risks (R_1) provided by each

⁷ Financial risks encompass the financial impacts of failures, which include property damage, emergency repair costs, and costs associated with restoring service to customers after disruptions.

⁸ Please see Exhibit B, Tab 1, Schedule 1, para. 54 for an overview of the reliability thresholds and risk matrix and Exhibit B, Tab 1, Schedule 1, Appendix B, para. 10 for the application of the targets in assessing the SLP's current risk.

alternative. The diamond shaded regions show the uncertainties (i.e., range of possibilities) associated with the reliability (y-axis) and consequences (x-axis).

Figure 1: Risk Reduction for Alternative A (Full Replacement)

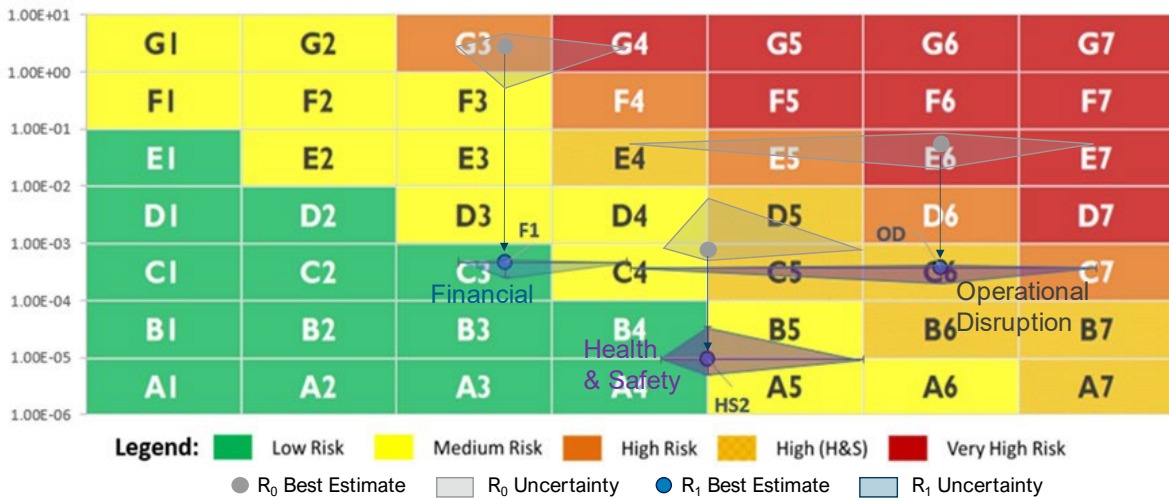
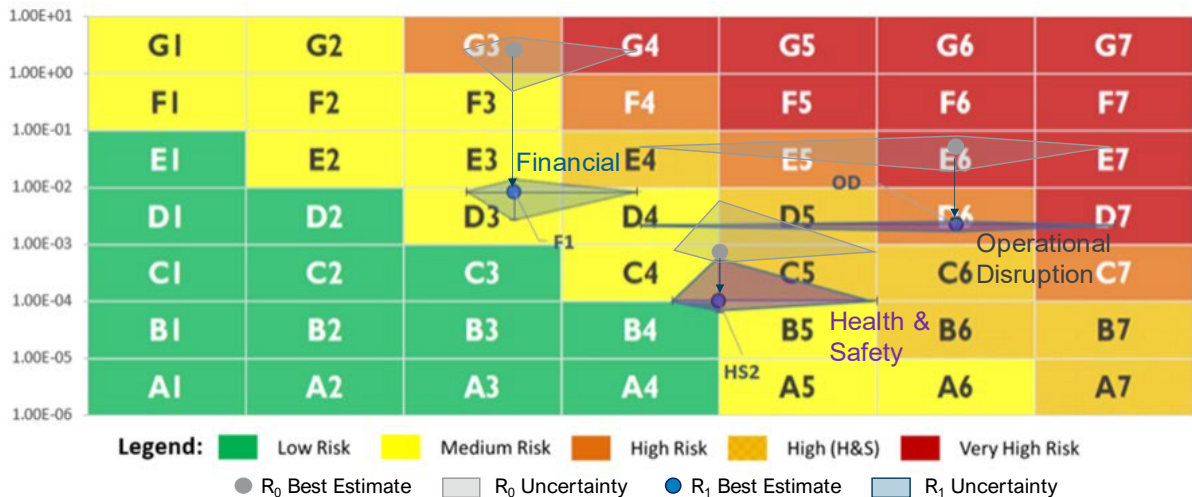


Figure 2: Risk Reduction for Alternative B
(Extensive Inspection and Repair)



12. Figures 2 and 3 illustrate that while Alternatives A and B are designed to meet minimum risk requirements, they exhibit significantly different levels of residual risk and associated uncertainties. Specifically, although Alternative B adheres to risk thresholds, the uncertainties in this alternative (denoted by the size and location of the shaded diamonds) mean that these limits may still be surpassed, particularly as the certainty of maintaining these risk levels diminishes over time.

13. Risk is not a binary concept of merely passing or failing targets; rather, it encompasses a continuous range of possible impacts to public safety and operational reliability. It is essential, therefore, to prioritize alternative options that minimize risks, wherever possible. This section concludes that Alternative A (Full Replacement) significantly enhances public safety and better manages residual risks, making it the best approach.

ii. Public Disruption and Nuisance

14. The SLP system traverses roadways and highways with high volumes of traffic due to the large number of residential, retail and commercial buildings in this area. The estimated daily traffic volumes (which would be impacted by construction work) are summarized below:

- This pipeline system traverses a 400-series Highway (Highway 417) and its off-ramps for approximately 300 m. Based on published MTO Provincial Highway Traffic Volumes, Highway 417 observes an Annual Average Daily Traffic of 152,000 vehicles per day, primarily composed of Urban Commuters⁹.

⁹ Ministry of Transportation Ontario (MTO). (2016). MTO Technical Publications Highway Traffic Volumes 1988 to 2016 [CSV].

- This pipeline system is primarily located along the St. Laurent Blvd. ROW which sees similar daily traffic densities as the 417 Highway based on human occupancy/traffic data collected through cellular signals.

Based on the above vehicle volume statistics on the adjacent roadways to St. Laurent, continued pipeline construction will result in significant disruption to vehicle traffic and access to residential areas, schools, retail, and commercial buildings.

15. Alternative B entails numerous integrity-driven excavations and replacements along the heavily trafficked St. Laurent Blvd. Due to the unpredictable locations of the inspection findings, some repairs may need urgent attention, possibly during inclement weather or amid challenging road and traffic conditions. These frequent, small-scale projects significantly increase the residual Health and Safety risks for Enbridge Gas workers and will cause continual disturbances to local residents. Although the complete extent of construction will remain unclear until the remaining 60% of the system is inspected, the anticipated near-term repair activities include:

- Several construction sites along St. Laurent Blvd. and Tremblay Rd. to install 4.9 km of mechanical protection (i.e., "High Visibility Slabbing").
- Multiple localized integrity excavations to address findings from the initial 40% of pipeline inspections.
- 1.0 km pipeline replacement adjacent to Hwy 417 on Tremblay Rd.
- 0.9 km pipeline replacement near Montreal Rd. on St. Laurent Blvd.

16. In addition to these expected short-term construction activities, Alternative B will require on-going inspections and repairs over the life of the asset to keep the pipeline system within safety thresholds. This ongoing construction which is estimated to occur on a 7-year interval is likely to cause significant traffic congestion and disrupt daily life for Ottawa residents, particularly those who regularly use Hwy

417 or St. Laurent Blvd. for their daily commutes or to access residential, retail, and commercial buildings in the area. Additional restoration work, including road resurfacing and sidewalk replacement, usually occurs at a later stage. These activities will also contribute to further disruptions, such as increased traffic and restricted driveway access to buildings.

17. Alternative A, while still disruptive, is less impactful to residents and is limited mainly to the short term. The proposed facilities, described in Exhibit D, Tab 1, Schedule 1, are designed to minimize traffic and public disturbances. The following are some of the integral components of Alternative A that aim to minimize public disruption, as compared to Alternative B:

- The construction is planned, carefully coordinated, and strategically scheduled to reduce public inconvenience.
- The construction plan is communicated and optimized based on comprehensive public consultations, as detailed in Exhibit B, Tab 2, Schedule 1; Exhibit F, Tab 1, Schedule 1; and Exhibit H, Tab 1, Schedule 1.
- The selected route is optimized to consider utility congestion and traffic impacts. The preferred route avoids a significant portion of St. Laurent Blvd., shifting the pipeline installation to a less congested adjacent road ROW, also detailed in Exhibit D, Tab 1, Schedule 1.

18. From a socio-economic and environmental perspective, proceeding with Alternative B would yield substantial cost and disruption to the public as it would force Enbridge Gas to complete multiple planned and unplanned construction projects. In contrast, Alternative A minimizes public disruption and nuisance and involves a singular, comprehensive project rather than extensive and continuous smaller construction projects.

iii. Financial Assessment (NPV)

19. The economics of each alternative were assessed by determining the work and costs associated with the alternative and calculating the NPV. This financial assessment provided a quantitative basis for comparing the long-term economic implications of each alternative in line with Asset Management practices, thereby aiding in the computation, identification, and ranking of the most cost-efficient options.
20. The SLP replacement project has been underway for several years and has accrued substantial costs to date. The focus of the NPV analysis is on identifying the most optimal path forward; therefore, it is based exclusively on future expenditures in the value assessment of the various alternatives. While this approach excludes past costs, it is important to note that this exclusion affects only the absolute NPV values of each alternative and does not influence the relative differences in NPV between them. In other words, by including or excluding such costs, the relative ranking of NPV options would not be impacted. This ensures that the analysis remains centered on future financial implications, providing a clear perspective for decision-making.
21. The NPV assessment includes all direct operating and maintenance (O&M) expenses and capital costs, and accounts for financing charges, such as Interest During Construction (IDC). It incorporates other financial elements like income tax, property tax, and capital cost allowance, providing a thorough financial overview.
22. To maintain a fair and balanced comparison across all alternatives, indirect costs, specifically Indirect Overheads, are consistently excluded from each alternative's analysis. This approach ensures that each alternative is evaluated equitably, with a focus on the most directly attributable costs and financial impacts. This approach is

also consistent with Asset Management's established value assessment practices and historical NPV assessments provided for leave-to-construct (LTC) applications.

23. The future abandonment costs of the alternatives at the end of the asset's useful life were not included in the NPV analysis, as both alternatives would require a similar level of pipeline abandonment and incur comparable costs. Similarly, the costs of routine leak and CP surveys were excluded from the NPV analysis, as both alternatives would necessitate similar expenditures throughout the asset's lifecycle.
24. In previous Enbridge Gas LTC applications, NPV assessments were conventionally based on a 40-year horizon from the in-service date. However, to assess stranded asset risk and enhance the usefulness of the Company's financial assessment, for this Application the NPV analysis was completed utilizing multiple potential "useful lives" of the pipeline, corresponding to the various years at which customers could disconnect from the gas system, depending on the rate of electrification (as detailed within the Energy Transition evidence at Exhibit B, Tab 3, Schedule 1).
25. As discussed in Exhibit B, Tab 3, Schedule 1, many scenarios of general service customer electrification were modeled using aggressive disconnection assumptions. The results of the scenarios with more realistic modeling of the aggressive disconnection assumptions (Case A) indicate that the SLP system will most likely be needed to service general service customers until 2102, or 78 years from the current year. However, since the physical life of the asset is 61 years from its in-service date according to the Ontario Energy Board (OEB)-approved depreciation rate for steel mains¹⁰, the NPV for Case A is calculated based on this timeframe as an estimate of its useful life.

¹⁰ EB-2022-0200, Decision and Order, Table 3, pp. 84-85.

26. Table 4 summarizes the Case A NPV results for each alternative, providing a clear, comparative overview of their respective economic viabilities over a 63-year time horizon from 2024 - which matches the depreciable life of the asset (61 years) from its in-service date (2026).

Table 4
 NPV Assessments over 63-year Horizon from 2024 (Case A)

Type	A - Full Replacement	B - Extensive Inspection and Repair
Total Expenditure ¹¹ Over Assessment Horizon (\$ millions)	\$155	\$298
NPV (\$ millions)	\$(134)	\$(253)

27. Based on the asset’s useful life from the results of the scenarios with more realistic modeling of the aggressive disconnection assumptions (Case A) as described in Exhibit B, Tab 3, Schedule 1, Alternative A yields an NPV that is \$119 million more favorable than Alternative B.

28. To evaluate the sensitivity of the NPV outcomes to the asset’s useful life projections, a supplementary NPV assessment was conducted, with a useful life horizon of 40-years from the in-service date, matching the financial evaluation horizon typically applied in previous Enbridge Gas LTC applications (Case B). This date also aligns with the 95th percent lower bound of the useful life projections from the results of the scenarios with more realistic modeling of the aggressive disconnection assumptions, as shown in Exhibit B, Tab 3, Schedule 1, Attachment 1. This provides

¹¹ Total Capital and O&M expenditures in 2024 dollars, excluding Municipal Taxes, Income Taxes, and Capital Cost Allowance (CCA) Impacts.

a greater certainty that the useful life of this asset will be at least 40 years from its in-service date.

29. Table 5 provides the Case B NPV results for each alternative over a 42-year time horizon (which matches the typical NPV horizon established by previous Enbridge Gas LTC applications – 40 years from the in-service date of 2026).

Table 5
 Alternative NPV Assessments over 42-year Horizon from 2024 (Case B)

Type	A – Full Replacement	B - Extensive Inspection and Repair
Total Expenditure ¹² Over Assessment Horizon (\$ millions)	\$155	\$213
NPV (\$ millions)	\$(134)	\$(179)

30. Based on the typical NPV horizon approach (Case B), Alternative A yields an NPV that is \$45 million more favorable than Alternative B.

31. To provide additional insights into the extreme bounds of the financial effectiveness of the alternatives, an additional NPV assessment was conducted, with a useful life horizon matching the most aggressive electrification scenario (Case C), as outlined in Exhibit B, Tab 3, Schedule 1. According to the exhibit, the most aggressive electrification case projects a useful life extending through to 2055.

¹² Total Capital and O&M expenditures in 2024 dollars, excluding Municipal Taxes, Income Taxes, and Capital Cost Allowance (CCA) Impacts.

32. Table 6 provides the Case C NPV results for each alternative over a 31-year time horizon (consistent with the useful life of the asset ending in 2055, in line with the most aggressive electrification case).

Table 6
Alternative NPV Assessments over 31-year Horizon from 2024 (Case C)

Type	A – Full Replacement	B - Extensive Inspection and Repair
Total Expenditure ¹³ Over Assessment Horizon (\$ millions)	\$155	\$166
NPV (\$ millions)	\$(134)	\$(140)

33. Based on the most aggressive electrification case of the asset’s useful life (Case C), Alternative A yields an NPV that is \$6 million more favorable than Alternative B. As described in Exhibit B, Tab 3, Schedule 1, this most aggressive electrification scenario provides a lower bound on the pipeline's useful life that is illustrative, but unlikely.¹⁴

34. As illustrated by Table 7, Alternative A provides the best economic value given all plausible energy transition scenarios.

¹³ Total Capital and O&M expenditures, excluding Municipal Taxes, Income Taxes, and Capital Cost Allowance (CCA) Impacts.

¹⁴ Exhibit B, Tab 3, Schedule 1, para. 35.

Table 7
Summary of NPVs for Alternative A and B with Various Useful Lives

NPV (\$ millions)	A – Full Replacement	B - Extensive Inspection and Repair	\$ Difference (A – B)
Case A (63 years)	\$(134)	\$(253)	+\$119
Case B (42 years)	\$(134)	\$(179)	+\$45
Case C (31 years)	\$(134)	\$(140)	+\$6

iv. Uncertainty of Plan and Outcomes

35. A significant distinction between the two alternatives is the potential cost variances and certainty levels of NPV outcomes. Alternative B in particular is based on several assumptions due to numerous cost uncertainties. These include:

- The uncertainty related to quantifying the scope of integrity mitigation activities required over the asset’s useful life horizon to keep the pipeline system within acceptable risk limits. This task is further complicated by the fact that the exact condition of the pipeline is partly unknown due to limitations in ILI technology and practical inspection scope. The ambiguity regarding the precise condition of the pipeline and the extent of required remediation efforts over the asset’s useful life horizon is a critical consideration in evaluating the viability of this alternative.
- Given that this alternative will incur ongoing costs over the asset’s useful life, the calculated NPV is significantly influenced by variables such as cost inflation/escalation and the discount rate (i.e., the weighted average cost of capital). The inability to precisely forecast these parameters multiple decades into the future adds further uncertainty to the NPV, making long-term financial projections more complex and less certain.

v. Other Considerations

36. In addition to the assessment viewpoints previously described, this section describes other considerations related to the alternatives, including other risk types and viability of the pipeline system to support future low-carbon initiatives.
37. Alternative B has additional longer-term uncertainty impacts, such as health and safety risks to Enbridge Gas workers and the public, potential property damage, and the logistical and reputational complexities associated with continuous roadway construction.
38. Alternative B proposes retaining the original sections of the pipeline within this crucial segment of the Ottawa pipeline network. Laboratory tests have revealed that the SLP exhibits low material toughness, suggesting that retaining these older sections could significantly constrain future low-carbon initiatives, like hydrogen-blending, within the system.
39. While the various NPV analyses primarily focus on the asset's potential useful lives within the context of energy transition, it is important to recognize that the condition of the asset at the end of these various periods differs significantly across alternatives. Even under a hypothetical situation where all options demonstrate comparable NPV during the assessment window, opting for the replacement strategy enhances the longevity of the investment, extending the resulting asset's usability and adding more flexibility for the type of fuel that can be shipped (e.g. hydrogen blends). For ratepayers, the most advantageous choice is the one that maximizes risk reduction to the lowest practicable level and ensures the most effective allocation of funds to minimize risks.

Conclusion

40. Based on the five different viewpoints described, Alternative A - Full Replacement is unequivocally the best risk mitigation strategy, offering a more predictable and stable solution that provides the lowest level of residual risk and the best cost effectiveness in the long-term, in comparison to other alternatives.

B. Assessment of Non-Facility Alternatives

41. The Decision and Order for Enbridge Gas's Integrated Resource Planning Framework Proposal¹⁵ was issued on July 22, 2021. This Decision was accompanied by an Integrated Resource Planning Framework for Enbridge Gas (IRP Framework)¹⁶. The IRP Framework provides guidance from the OEB about the nature, timing, and content of IRP considerations for future identified needs. The IRP Framework provides Binary Screening Criteria in order to focus on situations where there is reasonable expectation that an IRP Alternative (IRPA), alone or in combination with a facility alternative, could be both technically and economically feasible. The Project passed binary screening and Enbridge Gas completed a review of the potential IRPAs.

42. As described in Exhibit B, Tab 1, Schedule 1, the condition of the SLP requires immediate action to mitigate risk. The Assessment of Integrity Program and Facilities Alternatives detailed above demonstrates that the full replacement option is the optimal solution to continue to safely meet the energy needs of the customers in the Project area. Implementation of IRP alternatives would not address the risks associated with the condition of the existing SLP. Supply-side alternatives require leveraging the existing infrastructure while securing gas from a different source, and demand-side alternatives provide reduction in demand/flow on the system. Risks

¹⁵ EB-2020-0091.

¹⁶ EB-2020-0091, Appendix A.

involving corrosion and third-party damage cannot be mitigated through supplying gas to the system via a different source or through reduction in demand/flow on the system. Therefore, IRP alternatives cannot impact the identified risks, and consequently, cannot offset the need for a pipe replacement. As such, the scope of the IRP alternatives assessment is to determine whether the proposed Project pipeline size can be reduced.

43. A peak hour demand reduction of approximately 13,300 m³/hr up to 25,100m³/hr, or the equivalent of 12,000 to 22,600 homes¹⁷, would be required by winter 2025/2026 to allow Enbridge Gas to downsize the Project's 2.4 km of NPS 16 to NPS 12. This peak hour demand reduction varies depending on the location of the demand reduction in the Project area. The 13,300 m³/hr is applicable if the demand is reduced near Rockcliffe Control Station, located at the end of the system, and the 25,100 m³/hr is applicable if demand is reduced further upstream, near the end of the existing NPS 16 pipeline. Enbridge Gas assessed whether IRP alternatives alone, or in combination, could feasibly meet this peak hour demand reduction requirement. These IRPA assessments are summarized below.

44. The IRP alternatives assessment evaluated a hybrid facility solution with non-facility supply side and demand side IRPAs, including incremental gas supply, compressed natural gas (CNG), Enhanced Targeted Energy Efficiency (ETEE), demand response (DR), a reverse open season (ROS), and geo-targeted negotiable interruptible rates for the Contract Customers. The outcome of the IRP assessment, detailed below, determined that the proposed Project is the optimal solution to meet the identified system need and within the required timeframe.

¹⁷ Based on the average design hour residential demand for the project area of 1.11 m³/h.

Incremental Gas Supply

45. Incremental gas supply can be used to downsize pipeline projects if the project is located near a major interconnect such as Ojibway or Parkway or a tap with TC Energy. However, the SLP is located northwest of the closest TC Energy pipeline connection and there are no additional interconnects in the area that could be used for the purposes of IRPA. Therefore, incremental gas supply is not a technically feasible alternative to downsize the Project.

Compressed Natural Gas (CNG)

46. Enbridge Gas considered using CNG deliveries to the Project area to downsize the 2.4 km of NPS 16 pipe to NPS 12. To downsize the pipe using CNG, Enbridge Gas would need to provide the above noted minimum of 13,300 m³/hr via CNG during peak hour demand starting in the winter of 2025/2026. This is the equivalent of approximately 1.5 CNG tube trailers per peak hour. To maintain a safe and reliable supply of natural gas during a peak hour period, Enbridge Gas would need to maintain four to five CNG tube trailers on standby to accommodate for any extended peak hour demand period.

47. The cost of providing CNG as an alternative is approximately \$1.2 million per year for four months each winter over the life of the Project. In contrast, the one-time cost saving associated with downsizing 2.4 km NPS 16 to NPS 12 is \$1.3 million. The cost of the CNG alternative for more than one winter is significantly higher than the savings resulting from downsizing the pipe, therefore the CNG alternative is not a viable solution and was not pursued further.

ETEE

48. Enbridge Gas engaged Posterity Group (Posterity) to evaluate whether an ETEE IRPA could viably meet the identified system need or reduce the scope of the

facilities that would otherwise be required. This alternative examined the extent to which the proposed Project scope could be reduced through investment in ETEE.

49. As noted in the Posterity Report, included at Attachment 2, a maximum peak hour reduction potential of approximately 11,250 m³/hour from general service customers in the Project area could be obtained by 2042 and would cost approximately \$77 million. To downsize the pipe, a peak hour demand reduction ranging from 13,300 m³/hr to 25,100 m³/hr is required by winter 2025/2026. As such, there is insufficient technical potential from ETEE to meet the required peak hour reduction required to downsize the pipe. ETEE is not a technically feasible solution and was not pursued further.

Contract Customers

50. On September 18, 2023, Enbridge Gas sent out a Non-Binding Expression of Interest (EOI) and Binding ROS document to all existing distribution contract rate customers in the proposed project service area. The ROS gave the customers the opportunity to de-contract existing distribution capacity, or to convert existing firm distribution service to interruptible service. The EOI gave the customers the opportunity to bid for any or all of: new firm distribution service; conversion of existing interruptible distribution service to firm service; and/or new interruptible distribution service. The EOI and ROS PDF document is included as Attachment 3. The EOI and ROS document was also published on the Enbridge Gas website.¹⁸

51. On or around the week of October 10, 2023, the Enbridge Gas account managers for each of the distribution contract rate customers sent out reminders of the EOI and ROS to those customers. The EOI and ROS closed on October 23, 2023, at 12:00 pm.

¹⁸ <https://www.enbridgegas.com/business-industrial/commercial-industrial/economic-development>

52. No bids were received by Enbridge Gas for either the EOI or ROS. One bid form was returned by a contract rate customer with no bid; but the customer, currently on firm distribution service, indicated in their response that interruptible service is not a viable option for their business/operations.
53. Based on the results of the EOI and ROS and the discussions with these customers on their energy requirements (as described in Exhibit B, Tab 3, Schedule 1, Section C), Enbridge Gas expects minimal change in these contract customers' peak hour demand and therefore would be unable to achieve the peak hour reduction required to downsize the pipe.

C. Stranded Asset Risk

54. As concluded in Exhibit B, Tab 3, Schedule 1, there is a very low probability of a rapid conversion off gas to electric options and/or a meaningful increase in gas disconnections in the near to medium term (five to fifteen years) in the Project area. The probabilistic analysis presented in that exhibit demonstrated that gas customers would likely remain on the gas system beyond 2080 even under an aggressive heat pump adoption and disconnection scenario. This conclusion supports a low risk of the proposed Project assets being stranded.
55. While the Company's position is that the Full Replacement alternative is the optimal solution to address the immediate and urgent need for action as described in Exhibit B, Tab 1, Schedule 1, Enbridge Gas has assessed the stranded asset risk and the associated potential undepreciated capital remaining at end of life for both the Full Replacement and Extensive Inspection and Repair alternatives. The conclusion of this assessment is that the Full Replacement alternative results in a lower undepreciated capital balance than the Extensive Inspection and Repair alternative at end of life periods at 2055, 2066, 2087, as described in the NPV section above, further supporting the Full Replacement option as the optimal solution.

56. Enbridge Gas submits that a thorough examination of stranded asset risk of the proposed investment in the SLP system has been carried out. The combination of the analysis presented in Exhibit B, Tab 3, Schedule 1, and the analysis in the comparison of alternatives above, demonstrate that of the two alternatives, the Full Replacement alternative offers a lower stranded asset risk over the life of the proposed assets.

57. No specific mitigations to the stranded asset risk are being proposed at this time. Enbridge Gas further submits that stranded asset risk mitigation is best addressed in the context of the full gas system, not just one pipe, which is more appropriately dealt with in the context of a full rebasing proceeding. The OEB agreed with this approach in its Decision and Order in Phase 1 of Enbridge Gas's Rebasing proceeding¹⁹, where it deferred any changes to the Company's risk assessment processes or depreciation policy to the next rebasing application, with orders to:

- a. File an Asset Management Plan that provides clear linkages between capital spending and energy transition risk. The Asset Management Plan should address scenarios associated with the risk of under-utilized or stranded assets and identify mitigating measures.
- b. File a report examining options to ensure its depreciation policy addresses the risk of stranded asset costs appropriately. These options must encompass all reasonable alternative approaches, including the Units of Production approach.
...
- f. Perform a risk assessment and develop a plan to reduce the stranded asset risk in the context of system renewal.²⁰

¹⁹ EB-2022-0200, Decision and Order.

²⁰ EB-2022-0200, Decision and Order, pp. 140-141.

58. As directed by the OEB, Enbridge Gas will come forward with proposals for a more comprehensive approach to stranded asset risk for this project and other system renewal projects as part of its next rebasing application.

D. Conclusion

59. Based on the above assessment of alternatives, Enbridge Gas has determined that the proposed Project (Full Replacement) is the only solution to adequately meet the identified system need. This solution is also supported by the conclusions and analysis presented in Exhibit B, Tab 3, Schedule 1, where Enbridge Gas has provided its analysis of the potential impacts of decarbonization and energy transition on the Project, pointing to a low risk of stranded assets.

60. The proposed Project provides many benefits and is the best alternative for the following reasons:

- It achieves the highest level of risk reduction over a sustained period of time, resulting in a residual risk significantly below established thresholds.
- It presents the least uncertainty in execution, addressing complexities related to constructability, permitting, and unknown pipeline conditions, ensuring necessary risk reductions are met.
- It minimizes traffic and disruption for Ottawa residents both in the short and long term.
- It delivers the best economic value (i.e., NPV) for ratepayers across energy transition scenarios, providing the highest certainty in economic projections.

61. In summary, Full Replacement of the SLP is the best solution to effectively mitigate the risks associated with the current condition and continued operation of the SLP. The alternative options fail to guarantee the necessary level of risk reduction, rendering them inferior to the Full Replacement. If neither the Full Replacement nor

the Extensive Inspection and Repair alternative are approved and the status quo continues, Enbridge Gas will implement significant and extraordinary measures to reduce the operating risk of the SLP, which will have a significant impact on customers. Accordingly, maintaining the status quo is not a feasible permanent mitigation strategy. As described above, Full Replacement offers the most sustainable and appropriate level of risk reduction, optimal reliability, and cost certainty at the lowest cost for rate payers. In contrast, the Extensive Inspection and Repair alternative may reduce the risks to the pipeline at a particular point in time; however, over time this option carries significant uncertainties, as new conditions and circumstances could arise that make it inadequate at mitigating those risks.

Attachment 1- Residual Risks of Scenarios

1 Pre-Mitigation Risk

1.1 Risk Assumptions:

- Pre-mitigation risks are provided based on a Quantitative Risk Assessment completed in March 2023.¹

1.2 Annex O - Leakage Limit State (LLS)

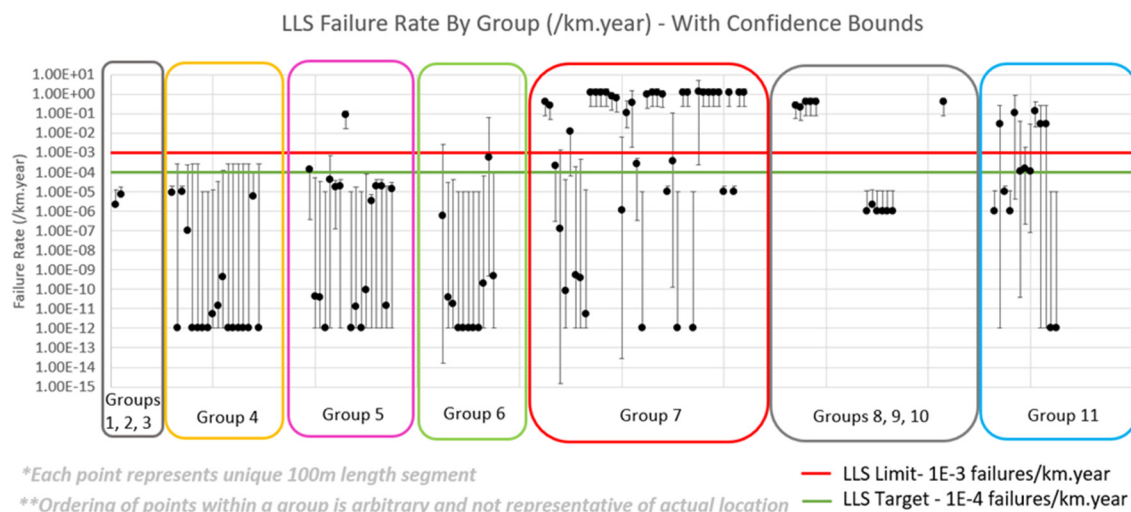


Figure 1

1.3 Annex O - Ultimate Limit State (ULS)

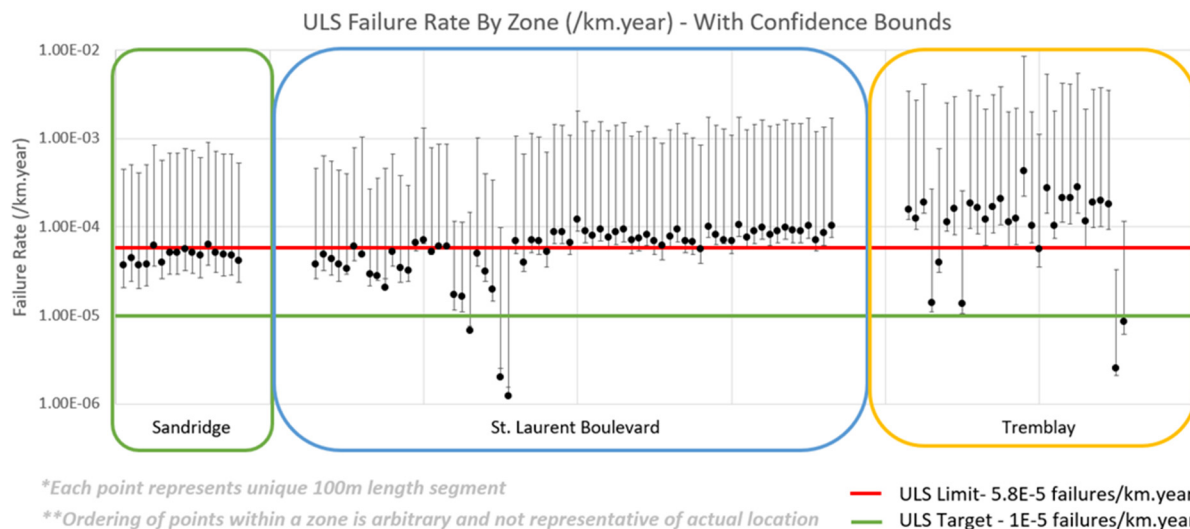


Figure 2

¹ Safari, M., Ji., K. (2023). *Quantitative Risk Assessment (QRA) - St. Laurent North Pipeline*. Internal Enbridge report: unpublished.

Enbridge Operational Risk Matrix

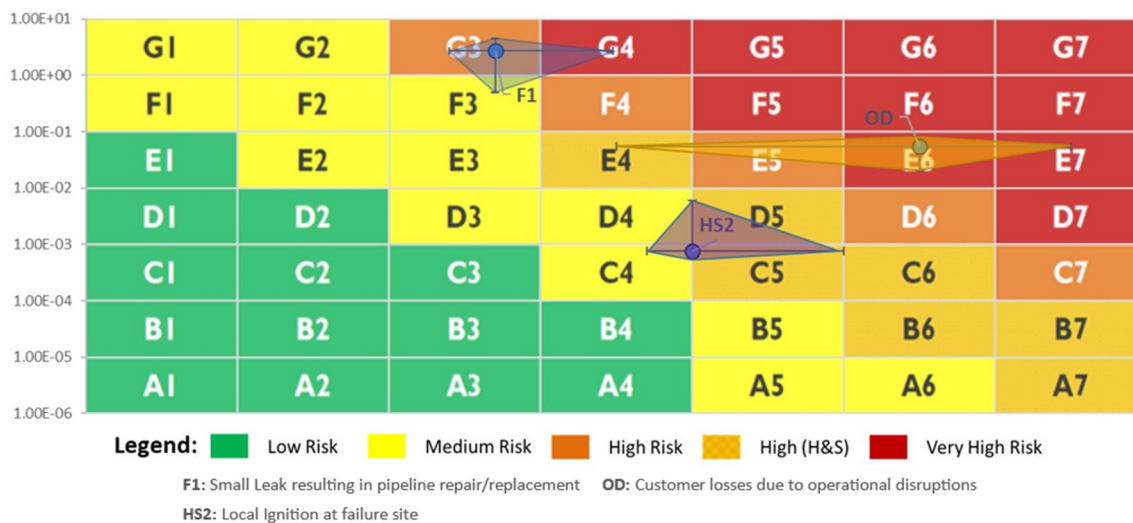


Figure 3

2 Post-Mitigation Risk – Scenario A – Full Replacement

Full replacement of vintage portions of the SLP pipeline system

2.1 Scenario Risk Assumptions:

- **Corrosion:** Corrosion threat will be reduced to negligible levels after replacement due to the installation of a new pipeline with modern construction practices and high-performance coatings.
- **Third-Party Damage (TPD):** Hit frequency is reduced due to new pipeline routing and other improved barriers such as higher depth of cover and pipeline markers. The Probability of Damage (POD) given a hit is also reduced due to modern pipe materials that exhibit higher grade and toughness.
- **Other Threats:** Other threats are predominantly associated with pipeline vintage will be fully mitigated with replacement.

2.2 Annex O - Leakage Limit State (LLS)

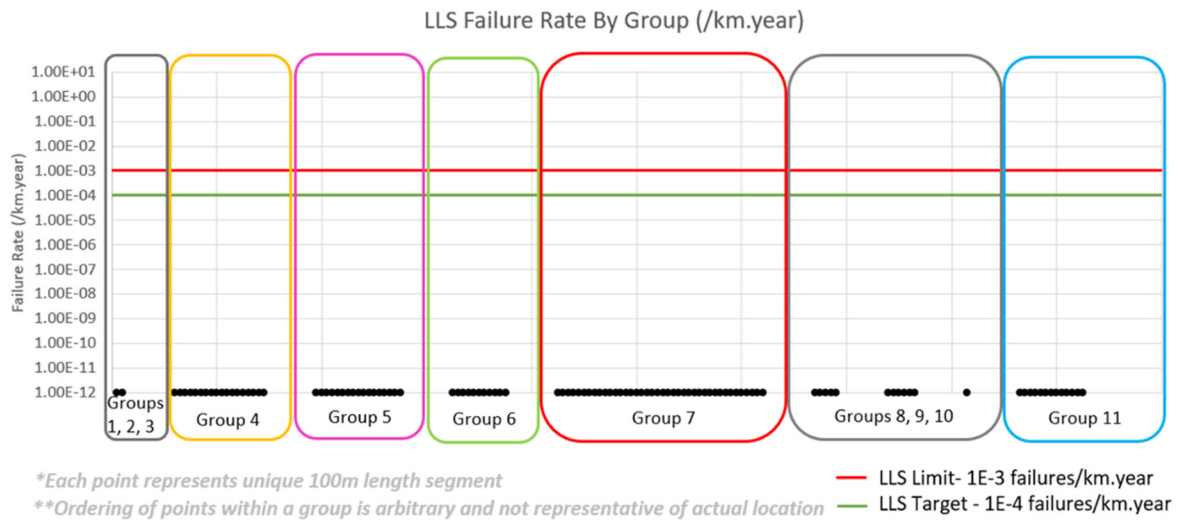


Figure 4

2.3 Annex O - Ultimate Limit State (ULS)

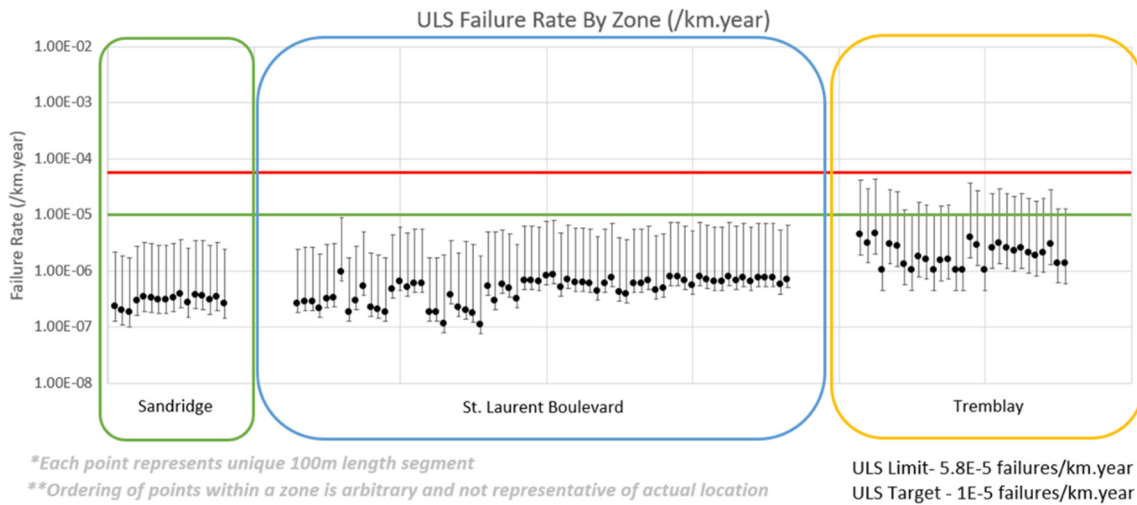


Figure 5

2.4 Enbridge Operational Risk Matrix

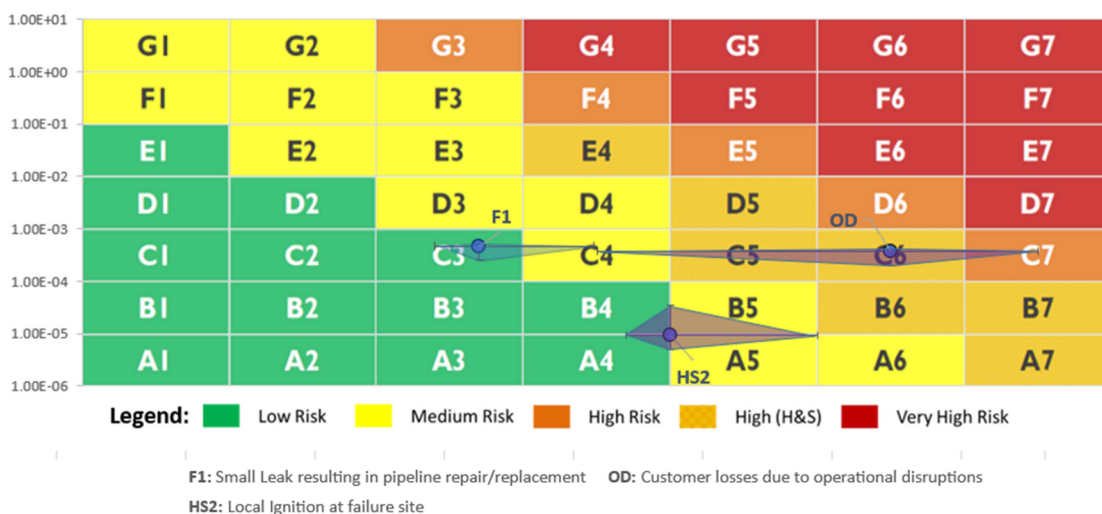


Figure 6

3 Post-Mitigation Risk – Scenario B – Extensive Inspection and Repair

Extensive Inspections with Crawler ILLI, Enhanced Damage Prevention Practices, and Targeted Replacements

3.1 Scenario Risk Assumptions:

- **Corrosion:** All pipeline segments are maintained at a condition where each segment of the pipeline meets CSA Z662 - Annex O reliability limits. Given the time-dependent nature of the corrosion threat, it is expected segments will settle at a reliability level that meets or slightly exceeds (i.e. does not fail) the limits over the remaining lifespan of the pipeline.
- **Third-Party Damage (TPD):** TPD will be mitigated to tolerable levels through a combination of various activities²:
 - o **Enhanced damage prevention practices:**
 - Addition of above-ground pipeline markers
 - Increase in responsiveness to locate requests
 - Use of enhanced methods to locate the pipe
 - On-site supervision during third-party excavation activities
 - o **Physical Barriers / Targeted replacements:**
 - Installation of high-visibility mechanical protection slabs at select locations
 - Targeted replacement in areas where slabbing is infeasible due to presence of other buried utilities

² Effectiveness of enhanced damage prevention measures and physical barriers were calculated using New Generation Fault Tree developed by C-FER Technologies in collaboration with multiple pipeline operators.

- **Other Threats:** The failure rates due to other threats on the pipeline system (e.g., manufacturing, SSWC, fabrication, etc.) are reduced to 0 for replaced segments and remain as-is for un-replaced segments.

3.2 Annex O - Leakage Limit State (LLS)

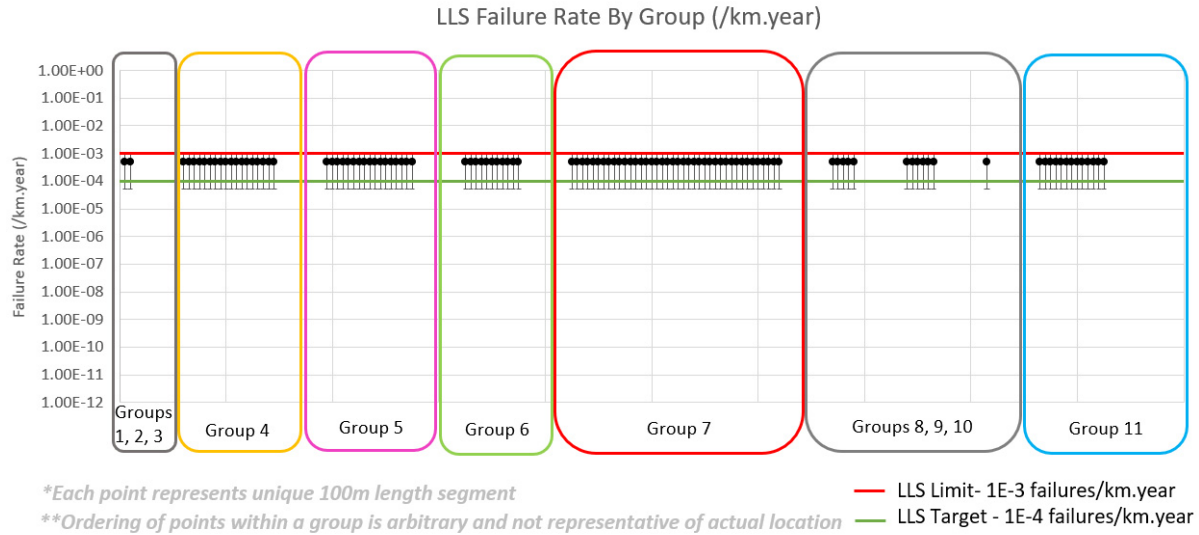


Figure 7

3.3 Annex O - Ultimate Limit State (ULS)

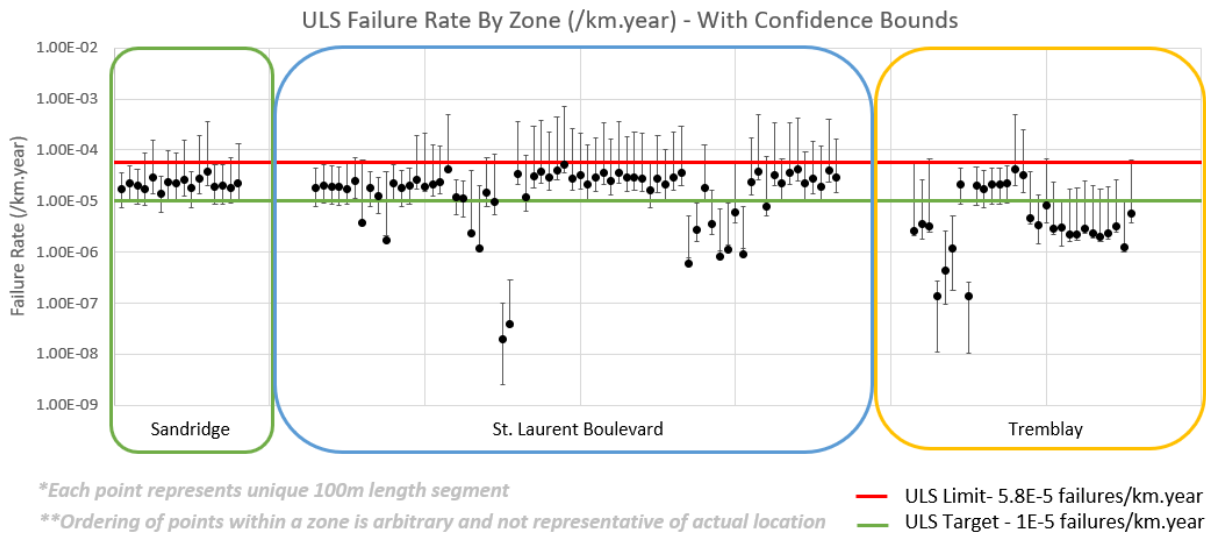


Figure 8

3.4 Enbridge Operational Risk Matrix

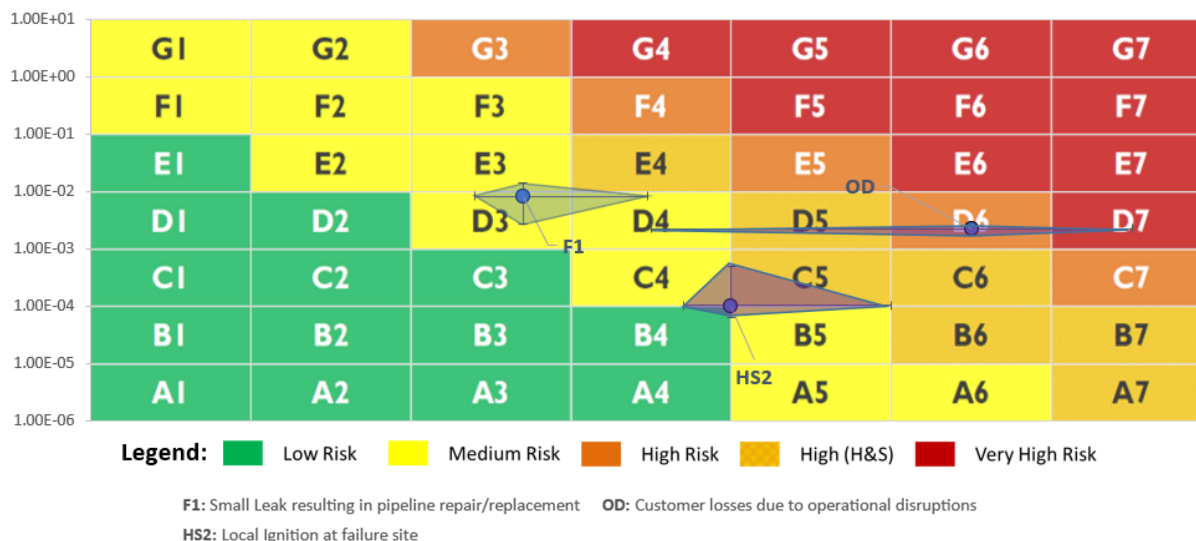


Figure 9

4 Conclusions

The risk mitigation scenarios have been developed to address the immediate threats posed by the St. Laurent Pipeline (SLP). These scenarios are underpinned by specific assumptions detailed in this report, which guide modifications in the model inputs to assess the residual risks after implementing mitigation strategies. This evaluation demonstrates the effect of each mitigation tactic on risk reduction and the remaining risks inherent in the system post-mitigation. Table 1 provides a relative breakdown of how the failure rates are expected to decrease under each mitigation scenario.

Table 1

Scenario	Risk Category	Pre-Mitigation Rate (/km.yr)	Post-Mitigation Rate (/km.yr)	Decrease (%)
Scenario A – Full Replacement	Health & Safety	7.57E-04	9.32E-06	8,122%
	Financial	2.72E+00	4.66E-04	584,313%
	Operational	5.48E-02	3.73E-04	14,701%
Scenario B – Extensive Inspection and Repair	Health & Safety	7.57E-04	1.00E-04	757%
	Financial	2.72E+00	8.30E-03	32,771%
	Operational	5.48E-02	2.20E-3	2,491%



IRPA Analysis Project

St. Laurent Analysis Modelling Findings

Project: Integrated Resource Planning Alternative Analysis (IRPA Analysis)

Re: St. Laurent IRPA Refresh

Submitted by: Posterity Group (PG)

Date: May 23, 2024

This memo presents information about the potential to reduce natural gas peak hour demand in the context of the St. Laurent IRPA including the potential peak hour demand reduction in m³/hr and the associated costs until 2043. The scope of the analysis focuses on demand side management (DSM) IRPAs (including energy efficiency and demand response measures). The analysis was performed using data from the current version of the Posterity 'mirror model' of the 2019 Achievable Potential Study (APS), which was centered around DSM and is being used as a proxy to demonstrate ETEE potential for the system of need.

This memo focuses on existing and future general service customers and the potential for these customers to reduce peak hour demand during the forecast period.

1 Profile of Customers Included in Analysis

The analysis focused on a subset of customers in the St. Laurent region. Only general service customers are included in this analysis; contract customers are not included.

1. The following sectors and rate classes were included in the scope of the analysis:
 - Residential: E1, 6
 - Commercial: 6, 110
 - Industrial: 6
2. The reference peak hour demand is forecasted to increase from 101,008 m³/hr in 2022 to 119,621 m³/hr by 2043.
 - The total peak hour demand in 2022 is expected to be 101,008 m³/hr, comprised of 3,984 m³/hr in the industrial sector, 39,818 m³/hr in the commercial sector, and 57,206 m³/hr in the residential sector.
 - The total peak hour demand in 2043 is expected to be 119,621 m³/hr, comprised of 8,758 m³/hr in the industrial sector, 41,970 m³/hr in the commercial sector, and 68,894 m³/hr in the residential sector.

2 Peak Hour Reduction and Cost

This analysis has yielded the following insights on peak hour reductions and the associated costs:

- By the end of 2043, peak hour reduction potential from the ETEE program is estimated to be 11,248 m³/hr, which corresponds to a 9.4% reduction in the total hourly peak demand.





- The total gross cost of the 11,248 m³/hr of potential reduction that could be obtained by the end of 2043 is \$77,081,843; or an average gross cost of \$6,894 per m³/hr reduction.¹

3 Most Impactful Sectors and End Uses

In addition to the preliminary findings, the following key observations were made by the end of 2043:

- The residential sector accounts for 77% of the peak hour reduction while representing 58% of the total peak hour consumption before any savings. The main reason for this discrepancy is that measures in the residential sector were predominantly space heating measures:
 - Space heating measures account for 94% of peak hour reductions and the residential sector accounts for 82% of the space heating reduction.
 - Space heating measures were more likely to pass the TRC test, including in the residential sector.
 - A few key residential measures made up the majority of the total peak hour reductions: whole home building envelope (13%), heat recovery ventilators (14%), air sealing (14%), and condensing boilers (12%).
- The commercial sector makes up 35% of the total peak hour consumption but only accounts for 19% of the peak hour reductions. This effect is due to the dominance of the few residential space heating measures mentioned above over all other measures:
 - 90% of commercial peak hour reductions come from space heating.
- The industrial sector makes up 7% of the total peak hour consumption and only accounts for 4% of the peak hour reductions. This effect is due to the dominance of the few residential space heating measures mentioned above over all other measures:
 - 63% of industrial peak hour reductions come from HVAC.

¹ A Net-to-Gross ratio of 75 percent was used to estimate the gross costs of the program. The total gross costs presented do not include fixed portfolio overhead costs.





September 18, 2023

St Laurent Pipeline Replacement Project (SLPRP) Non-Binding Expression of Interest and Binding Reverse Open Season

Enbridge Gas is inviting all existing distribution contract rate customers in the proposed project service area within the St. Laurent pipeline system to participate in a Non-Binding Expression of Interest (“Non-Binding EOI”) and a concurrent Binding Reverse Open Season (“Binding ROS”) to both: 1) confirm demand for new firm natural gas distribution services in the St. Laurent System, for service starting November 1, 2025 (Non-Binding EOI); and 2) provide the opportunity to de-contract existing distribution capacity, or to convert existing firm distribution service to interruptible service (Binding ROS).

It is important that in the contemplation of any bid, customers fully consider opportunities that may reduce their firm demand requirements, including Demand Side Management, interruptible rates, and alternative sources of energy.

Enbridge Gas assesses new infrastructure investments for Integrated Resource Planning (“IRP”) to ensure the implemented project is in the best interest of Enbridge Gas and its customers, taking into account reliability and safety, cost-effectiveness, public policy, optimized scoping, and risk management. IRP looks to determine if non-pipeline alternatives are able to reduce, defer or eliminate the need for incremental facilities to meet firm demands.

As such, Enbridge Gas is considering alternatives that could provide natural gas capacity to the St. Laurent Project area. Information gathered during this process will be used to confirm and evaluate the alternatives with the potential to meet the demands and timing of existing and new customers in the St. Laurent Project area. A map of the area of benefit (the “Area of Benefit”) is provided below.

Non-Binding EOI Process and Bid Form

The purpose of this Non-Binding EOI is to gather distribution contract rate customer input to generate an informed forecast that identifies the location, timing and size of customer growth. Enbridge Gas will use this data to design the optimal facility requirements (the “Project”) to meet market needs of these customers. Non-distribution contract rate customers interested in capacity should submit their request via the [Get Connected](https://www.enbridgegas.com/connect-to-gas) website.¹

Depending upon market interest received, the Project may offer the following services:

1. New firm distribution service
2. Conversion of existing interruptible distribution service to firm service
3. New interruptible distribution service

Please see below for details on the Binding ROS.

¹ <https://www.enbridgegas.com/connect-to-gas>



Depending on customer location, additional local reinforcement may also be required to serve new and existing customers.

Existing customers should submit only one bid form for each site. Existing customers or potential new customers contemplating an expansion on a new site/address should submit a bid form for each new site/address. This Non-Binding EOI and Binding ROS process will close by, and completed bid forms are due no later than, **12 p.m. EDT on October 23, 2023.**

Service Description

1. Since the Project may require significant capital investment by Enbridge Gas, the term of customers' associated natural gas distribution contracts will be no less than five years and not to exceed 20 years; and/or may include upfront payments for capacity and/or negotiated rates above those currently approved and posted by the OEB to support the cost of constructing customer-specific distribution related facilities.
2. The facilities, rates and services included in this Non-Binding EOI are subject to OEB approval and sufficient interest being received to justify the Project. To ensure the continued efficient expansion of natural gas facilities in the region, the final scope of the proposed Project facilities will be informed by the demand forecast that results in part from this Non-Binding EOI process.

Submitting a Non-Binding EOI Bid Form

1. If you wish to participate in this Non-Binding EOI related to the St Laurent Pipeline Replacement Project (SLPRP) Area, please complete, sign and return the attached Non-Binding Expression of Interest Bid Form via email to Economic.Development@enbridge.com. Completed bid forms must be returned by email on or **before 12 p.m. EDT on October 23, 2023.**
2. Enbridge Gas will acknowledge receipt of all bid forms by email on or before the end of day on **October 24, 2023.** Enbridge Gas, in its sole discretion, reserves the right to reject any bids received.
3. Any suggested contractual Condition(s) Precedent that the customer proposes should be clearly articulated and attached to the bid form.
4. Once the Project is defined and Enbridge begins project development activities, the successful bidders will then be asked to commit to the increased capacity by executing an Enbridge Gas Distribution Contract to formally support the need for the Project.

Binding ROS:

Concurrent with the Non-Binding EOI for new or incremental firm distribution capacity, Enbridge is also conducting a Binding ROS. All existing distribution contract rate class customers in the Area of Benefit are being offered the opportunity to de-contract existing distribution capacity, or to convert existing firm distribution service to interruptible service.



Bids received through this Binding ROS process will be used to evaluate and inform the scope and timing of the Project as well as the IRP Alternatives Assessment. In this way, Enbridge Gas will be able to evaluate IRP solutions to serve incremental demand while optimizing any existing capacity.

Submitting a Binding ROS Bid Form

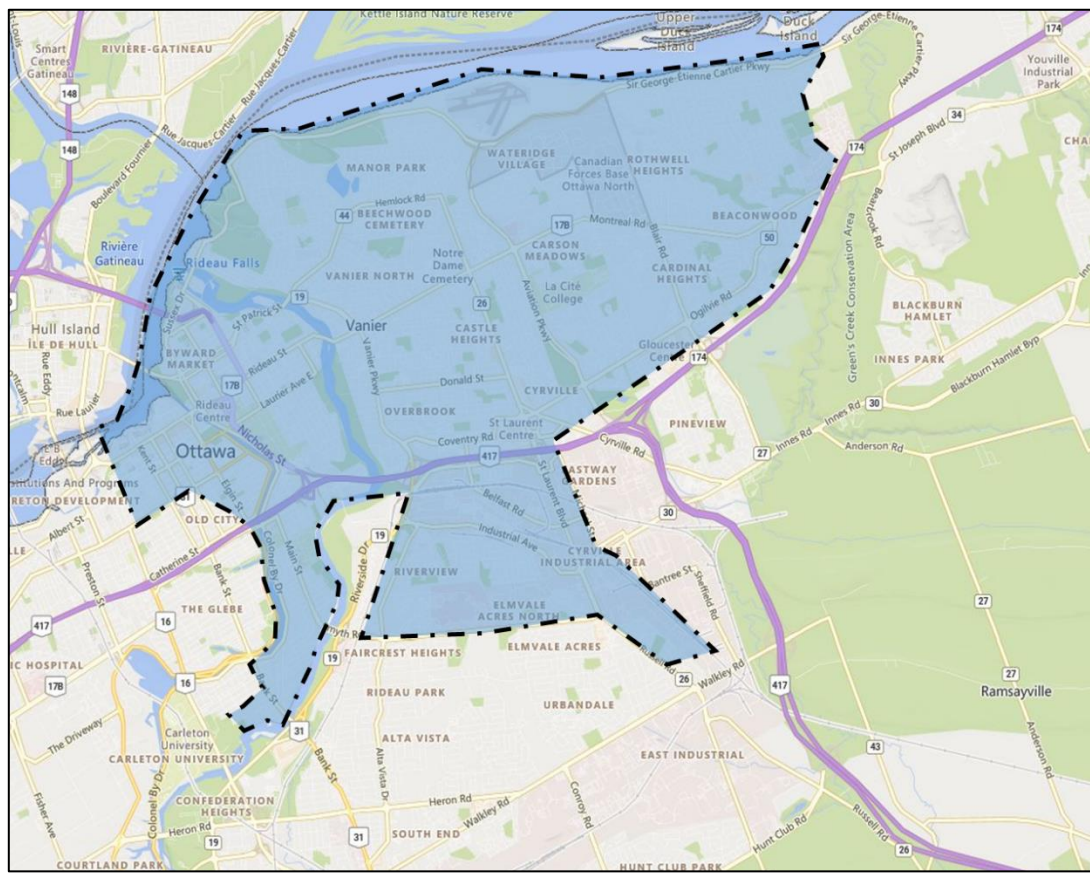
1. If you wish to participate in this Binding ROS related to the St. Laurent pipeline system, please complete, sign and return the attached Bid Form via email to Economic.Development@enbridge.com. Completed bid forms must be returned by email on or before 12 p.m. EDT on **October 23, 2023**.
2. Enbridge Gas will acknowledge receipt of all bid forms by email on or before the end of day on **October 24, 2023**. Enbridge Gas in its sole discretion reserves the right to accept or reject any bids received.
3. Bids submitted in this Binding ROS represent a legally binding offer by the customer to turn back or convert existing distribution capacity. Existing customers should submit only one binding bid form for each distribution contract.
4. Any suggested contractual Condition(s) Precedent that the customer proposes should be clearly articulated and attached to the bid form.

If you have any questions about this Non-Binding EOI and Binding ROS, **please contact your current Enbridge Gas account manager**.



Map of Area of Benefit

The map below outlines the area that is under consideration for a potential project (everything noted in blue within the black dotted outlined area).





Non-Binding Expression of Interest Bid Form:

Please complete, sign and return this Non-Binding Expression of Interest Bid Form ("**Bid Form**") on or **before 12 p.m. EDT on October 23, 2023**, via email to Economic.Development@enbridge.com

It is understood that Enbridge Gas will review and acknowledge all Bid Forms received on or **before October 24, 2023**.

Customers may only submit one Bid Form per property. Bid Forms will be treated as confidential and only aggregated or non-identifiable data will be used to support any public submissions to the Ontario Energy Board. Enbridge Gas in its sole discretion reserves the right to reject any bids received.

Property address: _____ SA: _____
911 address X,Y (latitude and longitude, if known) (if known)

- New INTERRUPTIBLE natural gas needs.** An increase of interruptible gas needs at the above location (i.e. new equipment, new processes), or a new interruptible gas load as a result of a new build where customer is willing to accept the terms and conditions of interruptible service (for example periodic curtailment of gas distribution service)

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Incremental (m ³ /h)										
Cumulative (m ³ /h)										

Total new **interruptible** gas needs (over planning horizon): _____ m³/hour

- Conversion of existing interruptible distribution service to firm distribution service.** The amount of incremental firm distribution service needed net of any existing firm distribution service resulting from conversion of existing interruptible service to firm distribution service.

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Incremental (m ³ /h)										
Cumulative (m ³ /h)										

What are the driving factors behind the request to convert current interruptible service to firm service?



New FIRM natural gas needs. An increase of firm gas needs at the above location (i.e. new equipment, new processes), or a new firm gas load as a result of a new build.

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Incremental (m ³ /h)										
Cumulative (m ³ /h)										

Total new **firm** gas needs over planning horizon: _____ m³/hour

Please provide responses to following questions if you have expressed interest in new **FIRM** natural gas needs in the table above.

Interruptible service as an alternative to new Firm service:

Is interruptible service a viable option for your business/operations (i.e., could your operations accommodate service interruptions lasting one or more days on multiple occasions per year?) Yes / No

- If no, please explain why.

 (i.e. disruption to operations, alt fuel cost/availability/emissions, potential loss of production/product, etc.)

- If yes, how would you ensure compliance with a service interruption?

 (i.e. switch to alternate fuel source, shut down operations/processes etc.)

Would you be more inclined to consider interruptible service over new Firm service if the ability to negotiate lower than posted interruptible rates was available? Yes / No

- If no, please explain why.

 - If yes, please indicate the interruptible distribution delivery rate that would be required for you to consider interruptible service as an alternative to new Firm service (\$/m³/day or percentage reduction in the distribution rate)

Natural Gas Conservation:

Has Enbridge Gas discussed energy conservation program offerings with you? Yes / No

By checking this box, we confirm that the bid amounts reflected above are inclusive of all future expected natural gas conservation activities (including natural gas conservations activities within and outside of Enbridge Gas' Demand Side Management programs, and the use of non-natural gas alternative options).



Economic Development impacts related to incremental gas needs:

Number of net new jobs related to this expansion: _____ direct + _____ indirect = _____ total

Number of current jobs at risk if economical access to gas is not available: _____

Capital investment by Customer at the site conditional on economical access to gas: \$ _____

Please detail any other benefits from increased access to gas (lower greenhouse gas emissions or costs by displacing an alternative energy source etc.): _____

Total Incremental distribution service capacity (New firm + conversion of Interruptible): _____ m³/hour

Total job impacts related to economical access to natural gas (total new + current "at risk"): _____ jobs

Customer Conditions Precedent for growth: If the Customer's Non-Binding Expression of Interest is subject to Conditions Precedent, please indicate those conditions below. Please attach a separate page with details if additional space is required.

Customer's legal name: _____

Name of Authorized Representative: _____
Please Print Signature

Phone: _____ Email: _____

Dated this ____ day of _____, 2023



Distribution Service Binding Reverse Open Season Bid Form:

Please complete, sign and return this Binding Reverse Open Season Bid Form (“**Bid Form**”) on or **before 12 p.m. EDT on October 23, 2023**, via email to Economic.Development@enbridge.com

It is understood that Enbridge Gas will review and acknowledge all Bid Forms received on or **before October 24, 2023**. If a bid is accepted, with or without conditions, Enbridge Gas will notify the Bidder accordingly.

Bidders may only submit one Bid Form per distribution contract. Bid Forms will be treated as confidential and only aggregated or non-identifiable data will be used to support any application to the Ontario Energy Board. Enbridge Gas in its sole discretion reserves the right to accept or reject any bids received.

Site address: _____ Distribution Contract SA: _____

Binding Reverse Open Season (Turnback of existing capacity under contract at an existing site)

- Turn back existing FIRM distribution service.** The amount of firm distribution service at the identified location no longer required by the customer.

Reduction start date: November 1, 2025 **Reduction volume:** _____ (m³/hr)

- Conversion of existing FIRM distribution service to INTERRUPTIBLE distribution service.** The amount of firm distribution service at the identified location that the customer would like to convert to interruptible service.

Conversion start date: November 1, 2025 **Conversion volume:** _____ (m³/hr)

- Turn back existing INTERRUPTIBLE distribution service.** The amount of interruptible distribution service at the identified location no longer required by the customer.

Reduction start date: November 1, 2025 **Reduction volume:** _____ (m³/hr)

Interruptible service as an alternative to existing Firm service:

Is interruptible service a viable option for your business/operations (i.e., could your operations accommodate service interruptions lasting one or more days on multiple occasions per year?) Yes / No

- If no, please explain why.

_____ (i.e. disruption to operations, alt fuel cost/availability/emissions, potential loss of production/product, etc.)

- If yes, how would you ensure compliance with a service interruption?

_____ (i.e. switch to alternate fuel source, shut down operations/processes etc.)



Would you be more inclined to consider converting existing firm distribution service to interruptible distribution service if the ability to negotiate lower than posted interruptible rates was available?

Yes / No

- If no, please explain why.

- If yes, please indicate the interruptible distribution delivery rate that would be required for you to consider converting existing firm service to interruptible service. (\$/m³/day or percentage reduction in the distribution rate)

Customer Conditions Precedent for **turnback/conversion of capacity**: If the Customer's request to turn back excess or unwanted capacity, or to convert existing firm service to interruptible service, is subject to Conditions Precedent, please indicate those conditions below. Please attach a separate page with details if additional space is required:

Customer's legal name: _____

Name of Authorized Representative: _____
Please Print Signature

Phone: _____ Email: _____

Dated this ____ day of _____, 2023

PROPOSED PROJECT

1. The purpose of this section of evidence is to provide an overview of the proposed St. Laurent Pipeline Replacement Project (Project) facilities including their schedule, design, and construction.

2. This Exhibit is organized as follows:
 - A. Proposed Facilities
 - B. Project Schedule
 - C. Design and Pipeline Specifications
 - D. Pipeline Construction

- A. Proposed Facilities

3. Enbridge Gas is proposing to replace approximately 400 m of Nominal Pipe Size (NPS) 16 Extra High Pressure (XHP) Steel Coated (ST) natural gas main, approximately 10.2 km of NPS 12 XHP ST, and approximately 3.8 km of smaller diameter (NPS 4, 6 & 8) XHP ST natural gas main in the City of Ottawa, Ontario. The pipelines to be abandoned will be replaced with, approximately:
 - 10.0 km of NPS 12 XHP ST;
 - 2.5 km of NPS 16 XHP ST;
 - 0.3 km of NPS 6 XHP ST;
 - 0.9 km of NPS 6 Intermediate Pressure (IP) Polyethylene (PE); and
 - 3.9 km of NPS 4 IP PE.

4. The Company is proposing to install a NPS 16 XHP ST pipeline of a greater length than it will replace to maintain the required minimum pressures at the Rockcliffe Control Station, which would not be possible if the entire replacement was a NPS 12 XHP ST pipeline, given that the overall length of the preferred route is greater than

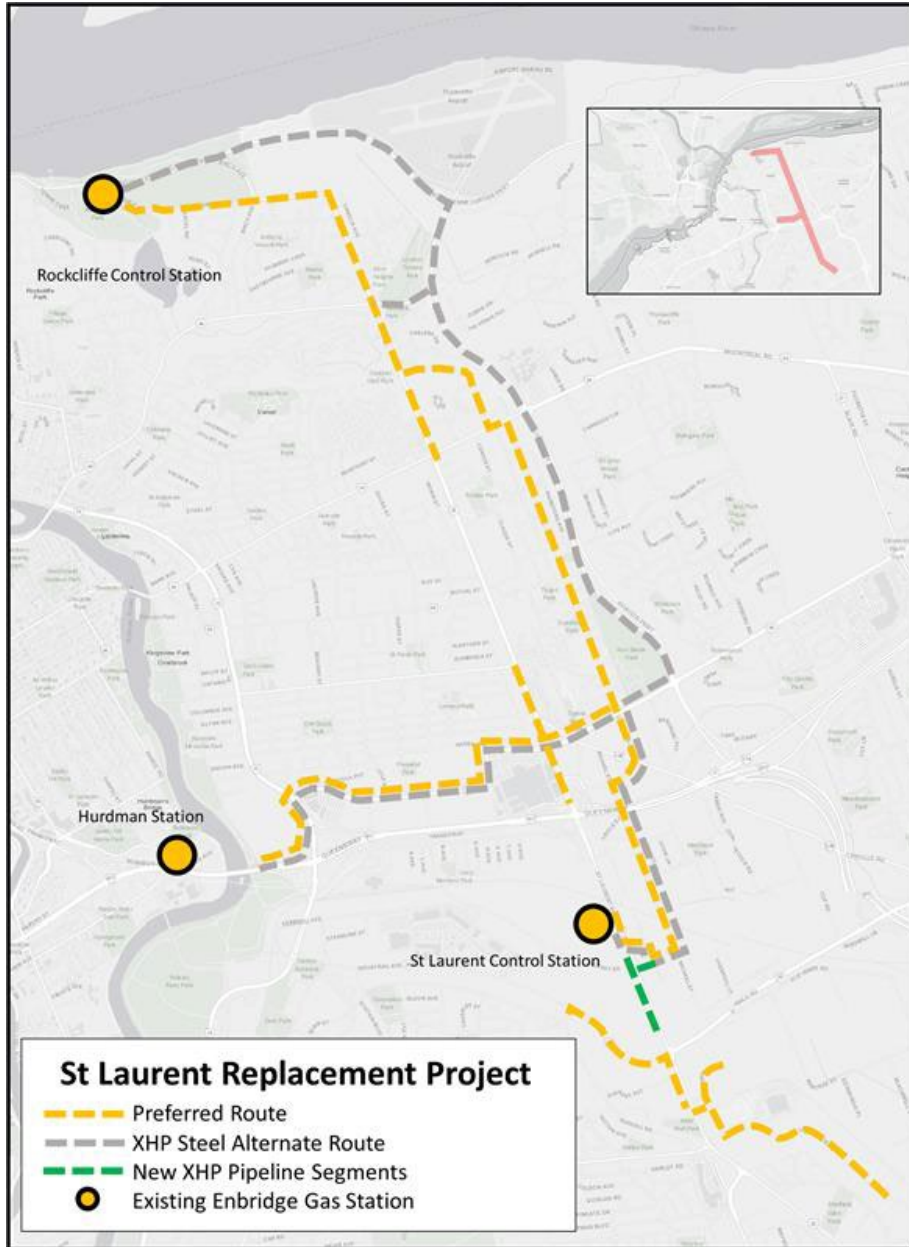
the existing. The upsizing of pipe occurs on the outlet side of the St. Laurent Control Station and extends to the intersection of Ogilvie Rd and Cummings Ave. There will be no additional capacity added as a result of this upsizing.

5. Enbridge Gas is proposing to construct approximately 4.8 km of IP PE pipeline as part of the Project to connect the gas services currently fed from the existing XHP main being proposed for abandonment. Various other facilities (e.g., pipelines of smaller lengths and size) will also be abandoned and replaced.

Pipeline Route

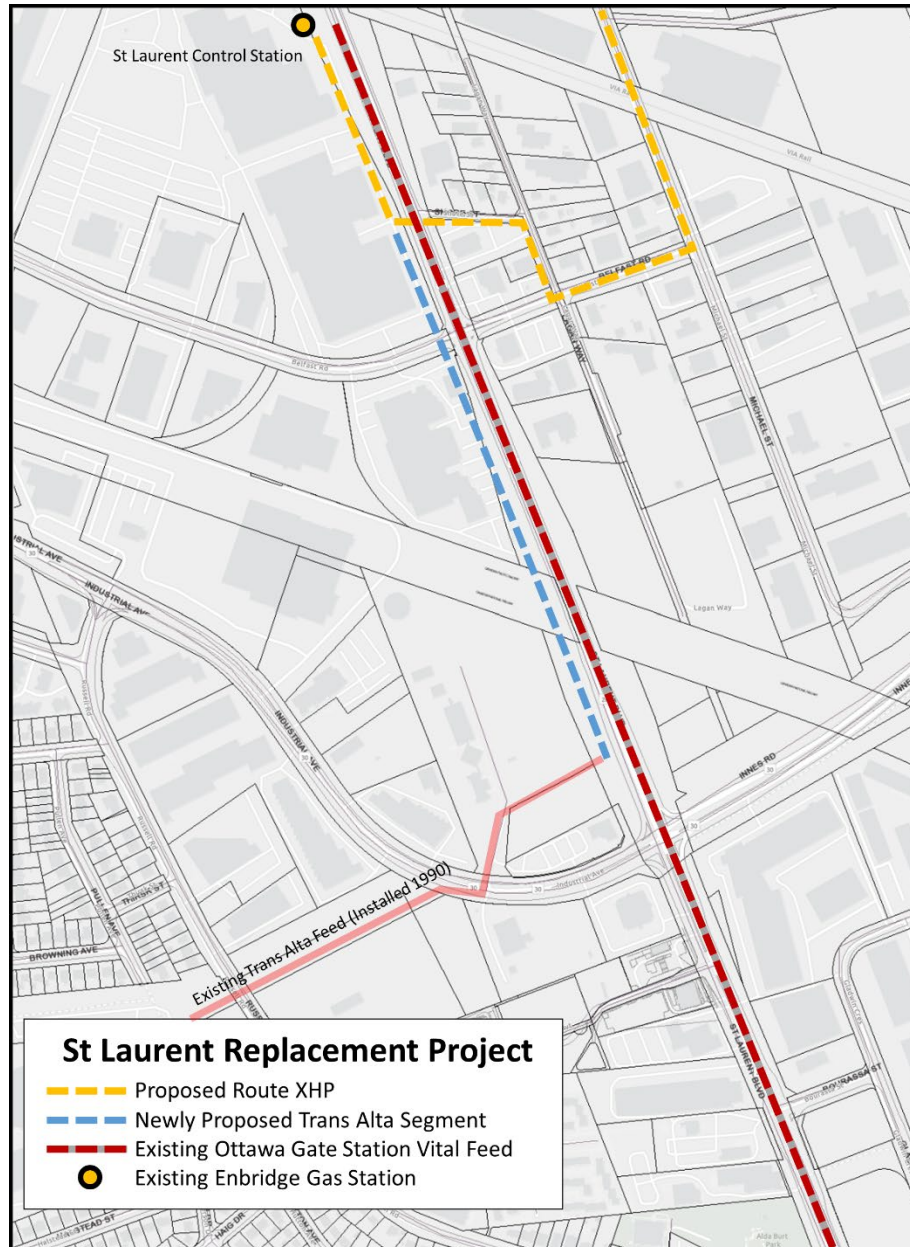
6. In the previous SLP Application (EB-2020-0293), the Company established a Preferred Route (PR) and Alternative Route (AR) for the proposed pipeline, as documented in the "Routing" section of EB-2020-0293, Exhibit C, Tab 1, Schedule 1, and in the ER and ER Amendment filed in that application. The ER and ER Amendment (referred to as ER Amendment 1 in this Application) are also filed at Exhibit F, Tab 1, Schedule 1, Attachments 1 and 2 in the current Application. The PR and AR remain the same in the current Application, with the exception of two small pipeline segments: an additional 600m segment required for the XHP PR and an additional 118m AR option, both of which are described in ER Amendment 2, Section 4.0 Route Selection (Exhibit F, Tab 1, Schedule 1, Attachment 3). Figure 1 contains a map of the PR and the AR.

Figure 1: Map of Preferred Route (PR) and Alternate Route (AR)



7. The need for an additional 600m segment of XHP pipe arose from the SLP Targeted Integrity Program initiated in June of 2022 (as outlined in Exhibit B, Tab 1, Schedule 1) to gather further information on the physical condition of the pipeline and its surroundings. Included in this Targeted Integrity Program was the in-line inspection on a 393m stretch of NPS 12 XHP vintage steel pipeline running south from St. Laurent Control Station on St. Laurent Blvd to feed TransAlta Co-Generation site, which was an additional segment from the original scope in the 2021 filing. Enbridge Gas has added this pipeline segment to the Project scope due to the asset's condition and subsequent risk. Figure 2 shows the new TransAlta 600m segment.

Figure 2: Newly Proposed TransAlta Segment



8. Enbridge Gas is currently assessing alternative options to the proposed TransAlta segment such as tying in the proposed gas main to St. Laurent Control Station (increasing the proposed pipe segment from 600m to 920m) instead of the proposed

NPS 16 ST gas main (illustrated in Figure 3), or eliminating the feed from St. Laurent Control Station altogether by tying into the existing Ottawa Gate North vital 470 psi gas main with the existing NPS 12 lateral gas main and installing a pressure reduction station (District Station) on Industrial Avenue (illustrated in Figure 4). At the time of this filing, only the alternative described by the full 920m pipeline replacement of the TransAlta segment has been confirmed as feasible. If the ongoing assessment determines the preferred route or an alternative is also feasible and has a lower expected cost, Enbridge Gas will install those facilities instead.

Figure 3: Extended Feed to TransAlta Option

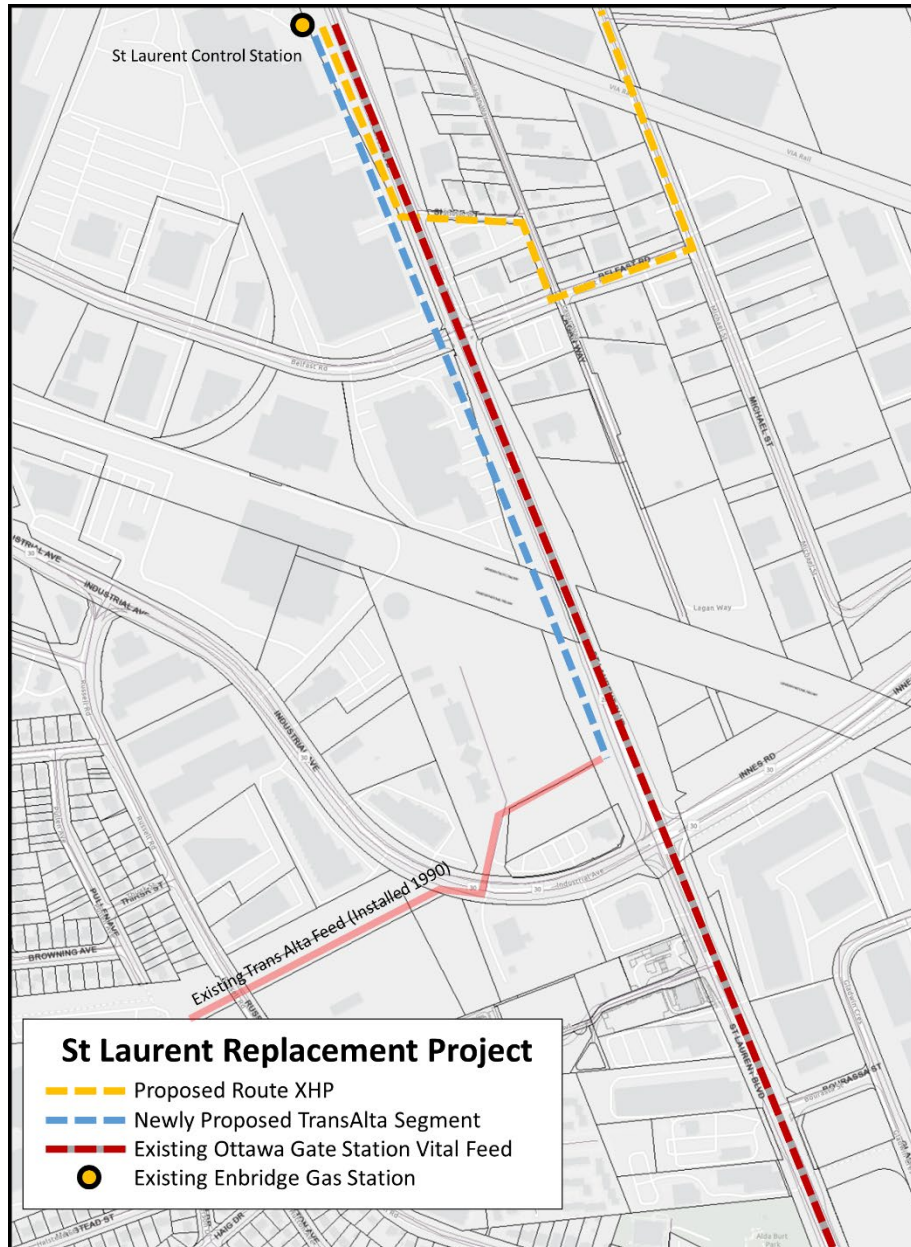
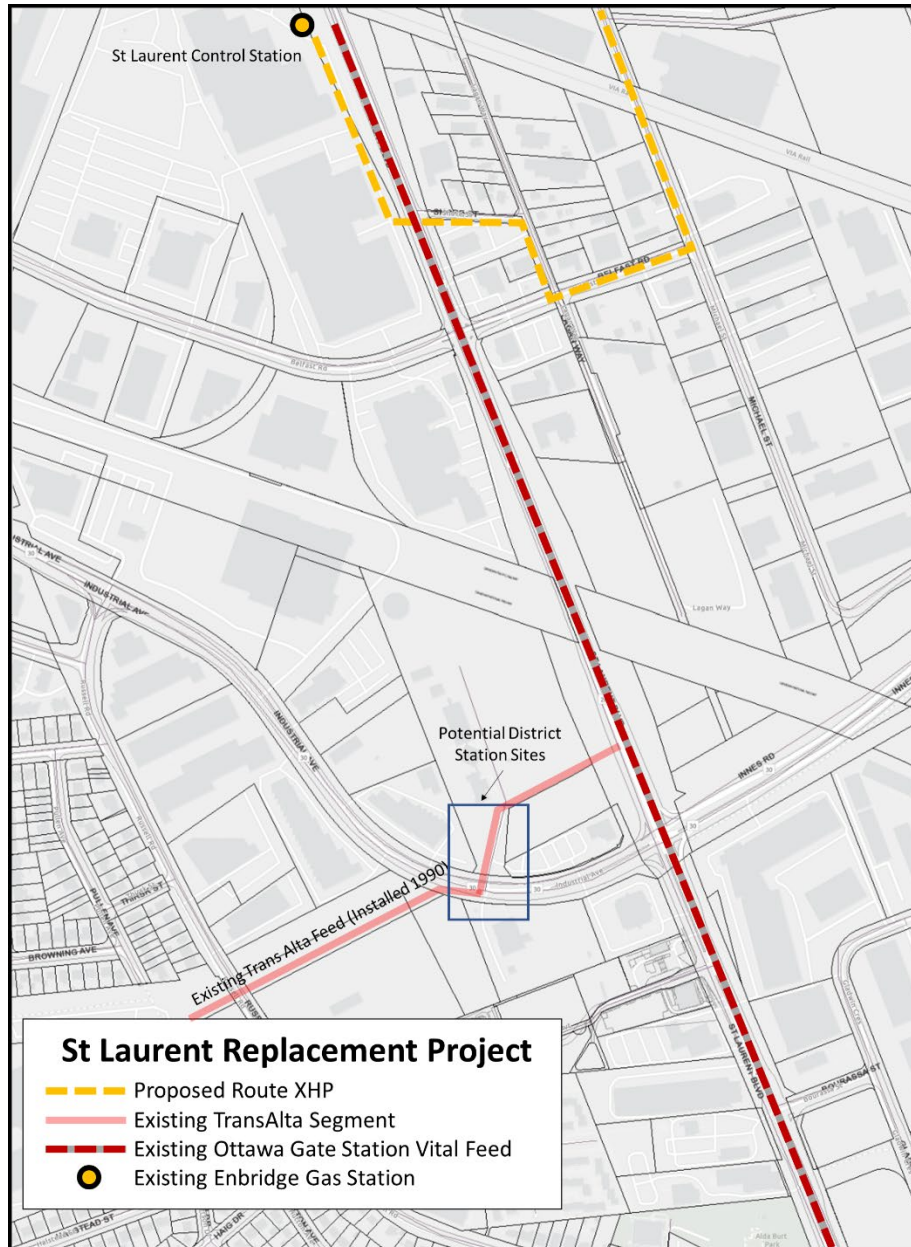


Figure 4: Pressure Reducing Station Option



9. It should be noted that Enbridge Gas is currently considering options to relocate the Rockcliffe Control Station located in Rockcliffe Park. The exact route for the SLP replacement pipeline in Rockcliffe Park is subject to change pending the outcome of the site selection process for the replacement station. At the time of this filing, the locations under consideration fall within the study area of the ER, and no incremental costs associated with this relocation would be attributed to the Project.¹

B. Project Schedule

10. A proposed construction schedule is set out at Attachment 1. The Project milestones, including construction, are set out in Table 1.

Table 1
Overall Proposed Construction Schedule

Expected LTC Approval	January 2025
Receipt of Permits and Approvals	April 2025
Commence Construction	April 2025
Expected In-Service	December 2026
Completion of Construction	December 2026
Completion of Site Restoration	October 2027
Final Inspection	March 2028

11. Project construction is expected to take approximately 21 months to complete, taking into consideration the complexities of urban construction. Construction of the Project is expected to commence in April 2025 and is expected to be fully in-service by December 2026.

12. Notices, a Post Construction Report and a Final Monitoring Report will be filed with the OEB in addition to other filings required by the OEB and any other Conditions of

¹ Exhibit F, Tab 1, Schedule 1, Attachment 3, Figure 3: Preferred Route and Alternative Routes.

Approval for the Project.

13. Pipeline materials (those not already in hand) will need to be ordered starting in 2024 to facilitate an in-service date of December 2026. Enbridge Gas anticipates no issues obtaining remaining material for the Project within the proposed timelines, as NPS 12 pipe and fittings are typical stock items. Enbridge Gas also anticipates no issues in obtaining a contractor to complete construction.

C. Design and Pipeline Specifications

14. All design, installation and testing of the proposed pipeline will be in accordance with the specifications outlined in Enbridge Gas's Construction and Maintenance Manual, and Gas Distribution Engineering GDS Document Library (Specifications)² and with the requirements of *Ontario Regulation 210/01 Oil and Gas Pipeline Systems* under the *Technical Standards and Safety Act, 2000*.

15. The design meets or exceeds the requirements of *CSA Z662 Standard for Oil and Gas Pipeline Systems (latest edition)* in accordance with the Code Adoption document under the Ontario Regulations.

16. The Project is within a Class 4 location and is designed to meet Class 4 location requirements.

17. The design specifications for the IP PE segments are provided in Tables 2 and 3. The design specifications for the XHP segments are provided in Tables 4 to 6. The narrative that follows sets out the testing procedures for the Project.

² This manual and engineering standards meet or exceeds the requirements of *CSA Z662 – Oil and Gas Pipeline System standard and Ontario Regulation 210/01, Oil and Gas Pipeline Systems*.

Table 2
 NPS 6 inch PE IP Pipeline Design Specifications

Description	Design Specification	Unit
Pipe (NPS 6)		
External Diameter (OD)	168.3	mm
Standard Dimension Ratio (SDR)	11	-
Material Specification	CSA B137.4	-
Material Designation	PE 2708	-
Components		
Fittings	CSA B137.4-17	-
Flanges	N/A	-
Valves	CSA B16.40-19	-
Design Data		
Class Location	4	-
Design Pressure (DP)	440	kPa
Maximum Operating Pressure (MOP)	440	kPa
Minimum Depth of Cover	0.9	m
Method of Construction	Open Cut / Horizontal Directional Drill	-
Leak Test Data		
Test Medium	Air or Nitrogen	-
Test Pressure	700	kPa

Table 3
NPS 4 inch PE IP Pipeline Design Specifications

Description	Design Specification	Unit
Pipe (NPS 4)		
External Diameter (OD)	114.3	mm
Standard Dimension Ratio (SDR)	11	-
Material Specification	CSA B137.4	-
Material Designation	PE 2708	-
Components		
Fittings	CSA B137.4-17	-
Flanges	N/A	-
Valves	CSA B16.40-19	-
Design Data		
Class Location	4	-
Design Pressure (DP)	440	kPa
Maximum Operating Pressure (MOP)	440	kPa
Minimum Depth of Cover	0.9	m
Method of Construction	Open Cut / Horizontal Directional Drill	-
Leak Test Data		
Test Medium	Air or Nitrogen	-
Test Pressure	700	kPa

18. The NPS 6 and 4 inch IP PE pipeline will be leak tested using a pneumatic test.

19. The leak test will use air or nitrogen as the test medium at a pressure of 700 kPa (100 psi).

Table 4
NPS 16 inch ST XHP Pipeline Design Specifications

Description	Design Specification	Unit
Pipe (NPS 16)		
External Diameter (OD)	406.4	mm
Wall Thickness	9.53	mm
Grade	386	-
Material Specification	CSA Z245.1	-
Material Toughness	CAT II	-
Coating Specification	CSA Z245.20	-
Coating Type	Double Fusion Bond Epoxy (DFBE), CEL-375 and Yellow Jacket (Y.J.)	-
Cathodic Protection	CGA OCC-1	-
Components		
Fittings	CSA Z245.11	-
Flanges	CSA Z245.12	-
Valves	CSA Z245.15	-
Design Data		
Class Location	4	-
Design Pressure (DP)	4,500	kPa
Hoop Stress at Design Pressure per % SMYS	24.9%	-
Maximum Operating Pressure (MOP)	4,500	kPa
Hoop Stress at MOP per % SMYS	24.9%	-
Minimum Depth of Cover	1	m
Method of Construction	Open Cut / Horizontal Directional Drill	-
Strength Test Data		
Test Medium	Water	-
Test Pressure (Min/Max)	6300/6750	kPa
Hoop Stress Test per %SMYS	37.3%	-
Test Duration	4	Hrs.
Leak Test Data		
Test Medium	Water	-
Test Pressure (Min/Max)	4950/6300	kPa
Hoop Stress at Test per %SMYS	34.8%	-
Test Duration	4	Hrs.

Table 5
NPS 12 inch ST XHP Pipeline Design Specifications

Description	Design Specification	Unit
Pipe (NPS 12)		
External Diameter (OD)	323.85	mm
Wall Thickness	8.4	mm
Grade	359	-
Material Specification	CSA Z245.1	-
Material Toughness	CAT I	-
Coating Specification	CSA Z245.20	-
Coating Type	Double Fusion Bond Epoxy (DFBE) and Yellow Jacket (Y.J.)	-
Cathodic Protection	CGA OCC-1	-
Components		
Fittings	CSA Z245.11	-
Flanges	CSA Z245.12	-
Valves	CSA Z245.15	-
Design Data		
Class Location	4	-
Design Pressure (DP)	4,500	kPa
Hoop Stress at Design Pressure per % SMYS	24.2%	-
Maximum Operating Pressure (MOP)	4,500	kPa
Hoop Stress at MOP per % SMYS	24.2%	-
Minimum Depth of Cover	1	m
Method of Construction	Open Cut / Horizontal Directional Drill	-
Strength Test Data		
Test Medium	Water	-
Test Pressure (Min/Max)	6300/6750	kPa
Hoop Stress at Test per %SMYS	36.2%	-
Test Duration	4	Hrs.
Leak Test Data		
Test Medium	Water	-
Test Pressure (Min/Max)	4950/6300	kPa
Hoop Stress at Test per %SMYS	33.8%	-
Test Duration	4	Hrs.

Table 6
NPS 6 inch ST XHP Pipeline Design Specifications

Description	Design Specification	Unit
Pipe (NPS 6)		
External Diameter (OD)	168.3	mm
Wall Thickness	4.8	mm
Grade	359	-
Material Specification	CSA Z245.1	-
Material Toughness	CAT I	-
Coating Specification	CSA Z245.20	-
Coating Type	Double Fusion Bond Epoxy (DFBE) and Yellow Jacket (Y.J.)	-
Cathodic Protection	CGA OCC-1	-
Components		
Fittings	CSA Z245.11	-
Flanges	CSA Z245.12	-
Valves	CSA Z245.15	-
Design Data		
Class Location	4	-
Design Pressure (DP)	4,500	kPa
Hoop Stress at Design Pressure per % SMYS	28.8%	-
Maximum Operating Pressure (MOP)	4,500	kPa
Hoop Stress at MOP per % SMYS	28.8%	-
Minimum Depth of Cover	1	m
Method of Construction	Open Cut / Horizontal Directional Drill	-
Strength Test Data		
Test Medium	Water	-
Test Pressure (Min/Max)	6300/6750	kPa
Hoop Stress at Test per %SMYS	43.2%	-
Test Duration	4	Hrs.
Leak Test Data		
Test Medium	Water	-
Test Pressure (Min/Max)	4950/6300	kPa
Hoop Stress at Test per %SMYS	40.4%	-
Test Duration	4	Hrs.

20. The NPS 16, 12 and 6 inch XHP ST pipeline will be pressure tested in two steps: (i) a hydrostatic strength test; and (ii) a hydrostatic leak test.

21. The strength test is a four-hour test that will use water as the test medium at a pressure of 6300 to 6750 kPa (915 to 980 psi). This is greater than 1.4 times the MOP, which corresponds to 37.3% SMYS for the NPS 16 inch XHP ST pipeline, 36.2% SMYS for the NPS 12 inch XHP ST pipeline and 43.2% SMYS for the NPS 6 inch XHP ST pipeline.
22. The leak test will be conducted after the installation of the pipe, following the strength test, for a duration of four hours. The leak test will use water as the test medium at a pressure of 4950 to 6300 kPa (720 to 915 psi). This is greater than 1.1 times the MOP, which corresponds to 34.8% SMYS for the NPS 16 inch XHP ST pipeline, 33.8% SMYS for the NPS 12 inch XHP ST pipeline and 40.4% SMYS for the NPS 6 XHP inch ST pipeline.

Technical Standards & Safety Authority (TSSA) Correspondence

23. Enbridge Gas has sent the application for the design of the proposed facilities to the TSSA on April 29, 2024. TSSA is yet to provide their review of the design.

D. Pipeline Construction

24. Enbridge Gas will construct the Project using qualified construction contractors and Enbridge Gas employees who will follow approved construction Specifications and any site-specific adjustments to the same made to reflect conditions for the Project as per the findings in the ER discussed in Exhibit F. All construction, installation and testing of the Project will be witnessed and certified by a valid Gas Pipeline Inspection Certificate Holder or Professional Engineer.
25. The method of construction will be a combination of open trench and trenchless technology. Restoration and monitoring will be conducted through 2026/2027 to ensure successful environmental mitigation for the Project.

26. Pipeline construction will be executed by several crews across the Project running line at different locations at different times. There will be a variety of civil crews, mechanical crews, welding and coating crews, and horizontal directional drilling crews. Each mix of crews will work on specific locations and when all are complete the finished pipeline will rest in its final installed location.
27. Contractors are required to erect safety barricades, fences, signs, or flashers, or to use flag persons as may be appropriate, around any excavation across or along roads.
28. Construction of the pipeline generally includes the activities summarized at Exhibit D, Tab 2, Schedule 1.
29. Enbridge Gas will construct the proposed pipeline in compliance with engineering design, its current construction Specifications, environmental mitigation identified in the ER, permit conditions and commitments to regulators and landowners. Enbridge Gas continuously updates and refines its construction Specifications and complies with environmental mitigation recommended to minimize potential impacts to the environment.
30. An Enbridge Gas representative will contact each directly affected landowner along the route prior to, or during construction, on an as needed basis to obtain site specific requirements such as maintaining driveway access.
31. All necessary permits, approvals and authorizations will be obtained by Enbridge Gas at the earliest appropriate opportunity. Enbridge Gas expects to receive all required approvals prior to commencing construction on each segment of the Project. Enbridge Gas will assign inspection staff to ensure that contractual

obligations between Enbridge Gas and the pipeline contractor, provincial ministries, municipal government, and landowners are complied with.

GENERAL TECHNIQUES AND METHODS OF CONSTRUCTION

1. The purpose of this section is to describe the general pipeline construction activities for the Project.

2. This Exhibit is organized as follows:
 - A. Locating Running Line
 - B. Clearing and Grading
 - C. Stringing
 - D. Welding
 - E. Installation
 - F. Tie-Ins
 - G. Cleaning and Testing
 - H. Backfilling and Restoration

A. Locating Running Line

3. The location where the pipeline is to be installed (the running line) is established initially. For pipelines within road allowances, the adjacent property lines are identified, and the running line is set at a specified distance from the property line. For pipelines located on private easement, the easement is surveyed, and the running line is set at the specified distance from the edge of the easement. The distance from the start of the pipeline (or other suitable point) is marked on the pipeline stakes and the drawings.

B. Clearing and Grading

4. The right-of-way is prepared for the construction of the pipeline. When required, bushes, trees and crops are removed, and the ground is leveled. When required, the topsoil is stripped and stored, and/or sod is lifted.

C. Stringing

5. The joints of pipe are laid end-to-end along the right of way on supports that keep the pipe off the ground to prevent damage to the pipe coating.

D. Welding

6. The pipe is welded/fused into manageable lengths. The welds in steel pipe are visually, radiographically, or ultrasonically inspected and the welds are coated.

E. Installation

7. Pipe may be installed using either the trench method or the trenchless method dependent on-site geology. All utilities that will be crossed or paralleled by the pipeline within the identified construction area will be located by the appropriate utility owner prior to installing the pipeline. Prior to construction, all such utilities will be hand-located or hydro-vacuumed to identify their location.
8. *Trench Method:* Trenching is done by using a trenching machine, backhoe or excavator depending upon the ground conditions and number of obstructions and crossings. Provisions are made to allow residents access to their property, as required.
9. For steel pipe the coating is then inspected and tested using a high voltage electrical conductance test as the pipe is lowered into the trench. All defects in the coating are repaired before the pipe is lowered in. Next, the trench is backfilled using suitable material such as sand or other approved material as per Enbridge Gas's Specifications.
10. *Rock Excavation:* Rock in solid beds or masses will be fractured and removed using either a hoe ram or expanding grout as a preferred method. If required, blasting will

be a final consideration when other methods are determined not appropriate. The blasting will be permitted in accordance with Enbridge Gas's construction procedures and the federal *Explosives Act*. The contractor shall obtain all necessary permits and shall comply with all legal requirements in connection with the use, storage, and transportation of explosives as well as abiding by Enbridge Gas's Specifications for rock excavation.

11. *Trenchless Method*: Trenchless methods are alternate methods used to install pipelines under railways, roads, sidewalks, trees and environmentally sensitive areas and water courses. One of the trenchless methods proposed for this Project is directional drilling. This method involves setting up a receiving hole and an exit hole, drilling a pilot hole on the design path, reaming the pilot hole larger by passing a cutting tool and pulling the pipe back through the bored hole. Boring may also be utilized in the installation of the infrastructure for the Project.

F. Tie-Ins

12. The sections of pipelines that have been buried using either the trench or trenchless method are joined together (tied-in).

G. Cleaning and Testing

13. To complete the construction, the pipeline is cleaned, hydrostatically tested in accordance with Enbridge Gas Specifications, dewatered and placed into service. Testing will adhere to the requirements of CSA Z662 Oil and Gas Pipeline Systems Section 8 (current edition) at a minimum. Sources for pressure test water have not yet been determined. Any water taken from the environment for hydrostatic testing will be reviewed as part of the "Permit to Take Water" issued by the Ministry of Environment Conservation and Parks and will comply with all conditions of the permit. After the test water is removed, the line will be dried and cleaned. A caliper

tool will be run to check for construction-related dents or ovality. Cathodic protection will be applied to the completed pipeline.

H. Backfilling and Restoration

14. The final construction activity is restoration of lands. The work area is graded to the original contour, sod is replaced in lawn areas and other grassed areas are re-seeded. Compensation for removed trees will be determined in accordance with regulatory approvals and permits. Where required, concrete, asphalt and gravel are replaced, and all areas affected by the construction of the pipeline are returned to as close to original condition as possible. As a guide to show the original condition of the area, photos and/or a video will be taken before any work commences. Clean-up is completed as per City of Ottawa standards.

PROJECT COSTS AND ECONOMICS

1. The purpose of this section of evidence is to provide an overview of the costs of the St. Laurent Pipeline Replacement Project (the Project). The total estimated cost of the Project is \$216,065,181 (as set out in Table 1), of which \$208,715,452 is attributed to facilities which the Company is seeking leave to construct via the current Application. The Company is not including the difference of \$7,349,729 in its leave to construction application. This amount is attributed to investigation costs incurred as a result of the Targeted Integrity Program initiated to assess the reliability and condition of the St. Laurent Pipeline (SLP) beginning in June 2022. The work performed as part of the Targeted Integrity Program is detailed in Exhibit B, Tab 1, Schedule 1.

2. This Exhibit of evidence is organized as follows:
 - A. Project Costs
 - B. Project Cost Comparison
 - C. Project Economics

A. Project Costs

3. Project costs set out in Table 1 include: (1) materials; (2) construction and labour; (3) external permitting and lands; (4) outside services; (5) direct overheads; (6) contingencies; (7) interest during construction (IDC); (9) indirect overheads and loadings; and (11) incremental investigation costs. Excluding indirect overheads, loadings, and incremental investigation costs, the total estimated cost of the Project is \$173.2 million.

Table 1
Estimated Project Costs

<u>Item #</u>	<u>Description</u>	<u>Pipeline Costs</u>	<u>Ancillary Costs</u> ⁽¹⁾	<u>Total Costs</u>
1	Materials	\$5,713,679	\$565,089	\$6,278,768
2	Construction & Labour	\$105,789,143	\$10,462,663	\$116,251,806
3	External Permitting & Lands	\$1,712,979	\$169,416	\$1,882,395
4	Outside Services	\$16,632,354	\$1,644,958	\$18,277,312
5	Direct Overheads	\$4,209,912	\$416,365	\$4,626,276
6	Contingency	\$19,840,594	\$1,962,257	\$21,802,850
7	IDC	\$3,711,276	\$367,049	\$4,078,325
8	Project Cost	\$157,609,937	\$15,587,796	\$173,197,733
9	Indirect Overheads & Loadings	\$32,321,125	\$3,196,595	\$35,517,720
10 ⁽²⁾	Total Project Costs	\$189,931,062	\$18,784,391	\$208,715,452
11	Incremental Investigation Costs	\$4,767,202 ⁽³⁾	\$2,582,527 ⁽⁴⁾	\$7,349,729
12 ⁽⁵⁾	Total Project Costs including Incremental Investigation Costs	\$194,698,264	\$21,366,917	\$216,065,181

Notes:

(1) Includes customer services and station costs.

(2) Includes pipeline abandonment costs of \$8.7 million.

(3) Included as 2022 capital expenditures in Earnings Sharing Mechanism (ESM) and Asset Management Plan (AMP) filings. Due to timing of unitization, only \$0.9 million was part of in-service additions and put into rate base for 2022. The remaining \$3.9 million was unitized in 2023.

(4) Included in 2022 O&M actuals.

(5) Includes incremental investigation costs of \$7.3 million.

4. The cost estimate set out in Table 1 includes a 14.8% contingency applied to all direct capital costs¹ to reflect the current design stage of the Project. This contingency amount has been calculated based on the risk profile of the Project and is consistent with contingency amounts calculated for similar projects completed by Enbridge Gas and approved by the Ontario Energy Board.²

¹ Direct capital costs include items 1 through 5 in Table 1.

² For example, see contingency of 13.6% applied to direct capital costs in the Dawn to Corunna Replacement Project at EB-2022-0086, Exhibit D, Tab 1, Schedule 1, p. 1, par. 4.

5. The cost estimate set out in Table 1 is a Class 3 estimate following the Company’s Cost Estimating and Management Standard. It is built using contractor/third-party estimates, material and service estimates provided by industry, and actual costs up to February 2024, based on project design.

6. The cost estimate set out in Table 1 includes an estimate for land acquisition and temporary working space and abandonments.

B. Project Cost Comparison

7. The costs of recent pipeline projects of comparable distance are set out in Table 2. Importantly, no two facility projects are directly comparable. There are multiple unique factors and project characteristics that influence costs. A high-level explanation of significant variances is provided in the notes to the table.

Table 2
Project Cost Comparison – Pipeline Costs (\$ millions)

<u>Description</u>	<u>SLP Replacement Project</u>	<u>NPS 20 Replacement Cherry to Bathurst Project ⁽¹⁾</u>	<u>NPS 20 Waterfront Relocation Project ⁽²⁾</u>
Facility Description	0.3 km of NPS 6 ST XHP; 10 km of NPS 12 ST XHP; 2.5 km of NPS 16 ST XHP; and 4.8 km of IP PE.	4.5 km of NPS 20 ST HP	Temporary Bypass: 0.2 km of NPS 20 ST HP; Permanent Relocation: 0.2 km of NPS 20 ST HP
Materials	6.3	3.5	2.5
Construction & Labour	116.3	71.8	10.2
External Permitting & Lands	1.9	1.1	0.02
Outside Services	18.3	5.2	2.2
Direct Overheads	4.6	1.0	0.3
Contingency	21.8	24.8	4.6
IDC	4.1	1.7	0.4
Project Cost	173.2	107.3	20.2
Indirect Overheads & Loadings	35.5	24.4	3.3
Total Project Costs	208.7	133.0	23.5
Incremental Investigation Costs	7.3	N/A	N/A
Total Project Costs including Incremental Investigation Costs	216.1	N/A	N/A

Notes:

- (1) NPS 20 Replacement Cherry to Bathurst Project. Please see EB-2020-0136, Exhibit D, Tab 1, Table 3 for estimated project costs. The incremental investigation costs are listed as N/A because additional targeted integrity programs were not incurred for this pipeline.
- (2) NPS 20 Waterfront Relocation Project. Please see EB-2022-0003, Exhibit D, Tab 1, Table 1 for estimated project costs. The incremental investigation costs are listed as N/A because additional targeted integrity programs were not incurred for this pipeline.

C. Project Economics

8. A Discounted Cash Flow report has not been completed as the Project is underpinned by integrity requirements as discussed in Exhibit B. The Project has been designed to match the same capacity that the existing pipelines provide and will not create a significant change in capacity available on the SLP system.

ENVIRONMENTAL MATTERS

1. The purpose of this section of evidence is to provide an overview of the second Environmental Report Amendment (ER Amendment 2) completed for the St. Laurent Pipeline Replacement Project (the Project) and to provide additional details on the Environment Report (ER) and initial ER Amendment (ER Amendment 1), as required.

2. This Exhibit is organized as follows:
 - A. ER Background
 - B. Species at Risk
 - C. Archaeology
 - D. Built Heritage Resources and Cultural Heritage Landscapes
 - E. Wetlands
 - F. Watercourses
 - G. Tree Removal
 - H. Socio-Economic Features

A. ER Background

3. Enbridge Gas retained Dillon Consulting Limited (Dillon) to undertake a route evaluation and environmental and socio-economic impact study, which included a cumulative effects assessment, to select the preferred route (PR) for the Project. As part of the development of the study, Enbridge Gas and Dillon implemented a consultation program to receive input from interested and potentially affected parties, including Indigenous communities. The consultation program input was evaluated and integrated into the study. Mitigation measures designed to minimize environmental and socio-economic impacts that may result from construction of the

Project were also developed as part of the study. The results of the study are documented in the ER and associated ER Amendment 1 and ER Amendment 2 (collectively, the ER Amendments).

4. The Project ER was finalized in June 2020. ER Amendment 1 was finalized in November 2020, and ER Amendment 2 was finalized in January 2024. ER Amendment 1 was produced to highlight a change to the selected PR. ER Amendment 2 was produced to detail an additional assessment of added segments of pipeline (totaling less than 1km) to the PR established in ER Amendment 1. The ER, ER Amendment 1 and ER Amendment 2 are included as Attachments 1, 2 and 3, respectively.
5. The ER and ER Amendment 1 conform to the Ontario Energy Board's (OEB) *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition, 2016* (Guidelines). The ER Amendment 2 was prepared in accordance with the OEB's 8th Edition Guidelines.¹
6. The objective of the ER and the ER Amendments is to outline various environmental mitigation and protection measures for the construction and operation of the Project while adhering to the OEB's Guidelines. To meet this objective, the ER was prepared to:
 - Identify a PR that minimizes potential environmental and socio-economic impacts;

¹ <https://www.oeb.ca/sites/default/files/uploads/documents/regulatorycodes/2023-03/OEB-Enviromental-Guidelines-for-Hydrocarbon-Projects-8th-Edition-20230328.pdf>

- Complete a detailed review of environmental features along the PR and assess the potential environmental and socio-economic impacts of the Project on these features;
 - Establish mitigation and protective measures that may be used to minimize or eliminate potential environmental or socio-economic impacts of the Project;
 - Develop a consultation program to receive input from interested and potentially affected parties; and
 - Identify any necessary supplemental studies, monitoring, and contingency plans.
7. To inform and solicit input from landowners, tenants, and the general public with respect to the Project, in-person public information sessions were held in either English or French language, as follows:
- February 25, 2020; and
 - October 3 and 4, 2023.
- The purpose of the information sessions was to provide the general public an opportunity to: (i) view specifics of the Project; and (ii) ask questions and comment on the Project, the ER and the overall planning process. Notification of the information sessions was completed through newspapers, letters, e-mails, and social media postings.
8. As part of the environmental study, Enbridge Gas consulted (and continues to consult) with key stakeholders and Indigenous communities about the project, as documented in Appendices G and J, and Appendices D and E, of the ER, and ER Amendments, respectively.

9. The ER was forwarded to the Ontario Pipeline Coordination Committee (OPCC) on July 21, 2020 for review. Copies of the ER were also made available to Environment and Climate Change Canada (ECCC), the National Capital Commission (NCC), the City of Ottawa, the Rideau Valley Conservation Authority (RVCA), and the Algonquins of Ontario and Mohawks of Akwesasne First Nation communities.
10. Changes made to the Project in 2020 after the completion of the ER in June 2020 required additional study and review. These changes and associated assessment results, including input gathered from the consultation program, are documented in the ER Amendment 1. An updated Notice of Project Change and a link to access the ER Amendment 1 was distributed on November 18, 2020 to stakeholders on the Project contact list, including the OPCC.
11. To document changes made to the Project since the completion of the ER and ER Amendment 1, ER Amendment 2 was completed under the OEB's 8th Edition Guidelines. ER Amendment 2 was submitted to the OPCC and other stakeholders listed in paragraph 9 as well as the Algonquins of Pikwakanagan First Nation on October 27, 2023 for review and comment. The ER Amendment 2 was finalized in January 2024 after incorporating comments from participating reviewing stakeholders, where applicable.
12. A summary of the consultation conducted with agencies and other interested parties regarding review of the draft ER Amendment 2 can be found in Appendix D of ER Amendment 2. Records of correspondence received from OPCC members following review of the draft ER Amendment 2 can be found in Attachment 4. A similar summary of correspondence can be found in Appendix D of ER Amendment 1, that details how comments received from stakeholders that reviewed the original finalized ER were incorporated into ER Amendment 1. Since finalizing the ER

Amendment 2 in January 2024, Enbridge Gas has continued consultation efforts for the Project. A summary of consultation that has occurred since finalizing ER Amendment 2 up to May 31, 2023 can be found in Attachment 5.

13. Indigenous comments received to date during and after the ER, ER Amendment 1 and ER Amendment 2 review periods can be found in the Indigenous Consultation Report in Exhibit H.
14. Additional consultation with the City of Ottawa not specific to the ER can be found in Exhibit B, Tab 2, Schedule 1.
15. Enbridge Gas will comply with mitigation measures recommended in the ER, including the development of an Environmental Protection Plan (EPP) prior to commencing construction. The EPP will incorporate recommended mitigation measures contained within the ER and those stipulated by permitting agencies. Mitigation measures will be communicated to the construction contractor prior to the commencement of construction of the Project. A qualified Environmental Inspector or suitable representative will be available to observe that mitigation measures identified in the EPP as well as any additional permitting requirements and/or conditions of approval are adhered to, and that commitments made to the public, landowners and agencies are honoured throughout construction of the Project. The Environmental Inspector and/or suitable representative will also advise on the mitigation of any unforeseen environmental circumstances that arise before, during, and after construction.
16. Enbridge Gas believes that, by following its standard construction practices and adhering to the recommendations and mitigation measures identified in the ER, ER Amendments and subsequent EPP, the construction and operation of the Project will

have negligible impacts on the environment. The cumulative effects assessment completed as part of the ER indicates that no significant cumulative effects are anticipated from the development of the Project.

17. Some of the more pertinent aspects of the ER and ER Amendments are explained in further detail below. Enbridge Gas supports Dillon's findings.

B. Species at Risk

18. A number of species at risk potentially inhabit lands in the vicinity of the Project. Enbridge Gas has and will continue to assess the pipeline route for species at risk and will consult with the Ministry of Environment, Conservation and Parks (MECP), ECCC and the Department of Fisheries and Oceans Canada (DFO), as needed, to develop appropriate mitigation measures to protect species at risk and obtain all required permits and approvals.

C. Archaeology

19. Archaeological assessments (AA) have been completed by Timmins Martelle Heritage Consultants (TMHC) along the PR. An original Stage 1 AA was completed by TMHC and submitted to the Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI) on March 19, 2020 for review and entered onto the Ontario Public Register on April 6, 2022. The original Stage 1 AA is included at Appendix A of the ER. A second Stage 1 AA was completed by TMHC and submitted to the Ministry of Citizenship and Multiculturalism (MCM) on October 26, 2023 and entered into the Ontario Public Register on December 11, 2023. This second Stage 1 AA assessed study areas surrounding segments of pipeline not identified at the time of the original Stage 1 AA. A third Stage 1 AA, included as Attachment 6 was completed by TMHC and submitted to the MCM on February 9, 2024 and entered into the Ontario Public Register on March 6, 2024. The third Stage 1 AA assessed

an additional study area within the property of 1200 Vanier Parkway, Ottawa, Ontario that was not included in the original or second Stage 1 AA, due to an adjustment of the proposed pipeline alignment.

20. A Stage 1-2 AA and Stage 2 AA were completed by TMHC following the first Stage 1 AA, which were submitted to the MHSTCI and subsequently accepted into the Ontario Public Register on March 8, 2022, and November 18, 2022, respectively. No additional Stage 2 AA work was recommended within the construction footprint in the second Stage 1 AA, and no additional Stage 2 AA work is anticipated to be recommended from the third Stage 1 AA.

21. Based on the findings from the AAs, the proposed project construction footprint is clear of archaeological potential, with the exception of one location which will be subject to Stage 2 archaeological monitoring at the time of construction, due to landowner constraints regarding the field assessment process. Enbridge Gas will seek additional AA of areas that retain archaeological potential within the study area, should the proposed construction footprint change throughout the Project.

22. Indigenous communities were invited to participate in the Stage 2 AAs.

D. Built Heritage Resources and Cultural Heritage Landscapes

23. The *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* for the Project has been completed and submitted to the MCM. Two (2) Cultural Heritage Assessment Reports (CHAR) were completed in 2021 to assess the majority of the cultural heritage resources along the PR, which were reviewed by the MHSTCI, now MCM.

24. A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHRECPIA) was also completed in 2023 to assess any additional cultural heritage resources within the additional study area assessed in the ER Amendment 2. The MCM completed their review of the CHRECPIA on December 22, 2023.

25. Enbridge Gas will follow the recommendations outlined in CHARs and CHRECPIA.

E. Wetlands

26. The Project route does not cross any provincially evaluated, unevaluated or local wetlands. Section 6 of the ER and associated ER Amendments provide a number of measures designed to reduce the impact of construction on these features, should they be required. Enbridge Gas will continue to consult with the RVCA and MECP as needed.

F. Watercourses

27. The Project is not anticipated to cross any watercourses or drains. In the event that watercourse crossings are required, they will be completed by horizontal directional drill or 'Dam and Pump' dry crossing methods. Crossing methods will be reviewed and finalized as additional field surveys are completed and site-specific data become available. Any permits required to complete crossings will be obtained from the DFO, MECP and/or RVCA, as required, prior to construction.

G. Tree Removal

28. Enbridge Gas will consult with applicable federal, provincial and municipal agencies (i.e. NCC, ECCC, MECP, City of Ottawa) to ascertain appropriate measures for tree removals or injuries that should be undertaken and any requirements for compensation.

H. Socio-Economic Features

29. The Project is located within a highly urbanized portion of the City of Ottawa. A full list of potential effects to the socio-economic environment within the study area are found in Section 6 of the ER and associated ER Amendments.

30. Enbridge Gas has consulted, and will continue to consult with local residents, landowners and Indigenous communities, along with federal, provincial and municipal agencies to seek ways to minimize disruptions resulting from construction work along the PR.

ENVIRONMENTAL REPORT

Due to the size of the ER, a copy has been provided under separate cover. The ER (dated June 2020) can be found electronically by accessing the following link, then navigating to the “Regulatory Information” tab.

<https://www.enbridgegas.com/about-enbridge-gas/projects/st-laurent-pipeline-replacement-project>

ENVIRONMENTAL REPORT AMENDMENT

Due to the size of the ER Amendment 1, a copy has been provided under separate cover. The ER Amendment 1 (dated November 2020) can be found electronically by accessing the following link, then navigating to the “Regulatory Information” tab.

<https://www.enbridgegas.com/about-enbridge-gas/projects/st-laurent-pipeline-replacement-project>

ENVIRONMENTAL REPORT AMENDMENT Rev. 2

Due to the size of the ER Amendment 2, a copy has been provided under separate cover. The ER Amendment 2 (dated January 2024) can be found electronically by accessing the following link, then navigating to the “Regulatory Information” tab.

<https://www.enbridgegas.com/about-enbridge-gas/projects/st-laurent-pipeline-replacement-project>

4/3/24, 9:41 AM



EA, St Laurent <stlaurentea@dillon.ca>

Enbridge Gas St. Laurent Pipeline Replacement Project – Environmental Report for Review

EA, St Laurent <stlaurentea@dillon.ca>

Fri, Oct 27, 2023 at 1:01 PM

To: "OPCC.Chair" <OPCC.Chair@oeb.ca>, karla.barboza@ontario.ca, ghighfield@tssa.org, michael.elms@ontario.ca, andrew.evers@ontario.ca, farrah.ali-khan@ontario.ca, helma.geerts@ontario.ca, "Prelipcean, Daniel (MTO)" <daniel.prelipcean@ontario.ca>, keith.johnston@ontario.ca, cory.ostrowka@infrastructureontario.ca
Cc: heritage@ontario.ca, james.hamilton@ontario.ca, ryu@tssa.org, sourceprotectionscreening@ontario.ca, eanotification.eregion@ontario.ca, shannon.mccabe@ontario.ca, omafra.eanotices@ontario.ca, "Edwards, Alicia (She/Her) (MTO)" <Alicia.Edwards@ontario.ca>, St Laurent EA <stlaurentea@dillon.ca>

Good afternoon Ontario Pipeline Coordinating Committee (OPCC) members,

I am reaching out to let you know that the Environmental Report (ER) Amendment for the St. Laurent Pipeline Replacement Project (the Project) is now available for review.

Enbridge Gas has retained Dillon Consulting Limited (Dillon) to conduct an environmental study for the Project. Building off the work completed in the June 2020 ER and the November 2020 ER Amendment for the St. Laurent Ottawa North Replacement Pipeline Project, Enbridge Gas has requested that Dillon complete a new ER Amendment to account for changes made to the pipeline routes presented in the original ER and November 2020 ER Amendment.

The Project will involve the installation of approximately 13 km of new 6-inch, 12-inch, and 16-inch diameter extra high-pressure (XHP) steel pipeline segments, as well as approximately 4 km of 2-inch, 4-inch, and 6-inch diameter intermediate pressure (IP) polyethylene pipeline segments in the City of Ottawa.

In accordance with the OEB's *Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Projects and Facilities in Ontario, 8th Edition* (2023), Enbridge Gas is submitting the ER Amendment for the Project for OPCC review.

The ER Amendment can be found at the following link using the provided credentials:

URL: <https://dl.dillon.ca>

Username: StLaurent_Public

Password: f9hUMGjhQqM7

The original ER and the November 2020 ER Amendment are available for reference on the Enbridge Gas Project website at: www.enbridgegas.com/StLaurentReplacement.

Please contact me if you have any questions or comments on the ER Amendment, or if you have any issues accessing the file sharing site linked above.

We are requesting feedback by **Friday, December 8, 2023**.

Sincerely,

Tristan Lefler
Environmental Assessment Project Manager
Dillon Consulting Limited



EA, St Laurent <stlaurentea@dillon.ca>

Enbridge Gas St. Laurent Pipeline Replacement Project – Environmental Report for Review

Robin Yu <ryu@tssa.org>

Fri, Nov 17, 2023 at 3:34 PM

To: "EA, St Laurent" <stlaurentea@dillon.ca>, "ewittmann@dillon.ca" <ewittmann@dillon.ca>

Cc: Gary Highfield <ghighfield@tssa.org>, Ramona Santiago <rsantiago@tssa.org>, "OPCC.Chair" <OPCC.Chair@oeb.ca>

Hi Tristan,

Thank you for the provided information about this project. I don't have any comments at this stage. Along with submission of LTC to OEB, for review of this project by TSSA, there is need for submission of [Application for Review of Pipeline Project](#) to TSSA. The application can be submitted by the pipeline operator or other parties on behalf of the pipeline operator.

If you have any question, please contact me.

Regards,

Robin Yu | Engineer, Fuels

Engineering

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Winner of 2022 5-Star Safety Cultures Award

From: ewittmann@dillon.ca <ewittmann@dillon.ca> **On Behalf Of** EA, St Laurent

Sent: Friday, November 17, 2023 9:37 AM

To: OPCC.Chair@oeb.ca; karla.barboza@ontario.ca; [Gary Highfield <ghighfield@tssa.org>](mailto:Gary.Highfield@tssa.org); michael.elms@ontario.ca; andrew.evers@ontario.ca; farrah.ali-khan@ontario.ca; helma.geerts@ontario.ca; [Daniel \(MTO\) <daniel.prelipcean@ontario.ca>](mailto:Daniel.Prelipcean@ontario.ca); keith.johnston@ontario.ca; cory.ostrowka@infrastructureontario.ca

Cc: heritage@ontario.ca; james.hamilton@ontario.ca; [Robin Yu <ryu@tssa.org>](mailto:Robin.Yu@tssa.org); sourceprotectionscreening@ontario.ca; eanotification.eregion@ontario.ca; shannon.mccabe@ontario.ca;

4/3/24, 9:09 AM



EA, St Laurent <stlaurentea@dillon.ca>

Enbridge Gas St. Laurent Pipeline Replacement Project - Notice of Study Commencement

Edwards, Alicia (She/Her) (MTO) <Alicia.Edwards@ontario.ca>
To: "StLaurentEA@dillon.ca" <StLaurentEA@dillon.ca>
Cc: "Prelipcean, Daniel (MTO)" <Daniel.Prelipcean@ontario.ca>

Wed, Oct 4, 2023 at 3:03 PM

Hi,

St. Laurent's, September 22, 2023, email to Daniel Prelipcean regarding the Enbridge Gas St. Laurent Pipeline Replacement Project - Notice of Study Commencement, has been forwarded to my attention for review and response.

Please find the following comments from the Ministry of Transportation for your consideration regarding the proposed project:

The study provided two options:

- The Preferred Route for the east-west XHP portion of the pipeline runs west from Cummings Avenue along Ogilvie Road, Coventry Road, Vanier Parkway, and through private property to the Rideau River.
- An Alternative Route for part of the east-west XHP portion of the pipeline continues west through private property after Coventry Road ends at the Vanier Parkway before turning south at the Rideau River Pathway.

Though both options are off MTO property and we don't have any plans for this area at this time, corridor prefers the alternative as there would be no issue if MTO expends.

Thanks,

Alicia Edwards (She/Her)

Administrative Assistant

Corridor Management Office & Special Highway Operations Initiative

[301 St.Paul Street, St.Catharines](#)

4/3/24, 9:27 AM



EA, St Laurent <stlaurentea@dillon.ca>

Enbridge Gas St. Laurent Pipeline Replacement Project – Environmental Report for Review

Edwards, Alicia (She/Her) (MTO) <Alicia.Edwards@ontario.ca>

Tue, Dec 5, 2023 at 9:09 AM

To: "EA, St Laurent" <stlaurentea@dillon.ca>

Hi,

EA St. Laurent, please be advised that Corridor East has provided comments for this file on October 2, 2023.

If you have any further questions, please feel free to reach out.

Thanks,

Alicia Edwards (She/Her)

Administrative Assistant

Corridor Management Office & Special Highway Operations Initiative

301 St.Paul Street, St.Catharines

From: ewittmann@dillon.ca <ewittmann@dillon.ca> **On Behalf Of** EA, St Laurent

Sent: December 5, 2023 9:06 AM

To: OPCC.Chair <OPCC.Chair@oeb.ca>; Barboza, Karla (She/Her) (MCM) <Karla.Barboza@ontario.ca>; ghighfield@tssa.org; Elms, Michael (MMAH) <Michael.Elms@ontario.ca>; Evers, Andrew (MECP) <Andrew.Evers@ontario.ca>; Ali-Khan, Farrah (ENERGY) <Farrah.Ali-Khan@ontario.ca>; Geerts, Helma (OMAFRA) <Helma.Geerts@ontario.ca>; Prelipcean, Daniel (MTO) <Daniel.Prelipcean@ontario.ca>; Johnston, Keith (He/Him) (MNRF) <Keith.Johnston@ontario.ca>; Ostrowka, Cory (IO) <Cory.Ostrowka@infrastructureontario.ca>

Cc: Heritage (MCM) <Heritage@ontario.ca>; Hamilton, James (MCM) <James.Hamilton@ontario.ca>; ryu@tssa.org; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>; EA Notices to ERegion (MECP) <eanotification.eregion@ontario.ca>; McCabe, Shannon (She/Her) (ENERGY) <Shannon.McCabe@ontario.ca>; omafra.eanotices (OMAFRA) <omafra.eanotices@ontario.ca>; Edwards, Alicia (She/Her) (MTO) <Alicia.Edwards@ontario.ca>

Subject: Re: Enbridge Gas St. Laurent Pipeline Replacement Project – Environmental Report for Review



EA, St Laurent <stlaurentea@dillon.ca>

FW: File 0015653: Enbridge Gas St. Laurent Pipeline Replacement Project – Environmental Report for Review

Harvey, Joseph (MCM) <Joseph.Harvey@ontario.ca>
To: "StLaurentEA@dillon.ca" <StLaurentEA@dillon.ca>
Cc: "Barboza, Karla (She/Her) (MCM)" <Karla.Barboza@ontario.ca>, "OPCC.Chair" <opcc.chair@oeb.ca>

Thu, Dec 7, 2023 at 1:08 PM

Tristan Lefler,

Please find attached our comments on the Environmental Report prepared for the above referenced undertaking.

Please do not hesitate to contact me with any questions or concerns.

Regards,

Joseph Harvey | Heritage Planner

Citizenship, Inclusion and Heritage Division | Heritage Branch | Heritage Planning Unit

Ministry of Citizenship and Multiculturalism

613.242.3743

Joseph.Harvey@ontario.ca

From: ewittmann@dillon.ca <ewittmann@dillon.ca> **On Behalf Of** EA, St Laurent

Sent: October-27-23 1:01 PM

To: OPCC.Chair <OPCC.Chair@oeb.ca>; Barboza, Karla (MCM) <Karla.Barboza@ontario.ca>; ghighfield@tssa.org; Elms, Michael (MMAH) <Michael.Elms@ontario.ca>; Evers, Andrew (MECP) <Andrew.Evers@ontario.ca>; Ali-Khan, Farrah (ENERGY) <Farrah.Ali-Khan@ontario.ca>; Geerts, Helma (OMAFRA) <Helma.Geerts@ontario.ca>; Prelipcean, Daniel (MTO) <Daniel.Prelipcean@ontario.ca>; Johnston, Keith (He/Him) (MNRF) <Keith.Johnston@ontario.ca>; Ostrowka, Cory (IO) <Cory.Ostrowka@infrastructureontario.ca>

Cc: Heritage (MCM) <Heritage@ontario.ca>; Hamilton, James (MCM) <James.Hamilton@ontario.ca>; ryu@tssa.org; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>; EA Notices to ERegion (MECP) <eanotification.eregion@ontario.ca>; McCabe, Shannon (She/Her) (ENERGY) <Shannon.McCabe@ontario.ca>; omafra.eanotices (OMAFRA) <omafra.eanotices@ontario.ca>; Edwards, Alicia (She/Her) (MTO) <Alicia.Edwards@ontario.ca>; St Laurent EA <stlaurentea@dillon.ca>

Subject: Enbridge Gas St. Laurent Pipeline Replacement Project – Environmental Report for Review

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good afternoon Ontario Pipeline Coordinating Committee (OPCC) members,

**Ministry of Citizenship
and Multiculturalism**

**Ministère des Affaires civiques
et du Multiculturalisme**



Heritage Planning Unit
Heritage Branch
Citizenship, Inclusion and
Heritage Division
5th Flr, 400 University Ave
Tel.: 416 212-0036

Unité de la planification relative au
patrimoine
Direction du patrimoine
Division des affaires civiques, de
l'inclusion et du patrimoine
Tél.: 416 212-0036

December 7, 2023

VIA EMAIL ONLY

Tristan Lefler
Environmental Assessment Project Manager
Dillon Consulting Limited
51 Breithaupt Street, Suite 200
Kitchener, ON N2H 5G5
StLaurentEA@dillon.ca

MCM File : **0015653**
Proponent : **Enbridge Gas Inc.**
Subject : **Environmental Report**
Project : **St. Laurent Pipeline Replacement Project**
Location : **City of Ottawa**

Dear Tristan Lefler:

Thank you for contacting the Ministry of Citizenship and Multiculturalism (MCM) and making the *St. Laurent Pipeline Replacement Project: Environmental Report Amendment* (dated October 2023 and prepared by Dillon Consulting) available for our review and comment.

Please note that the OEB recently updated its guidance to assist applicants how to identify, manage and document environmental impacts. Please see: [Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 8th Edition](#).

Project Summary

Enbridge Gas Inc. (Enbridge Gas) is proposing to replace its St. Laurent Pipeline System that is currently located along St. Laurent Boulevard in Vanier and Ottawa South. This Project will involve the following works:

- Installation of approximately 13 km of new 6-inch, 12-inch, and 16-inch diameter extra high-pressure (XHP) steel pipeline segments to replace the existing St. Laurent Pipeline.
- Installation of 8 km of 2-inch, 4-inch, and 6-inch diameter intermediate pressure (IP) polyethylene pipeline segments after the XHP system has been replaced in a different location.

In 2019, Enbridge Gas retained Dillon Consulting Limited (Dillon) to undertake a pipeline route selection, environmental assessment, and to complete an Environmental Report (ER) for the Project. The ER was originally completed in June 2020 and was subsequently amended in October 2020. Both reports were completed in accordance with the Ontario Energy Board (OEB) Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition (2016). Enbridge Gas has requested that Dillon complete an additional ER Amendment to account for the assessment of changes made to the pipeline routes presented in the original ER. The ER Amendment is being conducted in consideration of the OEB's Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Projects and Facilities in Ontario, 8th Edition (2023).

Comments

We have reviewed the above referenced Environmental Report and have the following comments and observations.

Archaeological Resources

Our records indicate that a Stage 1 and 2 archaeological assessment and report (under Project Information Form (PIF) P450-0098-2023) dated October 26, 2023 was undertaken by TMHC and is included in Appendix G. Please note that the Stage 1 AA is under review by MCM.

Please note that archaeological concerns have not been addressed until reports have been entered into the Ontario Public Register of Archaeological Reports where those reports recommend that:

1. the archaeological assessment of the project area is complete and
2. 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.

Approval authorities (such as the OEB, MECP or the City of Ottawa) typically wait to receive the ministry's review letter for an archaeological assessment report before issuing a decision on the application as it can be used, for example, to document that due diligence has been undertaken.

Given the above, MCM may have additional comments once the archaeological assessment has been accepted into the Register.

MCM recommends that any further recommended archaeological assessment (e.g., Stage 2, 3 and 4) be undertaken as early as possible during detailed design and prior to any ground disturbing activities.

Built Heritage Resources and Cultural Heritage Landscapes

A Cultural Heritage Report (dated October 16, 2023 and prepared by TMHC – included in Appendix H) was prepared for the study area to identify known (previously recognized) and potential Built Heritage Resources and Cultural Heritage Landscapes. We have reviewed the above referenced Cultural Heritage Report and find that it is consistent with the requirements, guidance and standards of the OEB and with best practice guidance prepared by MCM. However, we have the following suggested edits to assist with due diligence documentation for your consideration:

- Community Engagement - A new section should be included which provides a brief summary of the groups and individuals who were engaged, how and when community engagement was undertaken and the results of the engagement, including responses, comments or concerns expressed and how these were considered (a detailed summary can be attached as an appendix).

Please clarify whether Indigenous communities and/or heritage organizations were (or will be) contacted. Cultural heritage resources are often of importance to Indigenous communities. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to them.

We attached a table with additional comments and recommendations to support documentation around cultural heritage due diligence with the Environmental Report.

Thank you for making the Environmental Report available for our review. If you have any questions, require clarification, or would like additional examples to assist with project reporting, do not hesitate to contact me.

Sincerely,

Joseph Harvey
Heritage Planner
Heritage Planning Unit
joseph.harvey@Ontario.ca

Copied to: Greg Asmussen, Advisor, Environment Enbridge Gas Inc.
Ontario Pipeline Coordinating Committee (OPCC) Chair OPCC.Chair@oeb.ca
Karla Barboza, Team Lead – Heritage, MCM

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 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*.

Document Section	Given Text	MCM Comments
<p>5.2.4.1 (Archaeological Resources)</p> <p>p. 25</p> <p>[PDF 45]</p>	<p>...</p> <p>Since the completion of the above reports, two new pipeline segments have been added to the project scope, as described in Section 4.0. TMHC has completed a Stage 1 archaeological assessment for the two new segments that consisted of a review of current land use, historic and modern maps, past settlement history for the area and consideration of topographic and physiographic features, soils and drainage. A copy of the Stage 1 archaeological assessment report for the additional pipeline segments is included in Appendix G.</p> <p>The project area for the Stage1 archaeological assessment consisted of two additional pipeline segments and a 30m buffer. The assessment confirmed that all...</p>	<p>We recommend adding the following additional text to section 5.2.4.1 (see bold and between square brackets):</p> <p>...</p> <p>Since the completion of the above reports, two new pipeline segments have been added to the project scope, as described in Section 4.0. TMHC has completed a Stage 1 archaeological assessment (under Project Information Form (PIF) P450-0098-2023, report dated October 26, 2023, for the two new segments that consisted of a review of current land use, historic and modern maps, past settlement history for the area and consideration of topographic and physiographic features, soils and drainage. A copy of the Stage 1 archaeological assessment report for the additional pipeline segments is included in Appendix G.</p> <p>[Then include the outcomes and recommendations of the report, as is in the Executive Summary – just copy and paste, don't summarize]</p> <p>The project area for the Stage1 archaeological assessment consisted of two additional pipeline segments and a 30m buffer. The assessment confirmed that all...</p>
<p>5.2.4.2 Built Heritage Resources and Cultural Heritage Landscapes</p> <p>p. 25</p> <p>[PDF 45]</p>	<p>A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment was completed by TMHC for the additional pipeline segments. This report builds on previously completed Cultural Heritage Assessment Reports (CHARs) that were completed by TMHC in 20212 and 2022. ...</p>	<p>We recommend the following edits to section 5.2.4.1:</p> <p><i>Text to be added in bold and text to be removed crossed out.</i></p> <p>A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (dated October 16, 2023 completed by TMHC) for the additional pipeline segments. This report builds on previously completed Cultural Heritage Assessment Reports (CHARs) that were completed by TMHC in 20212 and 2022. ...</p>

Document Section	Given Text	MCM Comments
<p>10.0 Inspection and Monitoring Recommendations</p> <p>p. 49</p> <p>[PDF 70]</p>	<p>...</p> <p>A licensed archaeologist or heritage specialist may be required to monitor work in sensitive heritage resource areas, if identified in the archaeology and cultural heritage assessments completed for the project.</p>	<p>We recommend the following edits to section 10 to align with the current legislative framework:</p> <p><i>Text to be added in bold and text to be removed crossed out.</i></p> <p>...</p> <p>A licensed archaeologist or heritage specialist may be required to monitor work in sensitive heritage resource areas, if identified in the archaeology and cultural heritage assessments completed for the project.</p> <p>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:</p> <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 <i>Ontario Heritage Act</i>) or that mitigation of impacts has been accomplished through an excavation or avoidance and protection strategy <p>Any further recommended archaeological assessment (e.g., Stage 2, 3 and 4) will be undertaken as early as possible during detailed design and prior to any ground disturbing activities.</p> <p>Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the <i>Ontario Heritage Act</i>. 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</p>

Document Section	Given Text	MCM Comments
		<p>compliance with Section 48(1) of the <i>Ontario Heritage Act</i>.</p> <p>The <i>Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33</i> 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 (atarchaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the <i>Ontario Heritage Act</i>.</p>

4/3/24, 9:23 AM



EA, St Laurent <stlaurentea@dillon.ca>

FW: File 0015653: Enbridge Gas St. Laurent Pipeline Replacement Project – Environmental Report for Review

Wittmann, Elizabeth <ewittmann@dillon.ca>

Wed, Jan 10, 2024 at 4:04 PM

To: St Laurent EA <stlaurentea@dillon.ca>

----- Forwarded message -----

From: **Harvey, Joseph (MCM)** <Joseph.Harvey@ontario.ca>

Date: Wed, Jan 10, 2024 at 4:03 PM

Subject: FW: FW: File 0015653: Enbridge Gas St. Laurent Pipeline Replacement Project – Environmental Report for Review

To: Lee, Alissa <alee@dillon.ca>

Cc: Barboza, Karla (She/Her) (MCM) <Karla.Barboza@ontario.ca>, OPCC.Chair <opcc.chair@oeb.ca>, Wittmann, Elizabeth <ewittmann@dillon.ca>

Hi Alissa,

We have reviewed the final Environmental Report Amendment made accessible via the link below and have no further concerns.

Have a good evening.

Joseph Harvey | Heritage Planner

Citizenship, Inclusion and Heritage Division | Heritage Branch | Heritage Planning Unit

Ministry of Citizenship and Multiculturalism

613.242.3743

Joseph.Harvey@ontario.ca

Effective October 17, 2022, units responsible for cultural heritage matters have been transferred from the Ministry of Tourism, Culture and Sport (MTCS) to the Ministry of Citizenship and Multiculturalism (MCM). Responsibility for the Ontario Heritage Act and associated Provincial functions is now held by MCM. Individual staff roles and contact information remain unchanged.

From: ewittmann@dillon.ca <ewittmann@dillon.ca> **On Behalf Of** EA, St Laurent

Sent: January 9, 2024 3:31 PM

To: Harvey, Joseph (MCM) <Joseph.Harvey@ontario.ca>

Subject: Re: FW: File 0015653: Enbridge Gas St. Laurent Pipeline Replacement Project – Environmental Report for Review



EA, St Laurent <stlaurentea@dillon.ca>

Enbridge Gas St. Laurent Pipeline Replacement Project – Environmental Report for Review

Wittmann, Elizabeth <ewittmann@dillon.ca>

Fri, Nov 24, 2023 at 4:38 PM

To: St Laurent EA <stlaurentea@dillon.ca>

----- Forwarded message -----

From: **Collings, Laura (MECP)** <Laura.Collings@ontario.ca>

Date: Fri, Nov 24, 2023 at 4:25 PM

Subject: RE: Enbridge Gas St. Laurent Pipeline Replacement Project – Environmental Report for Review

To: ewittmann@dillon.ca <ewittmann@dillon.ca>

Cc: Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>

Hi Tristan,

Thank you for the opportunity to review the Draft ER for the St. Laurent Pipeline Replacement Project. The Review Letter from the Conservation and Source Protection Branch of the MECP is attached.

Please advise should you have any questions or otherwise.

Kindly,
Laura

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

(249) 733-1157

From: ewittmann@dillon.ca <ewittmann@dillon.ca> **On Behalf Of** EA, St Laurent

Sent: November 17, 2023 9:37 AM

To: OPCC.Chair <OPCC.Chair@oeb.ca>; Barboza, Karla (She/Her) (MCM) <Karla.Barboza@ontario.ca>; ghighfield@tssa.org; Elms, Michael (MMAH) <Michael.Elms@ontario.ca>; Evers, Andrew (MECP) <Andrew.Evers@ontario.ca>; Ali-Khan, Farrah (ENERGY) <Farrah.Ali-Khan@ontario.ca>; Geerts, Helma (OMAFRA) <Helma.Geerts@ontario.ca>; Prelipcean, Daniel (MTO) <Daniel.Prelipcean@ontario.ca>; Johnston, Keith (He/Him) (MNR) <Keith.Johnston@ontario.ca>; Ostrowka, Cory (IO) <Cory.Ostrowka@infrastructureontario.ca>

Cc: Heritage (MCM) <Heritage@ontario.ca>; Hamilton, James (MCM) <James.Hamilton@ontario.ca>; ryu@tssa.org; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>

**Ministry of the Environment,
Conservation and Parks**

Conservation and Source
Protection Branch

14th Floor
40 St. Clair Ave. West
Toronto ON M4V 1M2

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

Direction de la protection de la nature et
des sources

14^e étage
40, avenue St. Clair Ouest
Toronto (Ontario) M4V 1M2



Notification through the Ontario Pipeline Coordinating Committee

Conservation and Source Protection Branch (CSPB) has received the draft environmental Report for the St. Laurent Natural Gas Pipeline Replacement Project. Natural gas pipelines are not identified as a threat to drinking water sources under the *Clean Water Act, 2006*. However, certain activities accompanying the construction of pipelines may pose a risk to sources of drinking water. CSPB offers the following information for your consideration.

The *Clean Water Act, 2006* (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas are delineated around surface water intakes and wellheads for every drinking water system located in a source protection area and included in the [Local Source Protection Plans](#). These vulnerable areas are Wellhead Protection Areas (WHPAs), surface water Intake Protection Zones (IPZs), Significant Groundwater Recharge Areas (SGRAs), and Highly Vulnerable Aquifers (HVAs).

A rudimentary review (See Appendix A) shows that the pipeline replacement works will intersect vulnerable drinking water areas identified as Highly Vulnerable Aquifers (HVA) with a vulnerability score of 6, and Significant Groundwater Recharge Areas (SGRA). To accurately identify where the project would be occurring within the Rideau Valley Source Protection Area (drinking water source protection area) and associated vulnerable areas, please consult the [Source Protection Information Atlas](#).

Natural gas pipeline projects may include activities during the construction, operation, and/or maintenance phases that, if located in a vulnerable area, may pose a risk to sources of drinking water (i.e., have the potential to adversely affect the quality or quantity of drinking water sources) and could be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. For example, the handling and storage of fuel, stormwater management or infiltration facilities, and the relocation of sanitary sewage pipes, handling and storage of DNAPLs, etc. may pose a risk to drinking water sources. For further information about applicable source protection plans and assistance in identifying all applicable policies and their requirements, proponents should contact the source protection program manager for the applicable [source protection region](#). The proposed works are the Rideau Valley Source Protection Area, managed by the Mississippi-Rideau Source Protection Region.

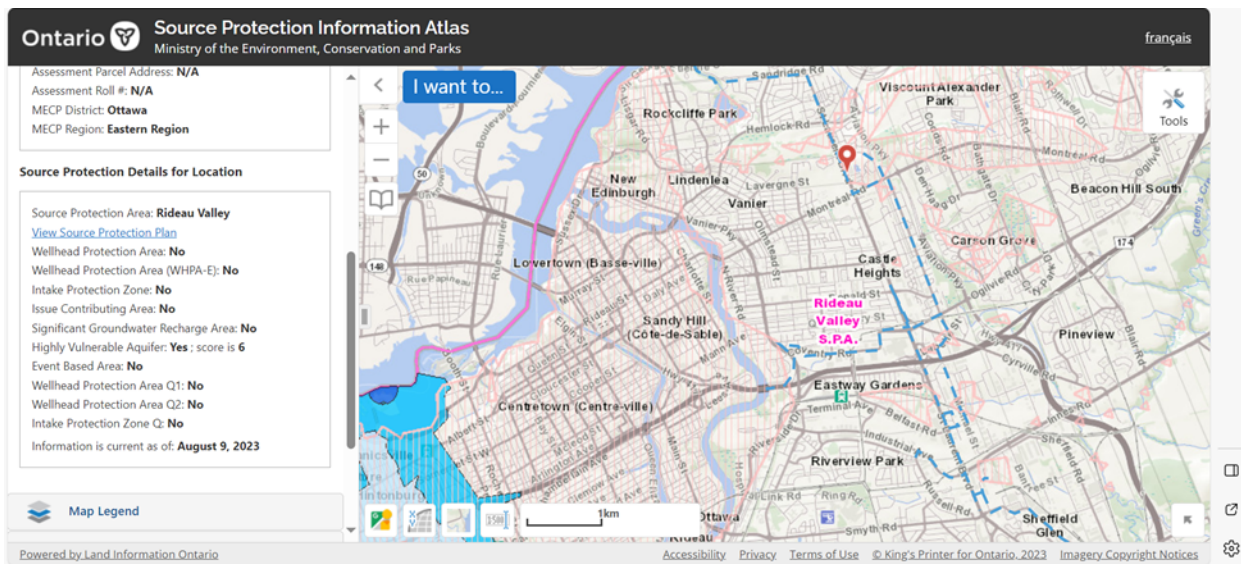
Where an activity related to the construction, operation and/or maintenance phase of the natural gas pipeline poses a risk (significant, moderate, or low) to drinking water, the

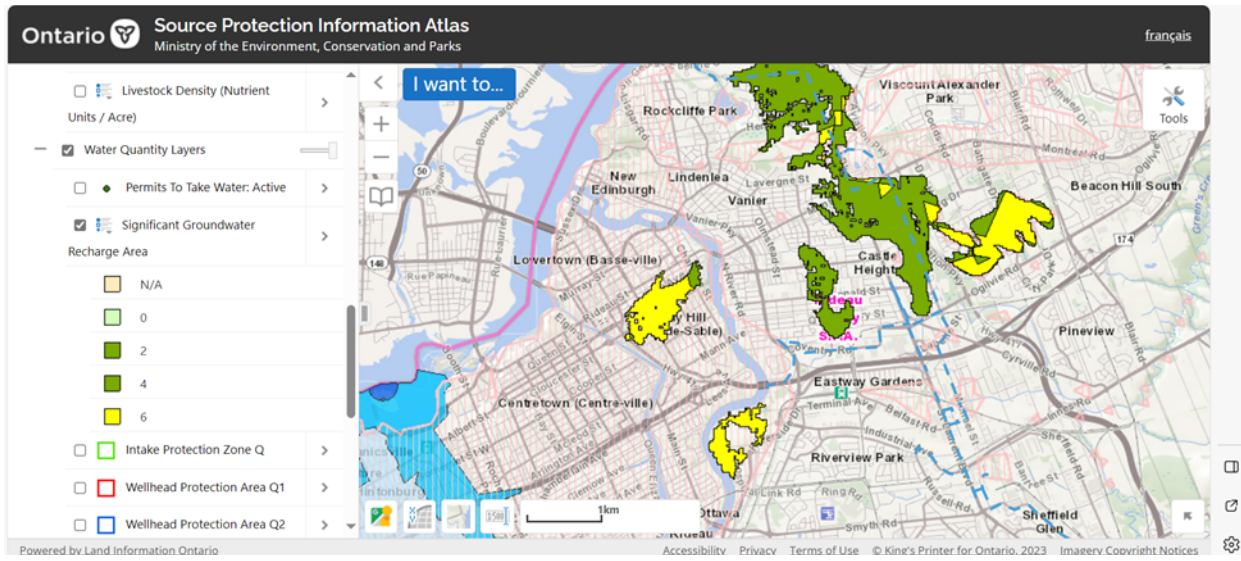
proponent should document and discuss in the Environmental Report how the project addresses applicable policies in the local source protection plan. This section should then be used to inform, and be reflected in, other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives, etc. Environmental reports may refer to spill prevention and contingency plans and other mitigation measures that protect human and environmental health. Environmental reports should also demonstrate how these measures protect sources of drinking water to address the intent of the *Clean Water Act*. Please visit the best practices for source water protection resource at [Ontario.ca](https://www.ontario.ca) for further guidance.

Please note this review letter is being used to satisfy the OEB Environmental Guidelines for Hydrocarbon Projects and Facilities in Ontario, to provide the applicant in writing that the OPCC member has completed its review of the Environmental Report. Thank you for considering the Conservation and Source Protection Branch’s comments as you undertake the environmental review for your natural gas pipeline. If you have any questions or concerns about the above information, please do not hesitate to contact the Conservation Source Protection Branch.

Laura Collings
 Program Analyst, Conservation and Source Protection Branch
 Ministry of Environment Conservation and Parks
SourceProtectionScreening@ontario.ca

Appendix A: Source Protection Information Atlas Maps







EA, St Laurent <stlaurentea@dillon.ca>

RE: Enbridge Gas St. Laurent Pipeline Replacement Project – Environmental Report for Review

Southern Region Planning Inbox (MNRF) <SR.Planning@ontario.ca>

Thu, Nov 9, 2023 at 3:48 PM

To: "stlaurentea@dillon.ca" <stlaurentea@dillon.ca>

Cc: "Environmental Planning Team (MNRF)" <Environmental.Planning.Team@ontario.ca>, "OPCC.Chair@oeb.ca" <OPCC.Chair@oeb.ca>

Dear Tristan Lefler

This email is to confirm that the Ministry of Natural Resources and Forestry (MNRF) has completed its review of the Environmental Report Amendment dated October 2023 provided by Dillon Consulting Limited on behalf of Enbridge Gas Inc. for its St. Laurent Pipeline Replacement project. The MNRF has no further comments on the Environmental Report Amendment.

Thank you for sharing the Environmental Report Amendment with the MNRF.

Matthew Shakespeare

Regional Lands Intern | Regional Resources Advisory Team

Southern Region

Ministry of Natural Resources and Forestry

(705) 772-9310

matthew.shakespeare@ontario.ca



EA, St Laurent <stlaurentea@dillon.ca>

IEP ER Review Confirmation - St. Laurent Pipeline Replacement Project

Gaboury, Bree-Anna (ENERGY) <Bree-Anna.Gaboury@ontario.ca>

Fri, Dec 8, 2023 at 4:11 PM

To: "stlaurentea@dillon.ca" <stlaurentea@dillon.ca>

Cc: "OPCC.Chair@oeb.ca" <OPCC.Chair@oeb.ca>, "Gibson, Amy (ENERGY)" <Amy.Gibson@ontario.ca>, "Ali-Khan, Farrah (ENERGY)" <Farrah.Ali-Khan@ontario.ca>

Good afternoon,

The Ministry of Energy's Indigenous Energy Policy unit has completed its review of the section(s) that pertain to Indigenous Consultation in the draft Environmental Report provided by Dillon Consulting Limited for the St. Laurent Pipeline Replacement Project located in downtown Ottawa. Based on our review, we have no outstanding concerns or questions at this time.

Please let me know if you have any questions.

Thank you,

Bree-Anna Gaboury

Bree-Anna Gaboury (she/her)

Policy Advisor | Indigenous Energy Policy Unit | Ontario Ministry of Energy | breeanna.gaboury@ontario.ca





ENBRIDGE GAS INC.

Consultation Log Update

St. Laurent Pipeline Replacement Project

Agency Correspondence

Line Item	Date of Consultation	Name of Agency and/or Contact	Description of Consultation Activity	Date of Response	Response and Issue Resolution (if applicable)
FEDERAL AGENCIES					
1.1	February 2, 2024	Public Services and Procurement Canada (PSPC), National Capital Commission (NCC) Contacts: Michelle Fairbrother, Christine Berthiaux, Tina Hearty-Drummond (PSPC), Joshua Nguyen (NCC)	PSPC representative emailed Dillon representative and provided comments on the Project Environmental Reports (ERs).	February 5, 2024	Dillon representative emailed the PSPC representatives and thanked them for their comments. Dillon representative noted they would work on providing responses and get back to them.
1.2	March 18, 2024	PSPC, NCC Contacts: Michelle Fairbrother, Christine Berthiaux, Tina Hearty-Drummond (PSPC), Joshua Nguyen (NCC)	Dillon representative emailed the PSPC and NCC representatives and provided responses to the comments on the Project ERs and noted to let them know if they had any follow-up questions or concerns. Dillon representative asked that if the responses were satisfactory, if PSPC and NCC could indicate in an email that no additional impact assessment is required for their determination under the Impact Assessment Act (IAA) and that they accept the provincial Environmental Assessment (EA). Dillon representative indicated that they would like to include the correspondence in their files. Dillon representative stated that they will develop an Environmental Protection Plan (EPP) prior to construction that can be shared with PSPC, NCC, and Royal Canadian Mounted Police (RCMP).	March 19, 2024	PSPC representative responded to Dillon representative's email and thanked them for the responses. PSPC representative confirmed the responses addressed their comments satisfactorily and requested a copy of the revised EA once final. PSPC inquired whether the Project was posted to the provincial public registry and whether any public comments were received, or responses given.
1.3	March 21, 2024	PSPC, NCC Contacts: Michelle Fairbrother, Christine Berthiaux, Tina Hearty-Drummond (PSPC), Joshua Nguyen (NCC)	Dillon representative responded to the PSPC representative's email and noted that the EA itself would not be updated since the main report was filed with the OEB in 2021. Dillon representative indicated that all commitments made in the comment-response matrix will be included in the EPP that they will prepare prior to construction and the EPP will be shared with the PSPC, NCC, and RCMP in advance of construction. Dillon representative stated that there is no provincial public registry for Ontario Energy Board (OEB) projects. Dillon representative noted that for the provincial EA process, they conducted public consultation programs that included neighbourhood admail campaigns, newspaper notices, in-person and virtual public information sessions, letters to agencies, interest groups, Indigenous communities, and government officials, Project-specific email, and a Project profile with Project-specific contact information on the Enbridge Gas website. Dillon representative noted that the consultation programs and the results of the consultation are summarized in the reports and that there are consultation logs included in the appendices that show comments that were received and how they were addressed at the time. Dillon representative noted to let them know if PSPC had any more questions.	N/A	N/A

Line Item	Date of Consultation	Name of Agency and/or Contact	Description of Consultation Activity	Date of Response	Response and Issue Resolution (if applicable)
2.1	February 13, 2024	PSPC, BGIS Contacts: Steve Chartre, Mark-Andre Miner, Susan Cook (PSPC), Cynthia Couture-Cross (BGIS)	Enbridge Gas representative emailed the PSPC representative and inquired whether they could provide the AutoCad version of the underground utility survey. Enbridge Gas representative noted that the construction drawings were with their drafters and any additional information would be appreciated. Enbridge Gas representative stated that if PSPC had any comments regarding the current line location to feel free to pass those on to Enbridge Gas.	N/A	N/A
2.2	February 13, 2024	PSPC, BGIS, RCMP Contacts: Steve Chartre, Mark-Andre Miner, Susan Cook, Jacques Moore, Mila Saumier (PSPC), Cynthia Couture-Cross, Gerry Marsh (BGIS), Tania Osseiran, Jonathan Guilbault (RCMP)	Enbridge Gas representative emailed representatives from PSPC, BGIS, and RCMP to follow up with a few items discussed during the December 6, 2023 call. Enbridge Gas representative indicated that they wanted to set up a call with all stakeholders to satisfy the Federal Land Use, Design and Transaction Approval (FLUDTA) requirements. Enbridge Gas requested the contact information for Shared Services Canada (SSC) and any other additional stakeholders on site. Enbridge Gas representative noted that they are seeking access grants for a few Enbridge Gas employees as well as one Dillon employee. Enbridge Gas requested instructions on how to proceed with the access request.	February 13, 2024	A representative from BGIS emailed Enbridge Gas representative and confirmed there were only two stakeholders at 1200 Vanier Parkway, which are RCMP and SSC. BGIS indicated that there are two groups from SSC on site and provided contact information for each. BGIS representative noted that in order to access the 1200 Vanier Parkway site, the Enbridge team will have to obtain RCMP Facility Access Level 2 clearance and provided the Statement of Work (SOW) document. BGIS representative requested that Enbridge Gas provide some of the missing information and return the document. BGIS representative indicated that they would send the SOW to RCMP Security and start the process for a dedicated RCMP SRCL for the Project and that once an SRCL number is obtained, they would start the site access clearance for the Enbridge Gas team.
2.3	February 14, 2024	PSPC, BGIS, RCMP Contacts: Steve Chartre, Mark-Andre Miner, Susan Cook, Jacques Moore, Mila Saumier (PSPC), Cynthia Couture-Cross, Gerry Marsh (BGIS), Tania Osseiran, Jonathan Guilbault (RCMP)	Enbridge Gas representative emailed the BGIS representative and noted that they would return the SOW as soon as they received the outstanding information.	N/A	N/A
2.4	March 14, 2024	PSPC, BGIS, RCMP Contacts: Steve Chartre, Mark-Andre Miner, Susan Cook, Jacques Moore, Mila Saumier (PSPC), Cynthia Couture-Cross, Gerry Marsh (BGIS), Tania Osseiran, Jonathan Guilbault (RCMP)	Enbridge Gas representative emailed the representatives from PSPC, BGIS and RCMP and provided the SOW document for the Enbridge Gas and Dillon access request. Enbridge Gas representative indicated that at that time they were requesting access for non-intrusive works as outlined. Enbridge Gas representative noted that as the Project moves forward, the scope of work will be modified to align with each specific phase of the Project and access for additional contractors will be required. Enbridge Gas representative confirmed they could adhere to the conditions outlined. Enbridge Gas representative requested confirmation of next steps and whether the BGIS representative required any further information.	N/A	N/A
3.1	February 28, 2024	NCC, PSPC, RCMP Contacts: Joshua Nguyen (NCC), Michelle Fairbrother, Tina Hearty-Drummond (PSPC), Robert Galdins (RCMP)	Dillon representative, on behalf of Enbridge Gas, emailed representatives from the NCC, PSPC, RCMP, and provided a Terms of Reference (TOR) for review and approval to ensure alignment with the approach to the FLUDTA and Canadian Impact Assessment Registry deliverables that PSPC, NCC, and RCMP require for the federal regulatory approvals. Dillon representative noted to forward to anyone else that may need to be included in the review.	February 28, 2024	RCMP representative emailed Dillon representative and inquired when construction would occur and whether it would impact traffic entering/exiting 1200 Vanier Parkway both on the property and/or on Vanier Parkway itself.

Line Item	Date of Consultation	Name of Agency and/or Contact	Description of Consultation Activity	Date of Response	Response and Issue Resolution (if applicable)
3.2	February 29, 2024	NCC, PSPC, RCMP Contacts: Joshua Nguyen (NCC), Michelle Fairbrother, Tina Hearty-Drummond (PSPC), Robert Galdins (RCMP)	Dillon representative, on behalf of Enbridge Gas, emailed representatives from the RCMP, PSPC, and NCC and responded to the RCMP representative's questions regarding construction timing and traffic impacts. Dillon representative indicated that the majority of the St. Laurent Pipeline Replacement Project is anticipated to be installed outside of the 1200 Vanier Parkway site throughout 2025-2026 and that based on the current schedule, Enbridge Gas anticipates commencing construction of the pipeline on the 1200 Vanier Parkway property on April 1, 2025. Dillon representative noted that Enbridge Gas is proposing 6-day work weeks throughout construction working from 7 am – 7 pm and that construction on the 1200 Vanier Parkway property is anticipated to last between 6 to 8 weeks. Dillon representative stated that once the pipeline is installed along Coventry Road and across Vanier Parkway, that Enbridge Gas will require re-entry into the 1200 Vanier Parkway property in November 2025 and that this portion of construction is anticipated to last 1 to 2 weeks. Dillon representative provided the typical construction day details, including the number of personnel anticipated to be on site and the type of work to be conducted. Dillon representative noted the access point that Enbridge Gas personnel are anticipated to use, and that construction equipment is proposed to be stored on-site in a designated, fenced-off, temporary working space throughout construction. Dillon representative indicated that Enbridge Gas does not anticipate that construction will have a major impact on traffic on the RCMP property while construction occurs on the property but does anticipate that there will be temporary impacts to traffic on Vanier Parkway while the pipeline is installed across it. Dillon representative stated that traffic control measures in accordance with City of Ottawa approvals will be employed to ensure that entry and exit from the 1200 Vanier Parkway property is maintained.	N/A	N/A
3.3	March 5, 2024	NCC, PSPC, RCMP Contacts: Joshua Nguyen, Chris Meek (NCC), Michelle Fairbrother, Tina Hearty-Drummond (PSPC), Robert Galdins (RCMP)	The NCC representative emailed representatives from Dillon, RCMP, and PSPC and thanked the Dillon representative for providing the draft TOR. The NCC representative noted that they cc'd another NCC representative in case of additional comments from a FLUDTA perspective. The NCC representative inquired whether the Stage 1 Archaeological Assessment had been shared with the NCC for review and noted that this would allow them to confirm further requirements applicable to the works on federal property.	March 5, 2024	Dillon representative responded to the NCC representative's email and provided the Stage 1 Archaeological Assessment that covers the RCMP property and noted it was submitted to the Ministry of Citizenship and Multiculturalism (MCM) for review at the beginning of February. Dillon representative stated that there were other archaeological reports completed for the Project over the past few years and provided a link to these reports. Dillon representative noted that the additional reports had been reviewed by the MCM and accepted into the Provincial Register.

Line Item	Date of Consultation	Name of Agency and/or Contact	Description of Consultation Activity	Date of Response	Response and Issue Resolution (if applicable)
3.4	March 6, 2024	NCC, PSPC, RCMP Contacts: Joshua Nguyen (NCC), Michelle Fairbrother, Tina Hearty-Drummond (PSPC), Robert Galdins (RCMP)	The PSPC representative emailed Dillon representative and thanked them for sharing the TOR for the FLUDTA. The PSPC representative provided feedback from the PSPC Contaminated Sites Centre of Expertise.	March 7, 2023	Dillon representative responded to the PSPC email and confirmed that they would implement the description of the Soil Management Plan (SMP) with the suggested wording that was provided with some small edits. The Dillon representative provided the adjusted wording for the SMP and noted that they could not comment on the geotechnical suitability of the backfill materials but that they could provide comment on the environmental quality of the backfill and compliance with O. Reg. 406. Dillon representative asked that if PSPC was okay with the minor edits to the suggested wording, that they would implement the changes and re-issue a final version of the TOR for approval.
3.5	March 8, 2024	NCC, PSPC, RCMP Contacts: Joshua Nguyen (NCC), Michelle Fairbrother, Tina Hearty-Drummond (PSPC), Robert Galdins (RCMP)	The PSPC representative responded to Dillon representative's email and noted they returned the updates to the Subject Matter Expert (SME) and have confirmed there are no further comments.	March 8, 2024	Dillon representative emailed the representatives from the NCC, PSPC, and the RCMP and thanked the PSPC representative for the follow up. Dillon representative provided the final TOR and noted that they were hoping for confirmation of approval from each of the agencies.
3.6	March 11, 2024	NCC, PSPC, RCMP Contacts: Joshua Nguyen (NCC), Michelle Fairbrother, Tina Hearty-Drummond (PSPC), Robert Galdins (RCMP)	The NCC representative responded to Dillon representative's email and noted that they had no additional comments regarding the TOR.	March 12, 2024	Dillon representative emailed the NCC representative and thanked them for their response.
3.7	March 28, 2024	NCC, PSPC, RCMP Contacts: Joshua Nguyen (NCC), Michelle Fairbrother, Tina Hearty-Drummond (PSPC), Robert Galdins (RCMP)	Dillon representative emailed representatives from the NCC, PSPC, and RCMP and inquired whether Dillon's response to the construction and traffic questions was sufficient or if they needed any further information. Dillon representative inquired whether the information provided on construction schedule satisfied the component of the NCC FLUDTA which required Enbridge Gas to provide a construction schedule, or if something more formal was needed.	March 28, 2024	The RCMP representative responded to the Dillon representative's email and confirmed their response was sufficient. The RCMP representative noted they would allow the NCC to confirm whether Dillon representative's message satisfied the construction schedule requirement of the FLUDTA.
3.8	March 28, 2024	NCC, PSPC, RCMP Contacts: Joshua Nguyen, Chris Meek (NCC), Michelle Fairbrother, Tina Hearty-Drummond (PSPC), Robert Galdins (RCMP)	NCC representative emailed Dillon representative and noted that their colleague at the NCC would be able to clarify the construction schedule and FLUDTA related questions.	March 28, 2024	The NCC representative emailed Dillon representative and confirmed that the information was sufficient to fulfill the FLUDTA requirement in relation to Project schedule. The NCC representative requested that the information be included once the FLUDTA application material is ready to be submitted for NCC review.
3.9	March 28, 2024	NCC, PSPC, RCMP Contacts: Joshua Nguyen (NCC), Michelle Fairbrother, Tina Hearty-Drummond (PSPC), Robert Galdins (RCMP)	Dillon representative emailed the NCC representative and confirmed they would include the information once the FLUDTA application materials were ready to be submitted to the NCC.	N/A	N/A

Line Item	Date of Consultation	Name of Agency and/or Contact	Description of Consultation Activity	Date of Response	Response and Issue Resolution (if applicable)
4.1	April 4, 2024	NCC, PSPC Contacts: Joshua Nguyen, Christopher Meek (NCC), Michelle Fairbrother, Tina Hearty-Drummond (PSPC)	Dillon representative emailed representatives from the NCC and PSPC and provided a draft Project Description (PD) for posting on the Canadian Impact Assessment Registry for the portion of the Project on federal lands at 1200 Vanier Parkway. Dillon representative indicated that once the PD is reviewed and edits have been implemented, they would send it for French translation so that they can provide the PD in both languages for posting on the Registry. Dillon representative requested comments by April 18.	April 9, 2024	The NCC representative emailed the Dillon and PSPC representatives and thanked them for the draft PD, noting they had no comments to add.
4.2	April 9, 2024	NCC, PSPC Contacts: Joshua Nguyen, Christopher Meek (NCC), Michelle Fairbrother, Tina Hearty-Drummond (PSPC)	The PSPC representative emailed Dillon and the NCC representative and noted that they had no changes to the draft PD. The PSPC representative requested confirmation whether the contact information for the posting would be the generic inbox or another address and noted that they could circulate any comments received.	April 10, 2024	Dillon representative emailed the NCC and PSPC representatives and confirmed that the comments should go directly to the inbox as they normally would. Dillon representative indicated that they would get the PD translated to French and sent back for posting in both English and French.
4.3	April 17, 2024	NCC, PSPC Contacts: Joshua Nguyen, Christopher Meek (NCC), Michelle Fairbrother, Tina Hearty-Drummond (PSPC)	Dillon representative emailed the NCC and PSPC representatives and provided the final version of the PD in both English and French for posting on the Registry.	April 19, 2024	The PSPC representative emailed Dillon and NCC representatives and provided a link for the active posting for the Project which would be available for public comment until May 19, 2024. The PSPC representative noted that they would forward any public comments received. The PSPC representative requested to be notified if the Dillon or NCC representatives noted any issues and to confirm whether there were any other federal authorities to add.
4.4	April 22, 2024	NCC, PSPC Contacts: Joshua Nguyen, Christopher Meek (NCC), Michelle Fairbrother, Tina Hearty-Drummond (PSPC)	Dillon representative emailed the PSPC and NCC representatives and confirmed there were no other federal authorities to add.	N/A	N/A
5.1	May 15, 2024	NCC, PSPC, BGIS, RCMP Contacts: Susan Cook, Steve Chartre, Jacques Moore, Mila Saumier (PSPC), Jonathan Guibaulty, Tania Osseiran (RCMP), Cynthia Couture-Cross, Gerry Marsh (BGIS), Christopher Meek, Joshua Nguyen, Ewan Vost (NCC)	An Enbridge Gas representative emailed the representatives from BGIS, RCMP, PSPC, and the NCC and provided the Construction Drawings/Composite Utility Plan for the Project. The Enbridge Gas representative indicated that previously discussed comments had been incorporated into the design. Enbridge Gas representative stated that they would provide the temporary workspace sketch along with traffic management plan once the line location/drawings were approved. The Enbridge Gas representative requested comment or approval by May 29, 2024.	N/A	N/A

Line Item	Date of Consultation	Name of Agency and/or Contact	Description of Consultation Activity	Date of Response	Response and Issue Resolution (if applicable)
6.1	May 21, 2024	NCC Contacts: Christopher Meek, Joshua Nguyen, and Ewan Vost	An Enbridge Gas representative emailed the NCC representatives regarding the FLUDTA submission requirement - Landscape Architecture: Signage Strategy, Drawings and Specification and confirmed that no signage or pipeline markers would be located within the 1200 Vanier Parkway property. The Enbridge Gas representative noted that the pipeline markers would be located within the municipal right-of-way (ROW) and/or the Ministry of Transportation (MTO), Highway 417 ROW. The Enbridge Gas representative inquired if there were no further comments or questions whether they could consider the submission requirement satisfied.	May 21, 2024	The NCC representative emailed Enbridge Gas representative and thanked them for confirming that no signage would be required on federal property. The NCC representative stated that no further signage-related FLUDTA submission requirements exist. The NCC representative noted that, as a general comment, that the Vanier Parkway is designated a Capital scenic entry route in the NCC's plans. The NCC representative indicated that any required signage should be located and designed to avoid detracting from the scenic character of the route. The NCC representative noted that the Vanier Parkway is a municipal roadway under the City of Ottawa's jurisdiction and that the City may have further requirements or comments related to signage located within the ROW.
6.2	May 28, 2024	NCC Contacts: Christopher Meek, Joshua Nguyen, and Ewan Vost	An Enbridge Gas representative emailed the NCC representative and thanked them for confirming, noting they would pass the information on to the execution team.	N/A	N/A
PROVINCIAL AGENCIES					
7.1	April 29, 2024	Technical Standards and Safety Authority (TSSA) Contact: FS Submissions (general inbox)	An Enbridge Gas representative emailed the TSSA and provided the Application for Review of Pipeline Project and proof of payment via the TSSA website for the Project. The Enbridge Gas representative indicated to contact them should there be any questions of further information required.	N/A	N/A

**Stage I Archaeological Assessment
St. Laurent Pipeline Replacement Project
RCMP Lands
City of Ottawa
Part of Lot 10, Gore
Geographic Township of Gloucester
Carleton County, Ontario**

Original Report

Submitted to:
Ministry of Citizenship and Multiculturalism

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PIF No: P324-0909-2024
Project No: 2023-577
Dated: January 23, 2024



EXECUTIVE SUMMARY

In 2019, TMHC Inc. (TMHC) was contracted by Dillon Consulting Limited (Dillon) on behalf of Enbridge Gas Inc. (Enbridge) to carry out a Stage I archaeological assessment for the St. Laurent Pipeline Replacement Project which consists of the abandonment and replacement of approximately 13 km of existing high pressure steel natural gas pipeline that is currently located along St. Laurent Boulevard within the City of Ottawa (TMHC 2022a). The Project consists of the installation of approximately 13 km of new 6-inch, 12-inch and 16-inch extra high-pressure (XHP) steel pipeline segments as well as approximately 3.8 km of 2-inch, 4-inch and 6-inch diameter intermediate pressure (IP) polyethylene pipeline segments.

In 2020 and 2021, a Stage 2 archaeological assessment was completed for the IP pipeline segments (formerly called “Phase 3”) (TMHC 2022b). No archaeological resources were encountered, and no further assessment was recommended. TMHC also conducted a Stage 1-2 archaeological assessment for the XHP pipeline segments (formerly called Phase 4) in 2021 in four areas: Hillsdale Road, Sandridge Road, Cummings Avenue and St. Laurent Boulevard (TMHC 2022c). The entirety of the St. Laurent Boulevard segment was outside of the previous Stage I assessment area and, as such, was subject to Stage 2 assessment. No archaeological resources were encountered, and no further assessment was recommended.

After the completion of the above noted reports, it was determined that two additional XHP segments may be required: an approximate 600 m segment along St. Laurent Boulevard between Belfast Road and Industrial Avenue, and an approximate 118 m segment along Belfast Road between St. Laurent Boulevard and Michael Street. These areas were subject to a Stage I assessment in 2023, which determined that portions were previously assessed or disturbed, and did not require Stage 2 assessment, while other areas retained archaeological potential, and Stage 2 assessment was required (TMHC 2023).

Later in 2023, one additional area needed for a section of pipe and temporary work space was added, falling within the RCMP Headquarter lands, within Lot 10, Gore, in the Geographic Township of Gloucester, Carleton County, Ontario. The Project area is roughly 1.16 ha (2.87 ac) in size. The Stage I assessment for the additional lands with RCMP Headquarters, reported within, was undertaken as part of the internal Enbridge environmental screening process. The purpose of the assessment was to determine whether there was potential for archaeological resources to be present within the Project area.

The Stage I background study included a review of current land use, historic and modern maps, past settlement history for the area and a consideration of topographic and physiographic features, soils and drainage. It also involved a review of previously registered archaeological resources within 1 km of the subject property and previous archaeological assessments within 50 m. The background study indicated that the Project area had potential for the recovery of archaeological resources due the proximity (i.e., within 300 m) of features that signal archaeological potential, namely:

- a watercourse (the Rideau River);
- 19th century structures (shown on the 1863 Walling map); and,
- 19th century travel routes (North River Road, unnamed roadways and the Bytown and Prescott Railway).

The Stage I background research and property inspection confirmed that the entirety of the Project area has witnessed prior disturbance, and the lands lack integrity. This disturbance primarily relates to the construction of the paved parking lot. Beginning in the 1950s, various iterations of the parking lot have



Stage I Archaeological Assessment
St. Laurent Pipeline Replacement Project – RCMP Lands, Ottawa, ON

covered the entire Project area. Furthermore, the City of Ottawa Archaeological Potential layer (geoOttawa 2023) also does not show the Project area as having archaeological potential. Based on the Stage I background research and property inspection, the following recommendations apply:

- the entirety of the Project area is identified as extensively disturbed, does not retain archaeological potential, and does not require Stage 2 assessment (1.16 ha; 100%).

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



TABLE OF CONTENTS

Executive Summary	i
Table of Contents	iii
List of Tables	iv
List of Images	iv
List of Maps	iv
Project Personnel	v
Acknowledgements	v
About TMHC	vi
Key Staff Bios	vii
Statement of Qualifications and Limitations	viii
Quality Information	ix
1 Project Context	1
1.1 Development Context	1
1.1.1 Introduction	1
1.1.2 Purpose and Legislative Context	2
2 Stage I Background Review	3
2.1 Research Methods and Sources	3
2.2 Project Context: Archaeological Context	5
2.2.1 Project Area: Overview and Physical Setting	5
2.2.2 Summary of Registered or Known Archaeological Sites	5
2.2.3 Summary of Past Archaeological Investigations within 50 m	6
2.3 Project Context: Historical Context	8
2.3.1 Indigenous Settlement in the Project Area	8
2.3.2 Nineteenth-Century and Municipal Settlement	15
2.3.3 Review of Historic Maps	18
2.3.4 Review of 20 th Century Aerial Imagery	18
2.3.5 Review of Heritage Properties	18
3 Stage I Property Inspection	19
4 Analysis and Conclusions	20
5 Recommendations	21
6 Summary	22
7 Advice on Compliance with Legislation	23
8 Bibliography	24
9 Images	32
10 Maps	34



LIST OF TABLES

Table 1: Registered Archaeological Sites within 1 km of the Project Area..... 5
 Table 2: Chronology of Indigenous Settlement in Eastern Ontario..... 8

LIST OF IMAGES

Image 1: Existing Parking Lot within RCMP Headquarters 33

LIST OF MAPS

Map 1: Location of the Project Area in the City of Ottawa, ON 35
 Map 2: Aerial Photograph Showing the Location of the Project Area 36
 Map 3: Physiography Within the Vicinity of the Project Area..... 37
 Map 4: Golder 2012 Stage 1-2 Project Area 38
 Map 5: Golder 2013 Stage 1 Project Area..... 39
 Map 6: St. Laurent Phase 3 and 4 Stage 1 Areas of Archaeological Potential (TMHC 2022a) 40
 Map 7: St. Laurent Phase 4 – St. Laurent Boulevard – Field Conditions and Assessment Methods (TMHC 2022c)..... 41
 Map 8: Location of the Project Area Shown on the 1863 Map of Carleton County..... 42
 Map 9: Location of the Project Area Shown on the 1879 Map of Carleton County..... 43
 Map 10: Project Area Shown on Historical Aerial Imagery from 1928 to 1976..... 44
 Map 11: Project Area Shown on Historical Aerial Imagery from 1991..... 45
 Map 12: Stage 1 Results..... 46



PROJECT PERSONNEL

Project Manager	Matthew Beaudoin, PhD (P324)
Project Administrators	Kellie Theaker, CHRP Victoria Scott, MA, MLis
Health and Safety Coordinator	Wendi Jakob, C.Tech, CAPM
Fieldwork Coordination	Johnathan Freeman, MA (P274)
Field Director	Ramsay Macfie, BA (R1022)
GIS Mapping Technicians	John Moody, PhD David Gostick, BA
Report Writer	Katelyn Mather, MA (R443)
Senior Reviewer	Matthew Beaudoin, PhD (P324)

ACKNOWLEDGEMENTS

Proponent	Tristan Lefler, Dillon Consulting Limited
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ABOUT TMHC

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

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

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

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



KEY STAFF BIOS

Matthew Beaudoin, PhD., Principal, Manager – Archaeological Assessments

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

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



STATEMENT OF QUALIFICATIONS AND LIMITATIONS

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

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

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

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

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

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

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

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



QUALITY INFORMATION

A handwritten signature in black ink that reads 'K Mather'.

Report prepared by:

Katelyn Mather, MA (R443)

Archaeology Report Writing Lead

A handwritten signature in black ink that reads 'Matthew Beaudoin'.

Report reviewed by:

Matthew Beaudoin, PhD (P324)

Principal/Manager of Archaeological Assessment



I PROJECT CONTEXT

I.1 Development Context

I.1.1 Introduction

In 2019, TMHC Inc. (TMHC) was contracted by Dillon Consulting Limited (Dillon) on behalf of Enbridge Gas Inc. (Enbridge) to carry out a Stage I archaeological assessment for the St. Laurent Pipeline Replacement Project which consists of the abandonment and replacement of approximately 13 km of existing high pressure steel natural gas pipeline that is currently located along St. Laurent Boulevard within the City of Ottawa (TMHC 2022a). The Project consists of the installation of approximately 13 km of new 6-inch, 12-inch and 16-inch extra high-pressure (XHP) steel pipeline segments as well as approximately 3.8 km of 2-inch, 4-inch and 6-inch diameter intermediate pressure (IP) polyethylene pipeline segments.

In 2020 and 2021, a Stage 2 archaeological assessment was completed for the IP pipeline segments (formerly called “Phase 3”) (TMHC 2022b). No archaeological resources were encountered, and no further assessment was recommended. TMHC also conducted a Stage 1-2 archaeological assessment for the XHP pipeline segments (formerly called Phase 4) in 2021 in four areas: Hillsdale Road, Sandridge Road, Cummings Avenue and St. Laurent Boulevard (TMHC 2022c). The entirety of the St. Laurent Boulevard segment was outside of the previous Stage I assessment area and, as such, was subject to Stage 2 assessment. No archaeological resources were encountered, and no further assessment was recommended.

After the completion of the above noted reports, it was determined that two additional XHP segments may be required: an approximate 600 m segment along St. Laurent Boulevard between Belfast Road and Industrial Avenue, and an approximate 118 m segment along Belfast Road between St. Laurent Boulevard and Michael Street. These areas were subject to a Stage I assessment in 2023, which determined that portions were previously assessed or disturbed, and did not require Stage 2 assessment, while other areas retained archaeological potential, and Stage 2 assessment was required (TMHC 2023).

Later in 2023, one additional area needed for a section of pipe and temporary work space was added, falling within the RCMP Headquarter lands, within Lot 10, Gore, in the Geographic Township of Gloucester, Carleton County, Ontario. The Project area is roughly 1.16 ha (2.87 ac) in size. The Stage I assessment for the additional lands with RCMP Headquarters, reported within, was undertaken as part of the internal Enbridge environmental screening process. The purpose of the assessment was to determine whether there was potential for archaeological resources to be present within the Project area.

All archaeological assessment activities were performed under the professional archaeological license of Matthew Beaudoin, PhD (P324) and in accordance with the *Standards and Guidelines for Consultant Archaeologists* (MTC 2011, “Standards and Guidelines”). Permission to enter the property and carry out all required archaeological activities, including collecting artifacts when found, was given by Tristan Lefler of Dillon.



1.1.2 Purpose and Legislative Context

The *Ontario Heritage Act* (R.S.O. 1990) ([OHA](#)) provides legislative oversight for the conservation, protection, and preservation of heritage resources in the Province of Ontario, including archaeological resources. The *OHA* assigns responsibility for doing so to a provincial ministry, now the Ministry of Citizenship and Multiculturalism (MCM). The MCM regulates how archaeological sites are dealt with by:

- Establishing a system to license individuals permitted to identify and investigate archaeological sites;
- Creating technical standards and guidelines for archaeological fieldwork and reporting;
- Maintaining a list of registered archaeological sites; and
- Overseeing transfers of archaeological collections.

The *OHA* does not speak to the need for undertaking archaeological assessments prior to land development. Instead, it regulates how such work must be undertaken and how archaeological sites are dealt with when the need for an archaeological assessment is prompted by other pieces of legislation.

The Stage I archaeological assessment work was conducted in accordance with Section 5.4 Cultural Heritage Resources in the *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Projects and Facilities in Ontario* (OEB 2023) and the 2020 PPS. The purpose of a Stage I background study is to determine if there are known cultural resources within the proposed areas of impact or potential for such resources to exist. Subsequently, it can act as a planning tool by identifying areas of concern that, where possible, could be avoided to minimize environmental impact. It is also used to determine the need for a Stage 2 field assessment involving the search for archaeological sites. If significant sites are found, a strategy (usually avoidance, preservation, or excavation) must be put forth for their mitigation.



2 STAGE I BACKGROUND REVIEW

2.1 Research Methods and Sources

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

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

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

- a database search was completed through MCM’s PastPortal system that compiled a list of registered archaeological sites within 1 km of the subject property (completed December 14, 2023);
- a review of known prior archaeological reports for the property and adjacent lands;
- Ontario Base Mapping (1:10,000) was reviewed through ArcGIS and mapping layers under the Open Government Licence – Canada and the Open Government Licence- Ontario;
- The City of Ottawa Archaeological Potential layer (geoOttawa 2023) was reviewed; and,
- a series of historic maps and photographs was reviewed related to the post-1800 land settlement.

Additional sources of information were also consulted, including modern aerial photographs, local history accounts, soils data provided by the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA), physiographic data provided by the Ontario Ministry of Northern Development and Mines, and detailed topographic data provided by Land Information Ontario.

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

- previously identified archaeological sites;
- water sources;
 - primary water sources (e.g., lakes, rivers, streams, creeks);
 - secondary water sources (e.g., intermittent streams and creeks, springs, marshes, swamps);
 - features indicating past water sources (e.g., glacial lake shorelines, relic river or stream channels, shorelines of drained lakes or marshes, cobble beaches);
 - accessible or inaccessible shorelines (e.g., high bluffs, sandbars stretching into a marsh);
- elevated topography (e.g., eskers, drumlins, large knolls, plateau);
- pockets of well-drained sandy soils;
- distinctive land formations that might have been special or spiritual places (e.g., waterfalls, rock outcrops, caverns, mounds, promontories and their bases);



Stage I Archaeological Assessment
St. Laurent Pipeline Replacement Project – RCMP Lands, Ottawa, ON

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

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

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

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

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

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



2.2 Project Context: Archaeological Context

2.2.1 Project Area: Overview and Physical Setting

The Project area comprises one additional area that may be required for the Project: an approximate 1.16 ha (2.87 ac) irregular shaped parcel that falls within the RCMP Headquarters at 1200 Vanier Parkway, within Lot 10, Gore, Gloucester Township, Carleton County, now the City of Ottawa, Ontario (Maps 1 and 2). The Project area may be required for a section of pipe and temporary work areas. The Project area includes an existing paved parking lot in the southern end of the headquarters, bordered to the south, east, and west by lightly treed manicured grass, and to the north by two buildings.

The Project area is situated within a physiographic region that has been greatly influenced by Pleistocene glaciation and the retreat of the Laurentide ice sheet along with the waters of the Champlain Sea and the early formation of the Ottawa River. Chapman and Putnam (1984:205-209; Map 3) have defined the physiographic region as the Ottawa Valley Clay Plains region. This region is characterized by poorly drained clay plains that are interrupted by ridges of rock or sand that offer moderately better drainage. The northern portion of the region, along the Ottawa River, is a broad valley with rocky Laurentian uplands rising on either side of the river. The area is broadly characterized by shallow, unconsolidated sediments over Ordovician limestone and shale bedrock plains that include lenses of dolomite and sandstone (Harrison and MacDonald 1979). The Project area falls within a clay plain (western half) and a drumlinized till plain (eastern half). Glacial meltwater channels are present in the vicinity: these indicate the drainage of the area, which in this region, flowed away from the ice front (Chapman and Putnam 1984:15).

Located within the City of Ottawa, soils in this region have been classified as urban; however, pockets of pre-development soil profiles have been identified within the city and include fluvial deposits of sandy soils overlying clays. Lands in the vicinity of the Project area are drained by the Rideau River, which runs roughly 100 m to the west (Map 1).

2.2.2 Summary of Registered or Known Archaeological Sites

According to PastPortal (accessed December 14, 2023) there are three registered archaeological sites within 1 km of the Project area, however, upon closer inspection, it appears that all three sites are over 1 km away.

Table 1: Registered Archaeological Sites within 1 km of the Project Area

Borden Number	Site Name	Time Period	Affinity	Site Type	Status
BiFw-11	Marlborough Avenue				
BiFw-102	The Devlin Residence Site	Post-Contact	Euro-Canadian		
BiFw-176	Oblates Cemetery	Post-Contact		cemetery	No Further CHVI



2.2.3 Summary of Past Archaeological Investigations within 50 m

During the course of this study, records were found for four archaeological investigations within 50 m of the Project area. However, it should be noted that the MCM currently does not provide an inventory of archaeological assessments to assist in this determination. Additional archaeological assessments have been completed for the St. Laurent Pipeline Project that are further than 50 m from the current Project area, and so are not summarized here (TMHC 2019a, 2019b, 2022b, 2023).

2.2.3.1 Stage I-2 Archaeological Assessment – Hurdman Bridge Highway 417 Staging Areas

In 2012, Golder Associates Inc. (Golder) conducted a Stage I and 2 assessment for a proposed staging area for rehabilitation work on Highway 417 and the Hurdman Bridge (Map 4). One of the assessment areas (Operation 3) is roughly 60 m from the current Project area. Operation 3 was found to contain archaeological potential, as identified by the City of Ottawa Archaeological Master Plan and was also found to be listed by the city as Grade I historic property. Stage 2 assessment was carried out, which consisted of a test pit survey at 5 m intervals. A total of 19 20th century artifacts were recovered from Operation 3 and the study area was found to be heavily disturbed due to utilities, infrastructure, and modern fill. No further work was recommended. The results of this work are presented in a report entitled *Stage I and 2 Archaeological Assessment, Hurdman Bridge Highway 417 Staging Areas (MTO GWP 4091-07-000 & GWP 4320-06-00), Part Lot G, Concession D, Former Geographic Township of Nepean and Part Lot 11, Junction Gore, Former Geographic Township of Gloucester, City of Ottawa* (Golder 2012; Licensee Ibrahim Nouredine; PIF P350-013-2012).

2.2.3.2 Stage I Archaeological Assessment – Orleans Watermain Link

In 2013, Golder conducted a Stage I assessment for a potential watermain installation along Coventry Road, Drouin Avenue, Wright Street and North River Road (Map 5). A part of the Stage I assessment area overlaps with the current Project area, where the proposed watermain skirted around the RCMP Headquarters. Only the proposed watermain alignment was subject to assessment. The Stage I assessment indicated that the majority of the study area had been previously disturbed and did not retain archaeological potential, although the green space along the Rideau River was recommended for Stage 2 assessment. No evidence of a Stage 2 assessment was found. The results of this work are presented in a report entitled *Stage I Archaeological Assessment, Orleans Watermain Link (OWL) West, Part of Lots 9, 10 and 11, Junction Gore, Part of Lots 25, Concession 1 and Part of Lot 27, Concession 2, Ottawa Front, Former Geographic Township of Gloucester, City of Ottawa* (Golder 2013a; Licensee Ibrahim Nouredine; PIF P350-022-2012).

2.2.3.3 Stage I Archaeological Assessment – St. Laurent Pipeline Project Phase 3 and 4

In the autumn of 2019, TMHC was contracted to conduct a Stage I archaeological assessment for Phases 3 and 4 of the St. Laurent Ottawa North Replacement Pipeline Project. The Phase 3 and 4 assessment area extended from the Rockcliffe Control Station in the north to a segment along Lancaster Road in the south. The Stage I assessment determined that the majority of the Project area had been extensively disturbed by above and below ground utilities and previous construction activities. However, areas were identified that retained archaeological potential within open green spaces, forested areas, and manicured lawns intersecting with the proposed ROW. Stage 2 archaeological assessment was recommended for these areas consisting of standard test pit survey.

A part of the Stage I assessment area overlaps with the current Project area, particularly within the southern portion of the RCMP Headquarters (Map 6). These areas were determined to have no archaeological potential and were not recommended for further assessment. The results of this assessment are presented in a report



Stage I Archaeological Assessment
St. Laurent Pipeline Replacement Project – RCMP Lands, Ottawa, ON

entitled *Stage I Archaeological Assessment, St. Laurent Pipeline Project Phase 3 and 4 Enbridge Gas Inc., Part of Lots A, 1 to 5, 8 to 11 and 13 to 15, Junction Gore, Part of Lots 23 to 26, Concession 1 on Ottawa River, Part of Lots 26 and 27, Concession 2 on Ottawa River and Part of Lots 26 and 27, Concession 3 on Ottawa River, Geographic Township of Gloucester, Carleton County, City of Ottawa, Ontario* (TMHC 2022a; Licensee Matthew Beaudoin, PIF 324-0473-2019).

2.2.3.4 Stage I-2 Archaeological Assessment – St. Laurent Pipeline Project Phase 4

In 2021, TMHC was contracted to conduct a Stage I-2 assessment of four areas for Phase 4 of the St. Laurent Pipeline Replacement Project: Hillsdale Road, Sandridge Road, Cummings Avenue and St. Laurent Boulevard. The first segment follows Hillsdale Road between Sir George Etienne Cartier Parkway and Sandridge Road; the second follows Sandridge Road from Blenheim Drive to Birch Avenue and Birch Avenue to Merriman Avenue. The third segment follows Cummings Avenue from south of Ogilvie Road and Cyrville Road. The fourth segment follows a portion of St. Laurent Boulevard between the Alexandria Rail Corridor and Shore Street. The entirety of the St. Laurent Boulevard segment was outside of the previous Stage I assessment, and as such was subject to Stage I assessment. The majority of the Phase 4 Project area (87.2%; 14.15 ha) did not retain archaeological potential as determined by previous archaeological assessments. After utility locates had been obtained for the open green spaces recommended for Stage 2 archaeological assessment, it was determined that a portion of the area within the Stage 2 Phase 4 ROW (approximately 7.3%; 1.19 ha) had been significantly disturbed by buried utilities. The remainder of the Phase 4 Project area was subject to a test pit survey at 5 m intervals. No archaeological resources were encountered.

The southwestern segment of the Phase 4 lands overlaps with the current Project area (Map 7). A portion of this area was determined to be previously assessed, and no further work was required. The remainder of lands within the RCMP Headquarters property at 1200 Vanier Parkway could not be assessed during this time. The results of this assessment are presented in a report entitled *Stage I-2 Archaeological Assessment, St. Laurent Pipeline Project Phase 4 Enbridge Gas Inc., Part of Lots A, 1 and 12, Junction Gore, Part of Lot 26, Concession 2 Ottawa Front Geographic Township of Gloucester, Carleton County, City of Ottawa, Ontario* (TMHC 2022c; Licensee Matthew Beaudoin, PIF P324-0700-2021).



2.3 Project Context: Historical Context

2.3.1 Indigenous Settlement in the Project Area

There is archaeological evidence of Indigenous settlement within Southern Ontario beginning sometime between 10,000 to 12,000 years before present (BP) through to the modern era. Nonetheless, our knowledge of past Indigenous land use is incomplete. Historically, systematic archeological investigations were not undertaken within urban population centres prior to development activities, which has led to substantial gaps in our understanding of past land use patterns. Using province-wide and region-specific data, a general model of Indigenous settlement in most areas can be proposed. The following paragraphs provide a basic textual summary of the known cultural trends and generalized archaeological periods, while a tabular summary appears in Table 2.

Table 2: Chronology of Indigenous Settlement in Eastern Ontario

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



2.3.1.1 Paleo Period

The earliest evidence of human occupation within southern Ontario has been identified along the former shores of glacial lakes Algonquin and Iroquois (Ellis and Deller 1990). Similarly, the earliest confirmed evidence of occupation in eastern Ontario is along the former shores of the Champlain Sea, in what is now the Rideau Lakes region. When the Laurentide Ice Sheet retreated beyond the Ottawa Valley around 11,000 BP, the region was flooded with ocean water forming the Champlain Sea. The Ottawa Valley remained inhospitable to human habitation until after the recession of the Champlain Sea from eastern Ontario around 9,000 BP. Landforms such as old shorelines and ridges associated with the Champlain Sea and early channels of the Ottawa River are the most likely areas to produce the earliest evidence of occupation in the area. However, identifying these areas is difficult due to the combination of a slow sea regression and isostatic rebound (Robinson 2012). The first human populations to inhabit the region likely arrived between 10,000 and 9,000 years ago. This earliest known period of human presence in the region is termed the Paleo Period and for Ontario the period is further divided into the Early Paleo Period (11,000 to 10,400 BP) and the Late Paleo Period (10,500 to 9,400 BP). These temporal divisions are characterized by a slight shift in tool assemblages and correlate with a change in projectile point technology, particularly a lack of fluting (Ellis and Deller 1990).

Commonly referred to as Paleoindians, Ontario's first peoples would have crossed the landscape in small groups (i.e., bands or family units) searching for food, particularly migratory game species. In the Ottawa region, caribou may have provided the staple of Paleoindian diet, supplemented by wild plants, small game, birds and fish. Evidence of Paleoindian activities in the Ottawa Valley and eastern Ontario are rare, and are generally limited to isolated finds of distinctive, parallel-flaked Paleo-Indian spear points. Several such sites have been identified within the Rideau Lakes region to the west, the Perth region, and Thompson's Island near Cornwall (Pilon 2005; Watson 1990). It has been suggested that several locations within the City of Ottawa included lithic elements attributable to the late Paleo Period, but there remains uncertainty surrounding their temporal affiliation (Swayze 2004).

2.3.1.2 Archaic Period

The Archaic Period (9,500 to 2,900 BP) is typically subdivided into three temporal units – Early, Middle, and Late – based on changes in material assemblages thought to represent shifting land-use patterns and cultural practices. During this period, the climate of Ontario stabilized with environmental conditions approaching those recorded in the modern era. This includes a shift from jack and red pine forests characteristic of the late Paleo-Indian Period to landscapes dominated by white pine and deciduous trees (Ellis et al. 1990). Artifact assemblages from the Archaic Period demonstrate a wider range of subsistence activities and a diversified toolkit that included a variety of stemmed and notched projectile points, tools associated with increased wood working, ground stone tools (e.g., celts, adzes), and ornamental objects (e.g., bannerstones, gorgets). Archaic populations had a more varied diet, exploiting a range of plant, bird, mammal and fish species. Reliance on specific food resources like fish, deer and nuts became more pronounced through time and the presence of more hospitable environments and resource abundance led to the expansion of band and family sizes (Ellis et al. 1990). In the archaeological record, this is evident in the presence of larger sites and aggregation camps, where several families or bands would come together in times of plenty. A rise in population density is thought to have led to decreasing mobility in comparatively smaller territories. As a result, Archaic sites are more plentiful than those from the earlier period. Sites generally identified as dating to the Archaic Period are known from along the Rideau River (Golder 2013b; Golder 2017), the Rideau Lakes area (Watson 1990), and from both sides of the Ottawa River at Lake Leamy Park and Rockcliffe Park respectively (Pilon and Boswell 2015).



Stage I Archaeological Assessment St. Laurent Pipeline Replacement Project – RCMP Lands, Ottawa, ON

The appearance of side and corner-notched projectile points is thought to be indicative of the Early Archaic Period (9,500 to 8,000 BP). Therefore, some of the earliest evidence for occupation within the Ottawa area is represented by an Early Archaic Period Dovetail Point recovered from the Ottawa south area sometime around 1918 during the ploughing of a field (Pilon and Fox 2015). The Middle Archaic Period (8,000 to 4,500 BP) across Ontario is characterized by changing aesthetics in flaked stone tool technology, the wide-spread appearance of ground stone tools, the advent of netsinkers as well as the introduction of bannerstones. Generally, Middle Archaic assemblages demonstrate an increased reliance on local chert resources – often of poor quality – from glacial tills and river gravels. However, towards the end of the period there is strong evidence for expanding trade networks along rivers, such as the Ottawa River, which served as crucial transportation corridors facilitating the expansion of these trade networks. The presence of copper tools produced from a source northwest of Lake Superior and marine shell artifacts from the Atlantic seaboard attest to the scale of long-distance interactions during this period (Ellis et al. 2009). In the Ottawa region, this expanding trade network in the Middle Archaic Period is materially manifested at the sites on Morrison's Island and Allumette Island within the Ottawa River (Ellis et al. 2009), along with sites identified in Lake Leamy Park near the confluence of the Gatineau and Ottawa rivers (Pilon 2005; Pilon and Boswell 2015).

The Late Archaic Period (4,500 to 2,900 BP) continues the trend of increased populations, smaller territories, and broadening subsistence strategies. The emergence of the first defined cemeteries during this period is thought to be linked to resource competition due to increased population densities (Walker 2015). It has been further suggested that mobile Late Archaic groups curated their dead until they could be interred at ancestral burial sites; thereby providing strong ancestral claims over specific territories (Donaldson and Wortner 1995). In eastern Ontario, these Late Archaic Period cemeteries tend to be situated near waterways on well-drained sandy soils (Walker 2015). However, the preservation characteristics of sandy soils, such as the higher preservation rate of bone, may contribute to the perceived distribution of these cemeteries. In the Ottawa Valley, Archaic Period burial sites are known from the Kant site, Aylmer Island, Allumette Island, Morrison's Island, and the so-called Ottawa Ossuary (Pilon and Young 2009).

2.3.1.3 Woodland Period

Like the Archaic Period, the Woodland Period (circa 3,000 to 400 BP) is typically subdivided into three temporal units – Early, Middle, and Late – based on changes in material assemblages thought to represent shifting land-use patterns and cultural practices. Archaeologically, the most significant changes that arrived during the Woodland Period include the appearance of artifacts manufactured from modeled clay and the construction of house structures. Across southern Ontario, the Woodland Period is often defined by the occurrence of pottery, storage facilities and residential areas similar to those that define the incipient agricultural or Neolithic period in Europe. However, despite being defined by the presence of ceramic vessels, many of the documented Early Woodland (circa 3,000 to 2,400 BP) sites do not contain ceramics. The earliest ceramic vessels resemble carved steatite vessels from the Archaic period and are often described as thick walled and friable (Spence et al. 1990). Unique Early Woodland ground stone items include pop-eyed birdstones and gorgets. In addition, there is evidence of the continuation of widespread trading with groups throughout the northeast. The recovery of marine shells from the Lake Superior area indicates that exchanges of exotic materials and finished items from distant places were commonplace. Early Woodland sites in the Ottawa Valley are known primarily through projectile point styles and pottery types and include Deep River (Mitchell 1963), Constance Bay I (Watson 1972), Wyght (Watson 1990), and Leamy Lake Park (Pilon and Boswell 2015).



Stage I Archaeological Assessment
St. Laurent Pipeline Replacement Project – RCMP Lands, Ottawa, ON

Throughout southern and eastern Ontario there is a greater number of known sites attributed to the Middle Woodland period (circa 2,400 to 1,100 BP). The larger number of known sites has allowed archaeologists to develop more nuanced models of the seasonal movement and regional land-use patterns connected with the exploitation of particular resources and the maintenance of social networks (Walker 2019). Towards the end of the Middle Woodland Period, agricultural practices were introduced to southern Ontario. In that region the cultivation of corn, beans, squash, sunflowers and tobacco gradually gained economic importance and incorporated into existing exchange networks (Williamson 2013; Warrick 2008). Eventually the shift in subsistence and land-use patterns led to the development of semi-permanent and permanent villages which were often surrounded by palisades; thereby suggesting increased hostilities (Ferris 2013). Populations along the Ottawa River valley generally did not adopt these same early agricultural practices and the large, palisaded village settlements, common to southern Ontario, are not present in the region. This phenomenon is at least partially due to the fact that the Ottawa Valley was not well suited for early agricultural practices. Although the populations along the Ottawa Valley primarily retained hunter-gather subsistence strategies, these populations still interacted with their agriculturalist neighbors to the south and west through trade and exchange networks. The differences in subsistence strategies, settlement patterns, and associated artifact assemblages during this period allows archaeologists for the first time to recognize distinctive regional cultural traditions (Spence et al. 1990). In the Ottawa region, the Middle Woodland period is dominated by sites categorized as part of the Point Peninsula archaeological complex which includes mound burials and participation in widespread trade in exotic materials (Spence et al. 1990). Sites from this period are known from the South Nation Drainage Basin (Daechsel 1980), along the Ottawa River at Marshall's and Sawdust bays (Daechsel 1981), Leamy Lake Park along the Rideau River (Pilon and Boswell 2015), and through individual find spots within the City of Ottawa such as the Applewood Site (Golder 2016).

Recent research and improved interpretive models have led to considerable debate regarding the transition from the Middle to Late Woodland in southern and eastern Ontario (Hart and Brumbach 2005). Consequently, the pottery traditions and material typologies previously used as identifiers for temporal and social changes during the Late Woodland period are being re-evaluated. In much of eastern Ontario outside of the St. Lawrence River Corridor, Late Woodland Period populations continued practicing hunter-gatherer-based subsistence strategies while incorporating limited horticulture. Overall, during this period there are some distinct changes in pottery and lithic styles along with a general trend towards increased sedentism. Late Woodland Period occupations are known from the multi-component sites at Leamy Lake Park (Pilon and Boswell 2015), multi-component sites along the Rideau River (Golder 2017), an ossuary at Hull Landing (Pilon and Young 2009), and from near the eastern boundary of Cumberland Township (Adams 2009).

During the Late Woodland Period archaeological evidence suggests that the South Nation River Basin, extending from near Spencerville to Wendover, represented a boundary between Algonquian speaking populations and Iroquoian speaking populations where significant interactions took place. The South Nation River valley is part of the traditional homeland of the Weskarini band of Omámiwinini, also known as the Onontchataronon or as the Iroquet depending on the source (Hessel 1987). Extended interactions between the Iroquoian and Algonquian groups in this area during the Late Woodland Period could have created bonds between the two groups that allowed the later adoption of a number of St. Lawrence Iroquoians driven from their home territory at the Island of Montréal (Fox and Pilon 2016). During this period, the more mobile hunter-gatherer and limited horticulturalists living north and west of the South Nation River Basin are generally regarded as ancestral Algonquian speaking populations continuing a way of life extending from the Archaic period, while those living south, and east are regarded as part of the ancestral Saint Lawrence Iroquois.



Stage I Archaeological Assessment St. Laurent Pipeline Replacement Project – RCMP Lands, Ottawa, ON

To the south and east, along the St. Lawrence Valley, were the St. Lawrence Iroquois. Clusters of villages have been identified between the St. Lawrence and the South Nation River near Spencerville and Prescott, and further east towards Cornwall in Eastern Ontario, while a large number of sites are reported from Jefferson County in New York State (Jamieson 1990; Baron et al. 2016). There are many similarities between the material culture of the Huron-Wendat and the St. Lawrence Iroquois, but the St. Lawrence Iroquoian populations are distinguished by distinctive ceramic styles and an extensive bone tool technology (Gates St-Pierre 2016). The bone and antler technology of the St. Lawrence Iroquoian may have been more developed in part due to the low quality of stone sources for tool manufacture (Engelbrecht and Jamieson 2016). A disruption in the trade networks that brought higher quality cherts into the region may have led to a greater reliance on local resources for tool manufacture during the Late Woodland Period. The disappearance of the St. Lawrence Iroquois from the region sometime before the middle of the 16th-century has generally been attributed to either warfare with neighboring Five Nations groups or disease; or some combination of both (Jamieson 1990; Warrick 2008). The recovery of distinctive St. Lawrence Iroquois ceramics on Huron-Wendat sites in the Trent River system suggests that at least some St. Lawrence Iroquois settled among the Huron-Wendat (Warrick 2008).

2.3.1.4 Seventeenth Century to 21st-Century Indigenous History

Algonquin is the name initially applied to the *anishnabe*-speaking bands of indigenous people living in the Lower Ottawa Valley by Europeans (Morrison 2005:24). Linguistically and culturally, the Algonquins are closely related to other groups within the broader region including the Nippissing, Odawa, Potawatomi, and Ojibwe forming a larger group, collectively known as the Anishinaabeg. The Anishinaabeg along with the Innu and Cree, form an even larger linguistic and cultural group, confusingly referred to as Algonquian or Algonkian. The Algonquin people call themselves *Omámiwinini*. The *Omámiwinini* maintain that their traditional territory has always included the entire length of the Ottawa River, the lower portion of which is referred to as the *Kichi sipi*, which translates to “big river” (Morrison 2005:21). Traditional stories curated by Algonquian groups, including the *Omámiwinini*, evoke the natural history of the Great Lakes’ basin and the Ottawa River watershed during the end of the last ice age, suggesting an association with the region stretching back thousands of years (Morrison 2005:18-21). Extended families formed the building blocks of *Omámiwinini* bands. As the names of the various historic bands of *Omámiwinini* suggest, watersheds served as boundaries for family, band, and tribal territories forming the basic unit of traditional land management (Morrison 2005:32). According to tradition, these boundaries and territories were strongly enforced and defended by individual bands. Historically the *Omámiwinini* groups in the lower Ottawa Valley were known as the Matouweskari (along the Madawaska River), the Kichesipirini (around Morrison’s Island), the Kinouchepirini (along the Bonnechere River), and the Weskarini (north and south of the Ottawa River, along the Petite Nation, South Nation, Lièvre, and Rouge rivers) (Hessel 1987; Holmes 1993; Morrison 2005). Precisely how these groups relate to ancestral populations remains a matter of archaeological debate. After the disappearance of the St. Lawrence Iroquois in the 16th-century, the hunting territory of the *Omámiwinini* may have extended east to the St. Maurice River in Quebec and the lowlands south of the St. Lawrence River (Trigger and Day 1994). An archaeologically informed understanding of the development of these groups has been hampered by a low intensity of targeted archaeological research (Pilon 2005).

The documented history of the *Omámiwinini* generally begins with records produced by Samuel de Champlain. Champlain first encountered the people whom he would come to know as the Algonquins in 1603 at the French trading post of Tadoussac (Morrison 2005:24). The *Omámiwinini* had been trading with the French at the trading post since its establishment in 1599. Prior to the establishment of the trading post, the



Stage I Archaeological Assessment
St. Laurent Pipeline Replacement Project – RCMP Lands, Ottawa, ON

Omámiwinini are likely to have previously encountered the Basques and other Europeans who had begun using the St. Lawrence estuary for fishing in the early 16th-century (Loewen and Delmas 2012; Morrison 2005:24). Other than the descriptions produced by Champlain of his expedition up the Ottawa River in 1613, Europeans, including Jesuit and Récollet missionaries passing through the area, recorded very few details regarding the Omámiwinini in the Ottawa Valley during the first half of the 17th-century (Morrison 2005:25). It should be noted that the European accounts of encounters with the Omámiwinini people were produced within the context of colonial agendas associated with both resource procurement and missionizing efforts (Hanewich 2009:1).

Due to their control of a major transportation route that facilitated inter-tribal trade between the Atlantic coast and the interior of North America, the Omámiwinini likely charged tolls for passage along the Ottawa River and its tributaries prior to the custom being documented by Europeans in the early 17th-century (Hanewich 2009:1; Morrison 2005:25). During the early 17th-century a strong trading relationship developed between the French and the Omámiwinini bands along the Ottawa River and its tributaries. Through this relationship, the Omámiwinini essentially held a monopoly in the burgeoning fur trade which increased existing tensions and conflict between the Omámiwinini and their neighbours, including the Haudenosaunee (Holmes 1993; Trigger and Day 1994). Over time, the trading partnership with the French was formalized through treaties and involved the sharing of economic and military resources in conflicts with the Haudenosaunee and their English allies.

Throughout much of the 17th-century there was intermittent conflict between Algonquian groups and the Haudenosaunee in what is described as the Iroquois War or the Beaver Wars (Dickason and Newbigging 2010). These conflicts combined with frequent disease epidemics including smallpox epidemics, decimated the populations of Omámiwinini bands, displaced groups and people, encouraged the adoption of prisoners, and the creation of new alliances (Hanewich 2009:1-2; Morrison 2005:25). It should be noted that the adoption of prisoners was a common practice among indigenous groups and acted as an effective way of replenishing depleted populations (Morrison 2005:28). As a result of warfare, European diseases, and the missionizing efforts of the Jesuits, the traditional lifestyle and social organization of the Omámiwinini bands in the Ottawa Valley were dramatically transformed during the 17th-century (Morrison 2005:27; Trigger and Day 1994).

In 1701, the French brokered a peace treaty in Montreal that effectively ended the Iroquois War and brought about a period of relative stability and peace to the Ottawa Valley (Holmes 1993). During the first half of the 18th-century, interaction between the various bands of Omámiwinini and European officials primarily took place at the Christian mission at Lake of Two Mountains near Montreal. At the mission, many band members were Christianized and developed strong connections to the mission villages (Hanewich 2009:2). However, the traditional bands of the Omámiwinini retained numerous members who were not Christian and who rarely, if ever, visited the mission at Lake of Two Mountains. For most of the year, the bands of the Omámiwinini occupied the watersheds of the Ottawa River and its tributaries, while during the summer months the Christian members resided at Lake of Two Mountains (Morrison 2005:31). As a consequence, the bands of the Omámiwinini along with other Algonquian groups, developed a split group identity along religious lines which would have an enduring legacy on Omámiwinini traditional cultural practices.

The relative stability after the 1701 peace treaty continued until the Seven Years' War broke out in 1755. The Seven Years' War saw the end of the French trade in the region and the rise of British colonial rule. The defeat of the French and their Algonquian allies led to the further loss of Omámiwinini control over territories in southern Quebec and eastern Ontario, traditionally used for hunting, despite assurances from the British government in 1760 under the terms of the Treaty of Kahnawake. Under the treaty, the British agreed to



Stage I Archaeological Assessment
St. Laurent Pipeline Replacement Project – RCMP Lands, Ottawa, ON

protect indigenous rights to their villages and hunting grounds and established free and open trade with English merchants (Morrison 2005:29). Following the Seven Years' War, King George III issued the Royal Proclamation of 1763 that once again recognized Indigenous land rights while simultaneously ensuring that the British Crown held the sole power to purchase indigenous lands and if necessary, terminate Indigenous rights to occupy and use any area under the dominion of the Crown (Dickason and Newbigging 2010).

British Colonial rule drastically changed the nature of European interactions with the Indigenous people of the region. Whereas the French were primarily concerned with monopolizing trade, in addition to trade, the British were concerned with securing the surrender of Indigenous lands to be settled by European immigrants. In 1764, Carillon was established as the point on the Ottawa River beyond which traders were required to hold a trade license to work in the territory further upriver. This temporarily guaranteed that the Ottawa Valley was off limits to most residents of British North America (Hanewich 2009:2; Morrison 2005:30). However, the Quebec Act of 1774 extended the boundaries of the Province into areas occupied by the Omámiwinini. In 1783, the government of Upper Canada circumvented the land rights of the Omámiwinini by purchasing large portions of Eastern Ontario from the Mississauga peoples, a trend which culminated in an 1819 meeting to purchase the lands surrounding the Ottawa Valley in what was known as the Rideau Purchase Tract (Surtees 1994). When Philomen Wright arrived in the Ottawa area around 1800 to establish a settlement and lumber camp, the Omámiwinini lodged formal complaints with the Government of Lower Canada. Wright would later claim that government officials aided him in asserting his land title (Morrison 2005:32). As settlement and the lumber industry grew in the Ottawa Valley, various Algonquian groups lodged continuous protests with the Indian Department at Lake of Two Mountains. These complaints were conveyed to local executives and generally ignored (Morrison 2005:32-33). In 1822, the British Crown ruled that it could not appoint exclusive hunting territories to individual Indigenous Nations limiting the ability of the Omámiwinini to provide for their own sustenance as the boundaries of their traditional territories were increasingly ignored by European settlers (Hanewich 2009:2). However, bands of the Omámiwinini were initially able to make their own arrangements with local settlers by requesting and receiving rental payments, particularly for islands in the Ottawa River. This practice ended in 1839 when the Crown denied the Omámiwinini the right to lease the islands they controlled in the Ottawa River (Hanewich 2009:3). Further, after Upper and Lower Canada were combined in 1840, the process of surveying and patenting lands without consideration for Indigenous land rights accelerated (Morrison 2005:33).

As a consequence of frequent violations of Indigenous land rights, various bands of Omámiwinini began petitioning for reserve lands. The first petitions for reserve lands were made in the 1840s when Chief Shawanepinesi petitioned for a reserve for his band in Bedford Township north of Kingston. Initially his request was granted, but it was soon withdrawn due to lumber interests in the area (Morrison 2005:33). Most bands were not successful obtaining reserve lands. The first Reserves were established in 1851-53 at Timiskaming, and River Desert (*Maniwaki*). The Golden Lake Reserve was purchased from the Ontario government in 1873. The Reserve lands allowed the Omámiwinini to retain hunting and fishing rights solely on the Reserve; however, for those Omámiwinini living in the Ottawa Valley, but off of reserves, the government consistently treated them as squatters on their own land (Morrison 2005:33). Algonquin Provincial Park was established in 1893 without considering the impact on the Omámiwinini people who had traditionally occupied the area. Traditional activities were outlawed within the boundaries of the Park, including hunting, fishing, and trapping. In 1991, the Algonquins of Pikwakanagan were able to reach an agreement with the Ontario government to allow limited hunting, fishing and trapping within the Park (Hanewich 2009:3). Finally, the way in which the government held reserve lands in trust, rather than providing ownership to community members, contributed to the systemic oppression of Indigenous peoples by inhibiting their ability to use reserve land as



collateral, while simultaneously prohibiting Indigenous people from receiving land grants outside of the reserve lands (Hanewich 2009:3).

Throughout the late 19th and the majority of the 20th century the Canadian Government implemented draconian policies for managing reserves and community membership which systematically oppressed Indigenous people and attempted to eradicate their cultural identities (Hanewich 2009:4-5). These policies included restricting the movement of people through the issuance of permits to leave reserve lands; revoking “Indian status” for a myriad of reasons including serving in the military; sending children to residential schools; and taking children away and placing them with non-indigenous families (Hanewich 2009:4-6). The result of these policies was apathy, dependence, poverty, substance abuse, and a mistrust of politics and the government by indigenous groups, including the Omámiwinini. The situation began to slowly improve in the latter part of the twentieth century. As the Omámiwinini were not consulted during the land purchases within the Ottawa Valley in the 18th and 19th-centuries, they have not surrendered their claim to the land in eastern Ontario allowing them to contest the terms of the original land sales. In 2016, the Omámiwinini achieved a historic land claim victory in which they signed an agreement in principle that included the transfer of 117,500 acres of Crown lands in eastern Ontario as well as a \$300 million settlement from the Ontario and Federal governments (Tasker 2016).

2.3.2 Nineteenth-Century and Municipal Settlement

The Project area lies within Gloucester Township, Carleton County. A brief discussion of 19th-century settlement and land use in the township is provided below in an effort to identify features signaling archaeological potential.

2.3.2.1 Carleton County

After the division of the Province of Québec into Upper and Lower Canada through the Constitutional Act of 1791, the Lieutenant Governor of Upper Canada - John Graves Simcoe – issued a proclamation which ambitiously sought to entice disloyal Americans to renew their allegiance to the Crown in return for excellent free land (Morton 2017:36-37). As part of Simcoe’s vision for Upper Canada, he sent out survey parties to lay out the gridiron of concession and side roads that continue to shape rural Ontario. In 1793, Deputy Surveyor John Stegmann surveyed four townships in what would eventually become Carleton County; Osgoode, Gloucester, North Gower, and Nepean (Ross 1927:21). These Townships were surveyed with the aim of attracting new settlers to region.

Although Simcoe was broadly successful in his efforts to entice settlers to the region, many townships remained sparsely settled until the middle of the 19th century. The Napoleonic wars at the beginning of the 19th century shifted the economy of the Ottawa Valley from the fur trade to the lumber industry as Europe’s demand for quality pine increased. This led to the establishment of both farms and lumber camps within the broader region. Philemon Wright established the settlement of Wrightsville and a lumber camp on the north shore of the Ottawa River at Chaudière Falls in 1800. Wright is widely recognized as the first permanent European resident in the Ottawa area (H. Belden & Co. 1879). The lumber industry, initially established by Wright, dominated the local economy throughout the 19th century.

The history of early settlement in Carleton County includes the presence of squatters on land legally owned by non-resident loyalists and land speculators. The first recorded permanent settler on the southern shore of the Ottawa River was Ira Honeywell (H. Belden & Co. 1879, iv). Honeywell established himself on Lot 26,



Stage I Archaeological Assessment St. Laurent Pipeline Replacement Project – RCMP Lands, Ottawa, ON

Concession I in the Ottawa Front in 1811. However, it has been suggested that Jahiel Collins arrived in 1809 and established a landing, log cabin and store south of Chaudière Falls in an area now known as LeBreton Flats, but that was known at the time as Collins' Landing (Nixon 2012:5).

Many of the early settlers to the region worked for Philomen Wright in some capacity. Braddish Billings, who settled in Gloucester Township just south of the Rideau River in 1812, worked for Philemon Wright in the lumber industry before branching out on his own. Billings, along with several partners, set up their own lumber operation on the southeast bank of the Rideau River approximately 5 km southeast of Chaudière Falls (Ross 1927:30). The community of Billings Bridge was named for the bridge that linked Gloucester to Bytown.

John Burrows Honey – later known as John Burrows, was a civil engineer who initially immigrated to Canada from England sometime around 1815 and settled in Nepean Township (Bush 1988). Burrows built a log cabin on his property in what would become Upper Bytown, but quickly determined that the property was unsuitable for farming and by 1820 was using his skills as a civil engineer in Wrightsville (Bush 1988). Burrows sold his property to Nicholas Sparks in 1821. Sparks had immigrated to the Ottawa Valley from Ireland in 1816 and was soon employed by Philemon Wright in Wrightsville, where he quickly demonstrated an aptitude for business (Cross 1976). By 1819, Sparks was purchasing supplies for Wright in Montreal and Quebec City.

In contrast to those settlers who were involved in the lumber industry was a mixed group of army and navy officers who arrived in 1818 to settle an area that would later become the Village of Richmond (Gourlay 1896:70).

After Governor General Lord Dalhousie purchased land near Sleigh Bay in 1823 to secure the northern terminus of the Rideau Canal, a surge of settlement occurred in the area. The western portion of the land purchased by Dalhousie was surveyed into town lots by Colonel John By in 1826 and formed the core of Upper Bytown (Nixon 2012:12). The elevated land situated between Upper and Lower Bytown and overlooking the terminus of the Rideau Canal at Sleigh Bay was chosen as the location for a military encampment. The military complex housed a garrison of two companies of Royal Sappers and Miners sent from England to assist in the construction of the Rideau Canal. After construction on the Rideau Canal was completed in 1832, many of the labourers and tradesmen associated with its construction settled parts of both Upper and Lower Bytown. In 1838, Carleton County, which had originally been part of the Johnston District followed by the Bathurst District, became part of the Dalhousie District, with its judicial seat at Bytown. In 1850, all of the townships within Carleton County were incorporated and the Dalhousie District was abolished. That same year Bytown was incorporated as a town. Bytown was renamed Ottawa in 1855, when it was designated a city. The selection of Ottawa for the nation's capital in 1857 further accelerated the growth and development of the region. In 1969, Carleton County became the Regional Municipality of Ottawa-Carleton and in 2001, the Regional Municipality was replaced by the current City of Ottawa.

2.3.2.2 Gloucester Township

In 1793, Deputy Surveyor John Stegmann was instructed by the Lieutenant Governor of Upper Canada - John Graves Simcoe - to survey four townships, designated A, B, C, and D in what would eventually become Carleton County (Ross 1927:21). Township B became Gloucester Township. The township was named after William Frederick, second Duke of Gloucester and Edinburgh, nephew of King George III (Clark 2021). Initially part of Russell County, Gloucester Township joined Carleton County in 1838. The township was then incorporated as such in 1850, incorporated as a city in 1980, and amalgamated with the City of Ottawa in 2001 (Clark 2021).



Stage I Archaeological Assessment
St. Laurent Pipeline Replacement Project – RCMP Lands, Ottawa, ON

The first documented permanent settler in Gloucester Township was Braddish Billings. Born in Massachusetts, he was raised in Brockville, Ontario, after the family settled there in 1792 (Belden 1879:xxxvi). As a young man, Braddish worked for Philemon Wright in the lumber industry before branching out on his own. Billings, along with several partners, set up their lumber operation on the southeast bank of the Rideau River approximately 5 km southeast of Chaudière Falls (Ross 1927:30). The community of Billings Bridge was named for the bridge that linked Gloucester to Bytown. The bridge, constructed circa 1830, was funded through a subscription that was actively promoted by Billings and included at least ten families in the surrounding area (Belden 1879:xxxvi).

A surge in settlement along the east bank of the Rideau River occurred after the completion of the Rideau Canal in 1832 when many workers decided to remain in the area rather than return to Europe. Besides Billings Bridge, some of the earliest communities on the eastern bank of the Rideau River, in Gloucester Township, included New Edinburgh and Janeville. Outside of these early communities, settlement focused on the limited number of established roads including the Montréal or “King’s” Road. By 1863, portions of Bank Street, Innes Road, Navan Road, St. Laurent Boulevard, Riverside Drive, Hawthorne Road, Russell Road, and Cyrville Road were also established and acted as focal points for settlement in the township including for the villages of Cyrville and Hawthorne (Walling 1863).

The selection of Ottawa for the nation’s capital in 1857 accelerated the growth and development of the city and eventually led to the annexation of portions of Gloucester Township. A large portion of the township was annexed in 1950 as part of the Post-WWII expansion of the city (Ottawa Citizen 1949a; 1949b). After initially failing to gain city status in early 1980, Gloucester was incorporated as a city on January 1, 1981 (Ottawa Citizen 1980; Lockhart & Guggi 1980). In 1999, Ontario Premier Mike Harris introduced the *Fewer Municipal Politicians Act* in order to cut the cost and number of municipal governments (Duffy 2019). The legislation, which went into effect on January 1, 2001, amalgamated twelve local governments in the Ottawa area including the City of Gloucester. Since then, Gloucester has remained a suburb of the City of Ottawa.



2.3.3 Review of Historic Maps

The 1863 Walling *Map of the County of Carleton* depicts a structure immediately north of the Project area (Map 7). The name Robert Whillans appears to be associated with the structure. Three other structures, associated with A. Anderson, G. Whillans, and T. Whillans, are depicted to the east. The Bytown and Prescott Railway traverses the western end of the Project area. An open roadway, the North River Road, is shown running along the eastern side of the Rideau River.

The 1879 Beldon *Map of Carleton County* does not depict any structures within the Project area; Lot 10 was subdivided into numerous small lots by this time, with numerous owners listed (Map 8). The owner of the portion of Lot 10 containing the Project area was still R. Whillans. The North River Road is still shown as open, and the railway is now operating as the St. Lawrence & Ottawa Railway. A new roadway is shown running along the southern edge of the Project area, and a short north-south road is depicted to the east, however, the names of these roads are not known.

2.3.4 Review of 20th Century Aerial Imagery

Twentieth century aerial images were reviewed to provide insight into more recent land use changes (Maps 9-10; geoOttawa 2023). In 1928, the Project area largely consists of cleared and sparsely treed lands (Map 9, upper left). The railroad and a north-south running roadway traverse the western portion of the Project area, and residential properties, fronting an east-west thoroughfare, fall to the south.

By 1958, the residential properties are gone, and the RCMP Headquarters have been established, with several buildings already constructed, and a large parking lot, which occupies the majority of the Project area, falling in the southern portion of the complex (Map 9, upper right). The east-west thoroughfare is now an entrance to the headquarters, which terminates at the southern parking lot. Remnants of the railroad are seen to the west and construction for Highway 417 is underway to the south. The north-south thoroughfare is no longer in use.

A review of a 1965 aerial photograph shows the Highway 417 construction is complete, with an off-ramp present to the east of the Project area, which resulted in the parking lot being modified to accommodate this ramp (Map 9, lower left). The parking lot is still present within the eastern half of the Project area, while the western half remains sparsely treed, with the former railroad and roadway beds visible, and what may be a pond in between. By 1976, the entire Project area has been paved and is in use as a parking lot. Grassed medians have been added, which were formerly paved areas in the previous configuration of parking lots. Additional buildings were constructed for the headquarters by this time, and the Highway 417 on/off ramp is still present to the east (Map 9, lower right).

By 1991, the Project area remained as a parking lot, and additional parking lots had been constructed to the northwest (Map 10). The configuration of the on/off ramps for Highway 417 have been altered, and a stretch of manicured grass is now present to the east of the Project area. This area was turned into additional parking by 2014-2015.

2.3.5 Review of Heritage Properties

There are no designated heritage properties or plaques within 50 m of the Project area. The Hurdman Bridge, roughly 100 m to the southwest, is considered to be a Historic Site by the City of Ottawa.



3 STAGE I PROPERTY INSPECTION

As the area was observed and photo documented in 2019 during a previous Stage I archaeological assessment (P324-0473-2019), in consultation with the MCM the property inspection was not repeated during the current assessment.

The property inspection was undertaken from outside of the RCMP Headquarters; however, this was sufficient to confirm that the Project area consists entirely of an existing paved parking lot, with a raised median consisting of manicured grass (Image 1).

The results of the Stage I archaeological assessment, as well as the location and orientation of report photographs, are presented in Map 12. No formal development plans were available and therefore no attempt was made to present the Stage I results on proponent mapping. The Project area boundaries were outlined and confirmed by the proponent via email.



4 ANALYSIS AND CONCLUSIONS

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

- a watercourse (the Rideau River);
- 19th century structures (shown on the 1863 Walling map); and,
- 19th century travel routes (North River Road, unnamed roadways and the Bytown and Prescott Railway).

The Stage I background research and property inspection confirmed that the entirety of the Project area has witnessed prior disturbance, and the lands lack integrity. This disturbance primarily relates to the construction of the paved parking lot. Beginning in the 1950s, various iterations of the parking lot have covered the entire Project area (Maps 9-10). The expansion of the previously disturbed area in this report from the previous Stage I report results from the confirmation of additional impact and disturbance through the availability of additional historical aerial imagery. Furthermore, the City of Ottawa Archaeological Potential layer (geoOttawa 2023) also does not show the Project area as having archaeological potential.



5 RECOMMENDATIONS

A Stage I archaeological assessment has been completed for an additional area needed for a section of pipe and temporary work space, falling within the RCMP Headquarter lands, within Lot 10, Gore, in the Geographic Township of Gloucester, Carleton County, Ontario. The Stage I assessment was undertaken for the St. Laurent Pipeline Replacement Project in the City of Ottawa. Based on the Stage I background research and property inspection, the following recommendations apply:

- the entirety of the Project area is identified as extensively disturbed, does not retain archaeological potential, and does not require Stage 2 assessment (1.16 ha; 100%).

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



6 SUMMARY

A Stage I archaeological assessment was conducted for one additional area needed for a section of pipe and temporary work space required for the St. Laurent Pipeline Replacement Project in the City of Ottawa, Ontario. The Project area is roughly 1.16 ha (2.87 ac) in size and falls within the RCMP Headquarter lands, within Lot 10, Gore, in the Geographic Township of Gloucester, Carleton County, Ontario. The Stage I background research and property inspection confirmed that the entirety of the Project area has witnessed prior disturbance, and the lands lack integrity. This disturbance primarily relates to the construction of the paved parking lot. Beginning in the 1950s, various iterations of the parking lot have covered the entire Project area. As the lands within the Project area were found to be extensively disturbed and do not retain archaeological potential, no further assessment is required.



7 ADVICE ON COMPLIANCE WITH LEGISLATION

This report is submitted to the MCM as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c. 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the MCM, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.

It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.

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

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



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St. Laurent Pipeline Replacement Project – RCMP Lands, Ottawa, ON

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St. Laurent Pipeline Replacement Project – RCMP Lands, Ottawa, ON

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Stage I Archaeological Assessment
St. Laurent Pipeline Replacement Project – RCMP Lands, Ottawa, ON

- 2022a *Stage 1 Archaeological Assessment, St. Laurent Pipeline Project Phase 3 and 4 Enbridge Gas Inc., Part of Lots A, 1 to 5, 8 to 11 and 13 to 15, Junction Gore, Part of Lots 23 to 26, Concession 1 on Ottawa River, Part of Lots 26 and 27, Concession 2 on Ottawa River and Part of Lots 26 and 27, Concession 3 on Ottawa River, Geographic Township of Gloucester, Carleton County, City of Ottawa, Ontario.* Licensee Matthew Beaudoin; PIF P324-0473-2019. Report on file with the MCM.
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9 IMAGES



Stage I Archaeological Assessment
St. Laurent Pipeline Replacement Project – RCMP Lands, Ottawa, ON

Image 1: Existing Parking Lot within RCMP Headquarters

Looking East

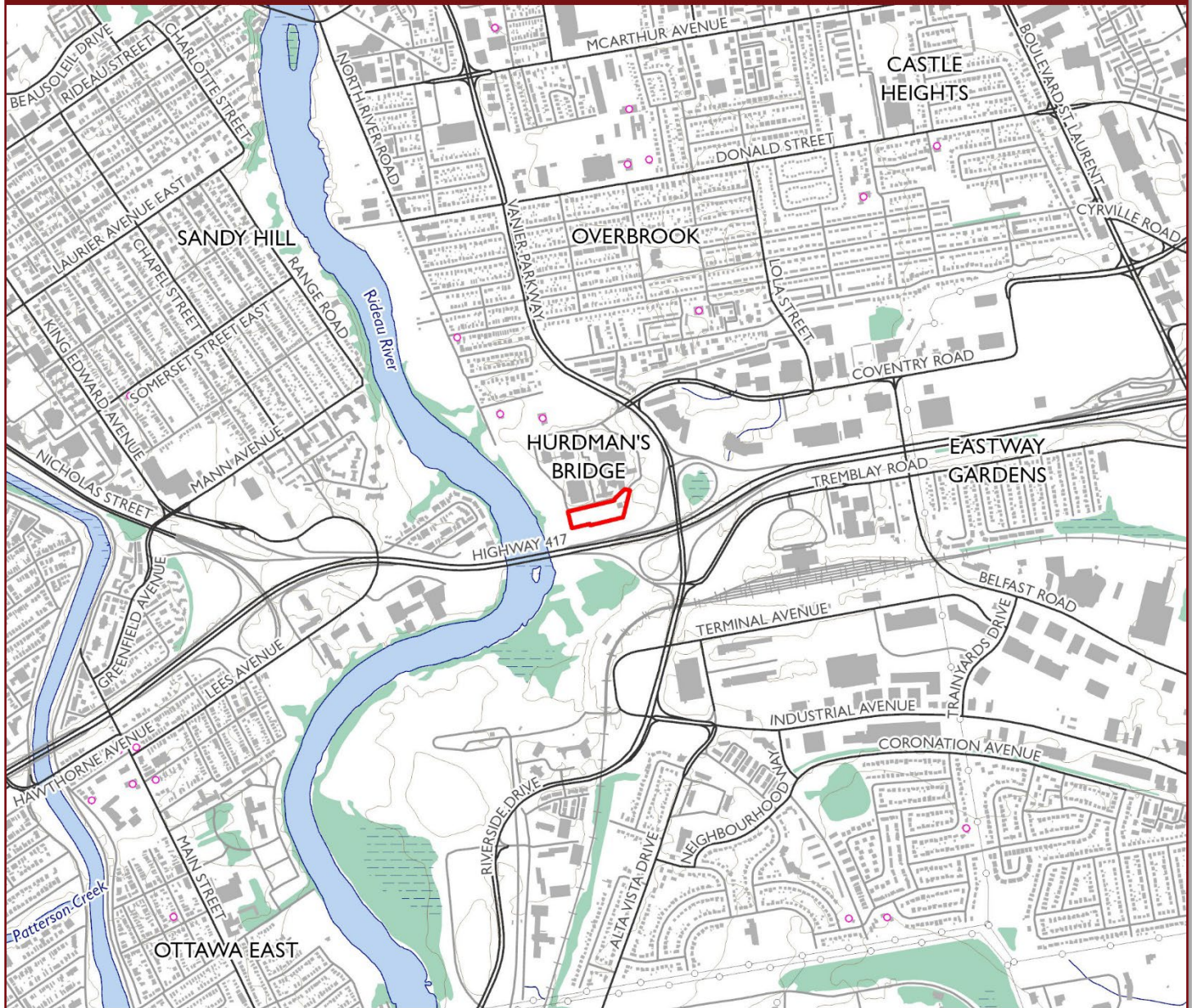




10 MAPS



PROJECT LOCATION



800 m

Prepared by DG 2024-01-08

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

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



AERIAL PHOTOGRAPHY
CITY OF OTTAWA ORTHOPHOTOGRAPHY (2022)



75 m

Prepared by DG 2024-01-08

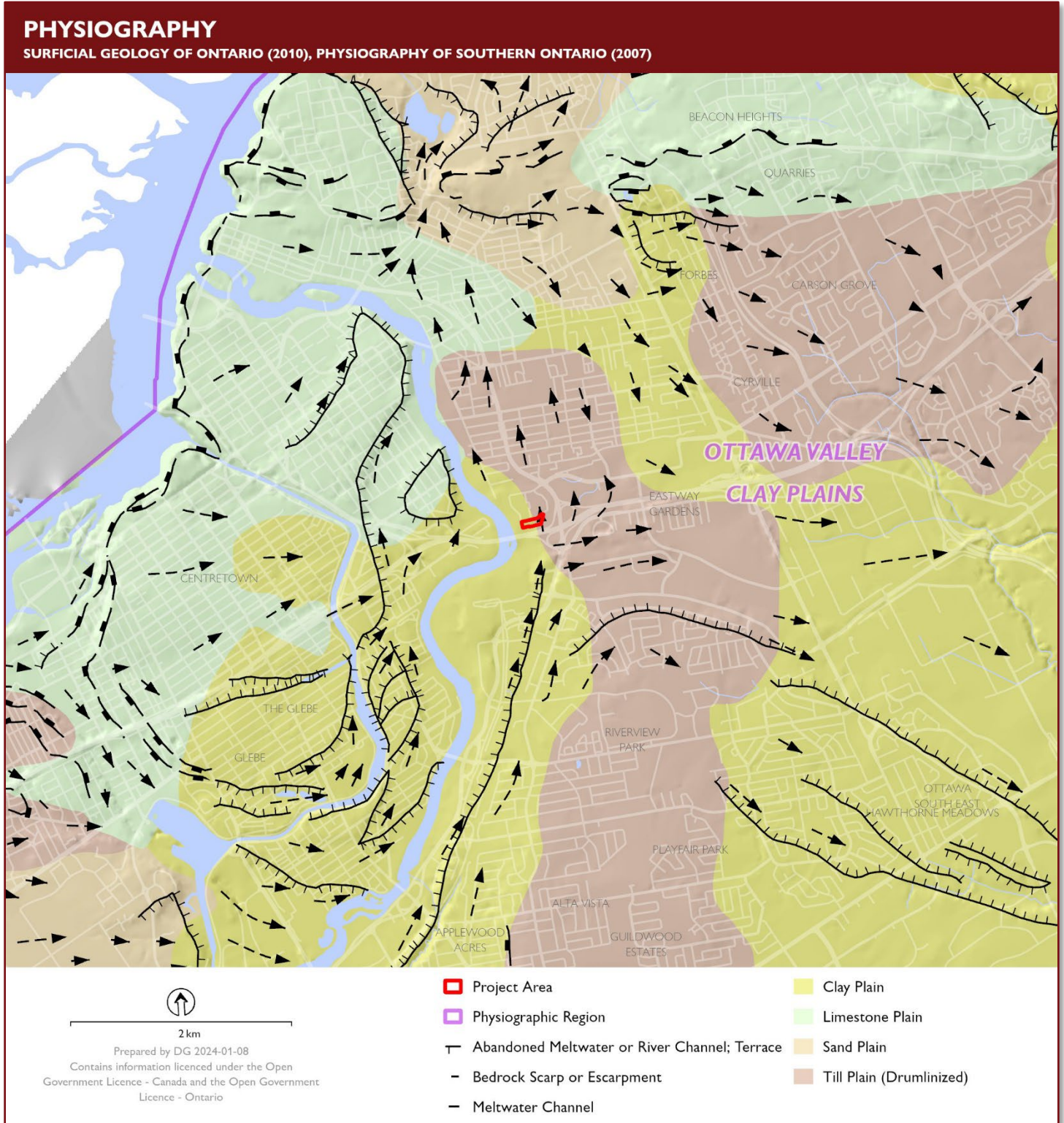
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 Project Area

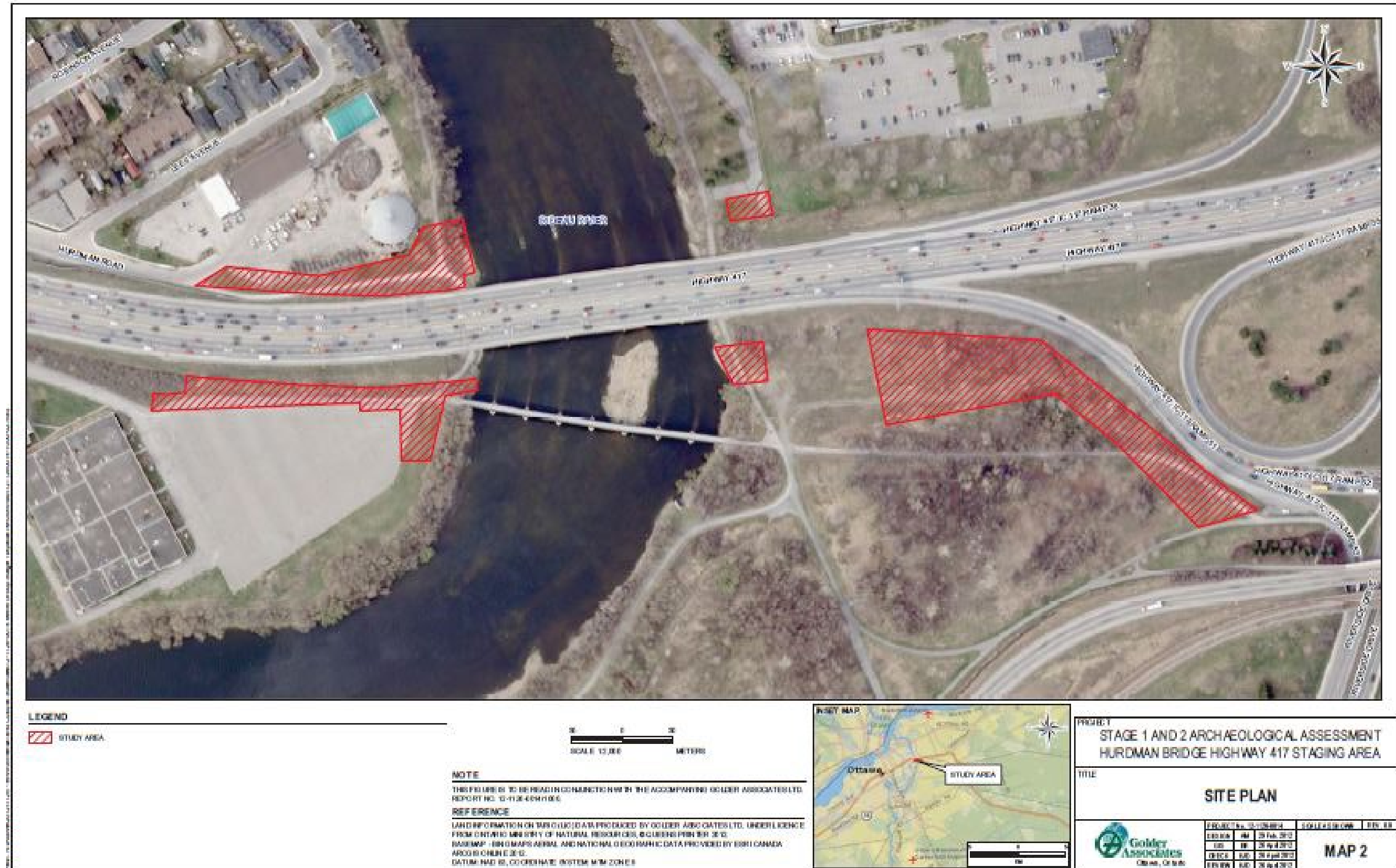
Map 2: Aerial Photograph Showing the Location of the Project Area



Stage I Archaeological Assessment
St. Laurent Pipeline Replacement Project – RCMP Lands, Ottawa, ON



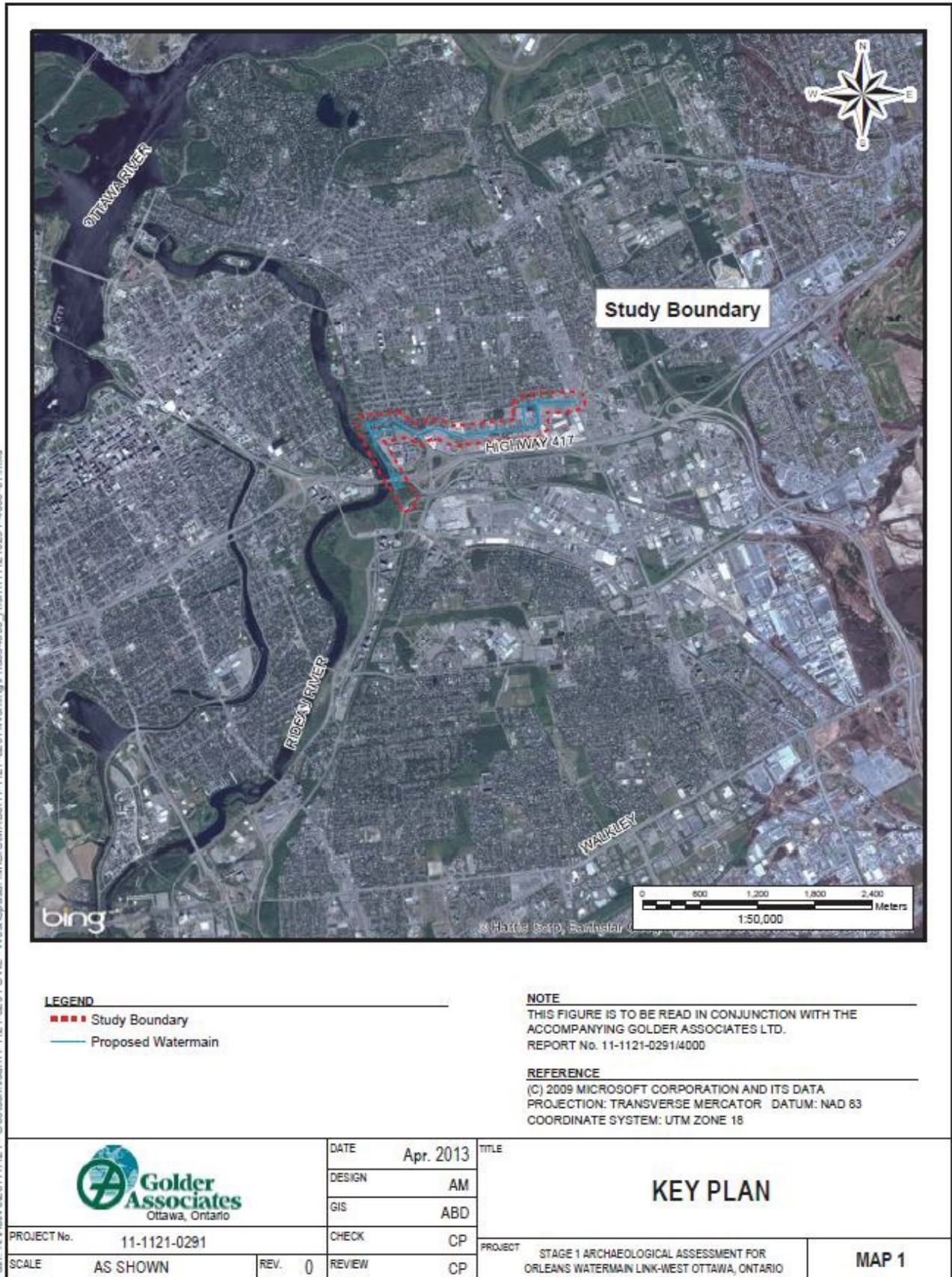
Map 3: Physiography Within the Vicinity of the Project Area



Map 4: Golder 2012 Stage I-2 Project Area



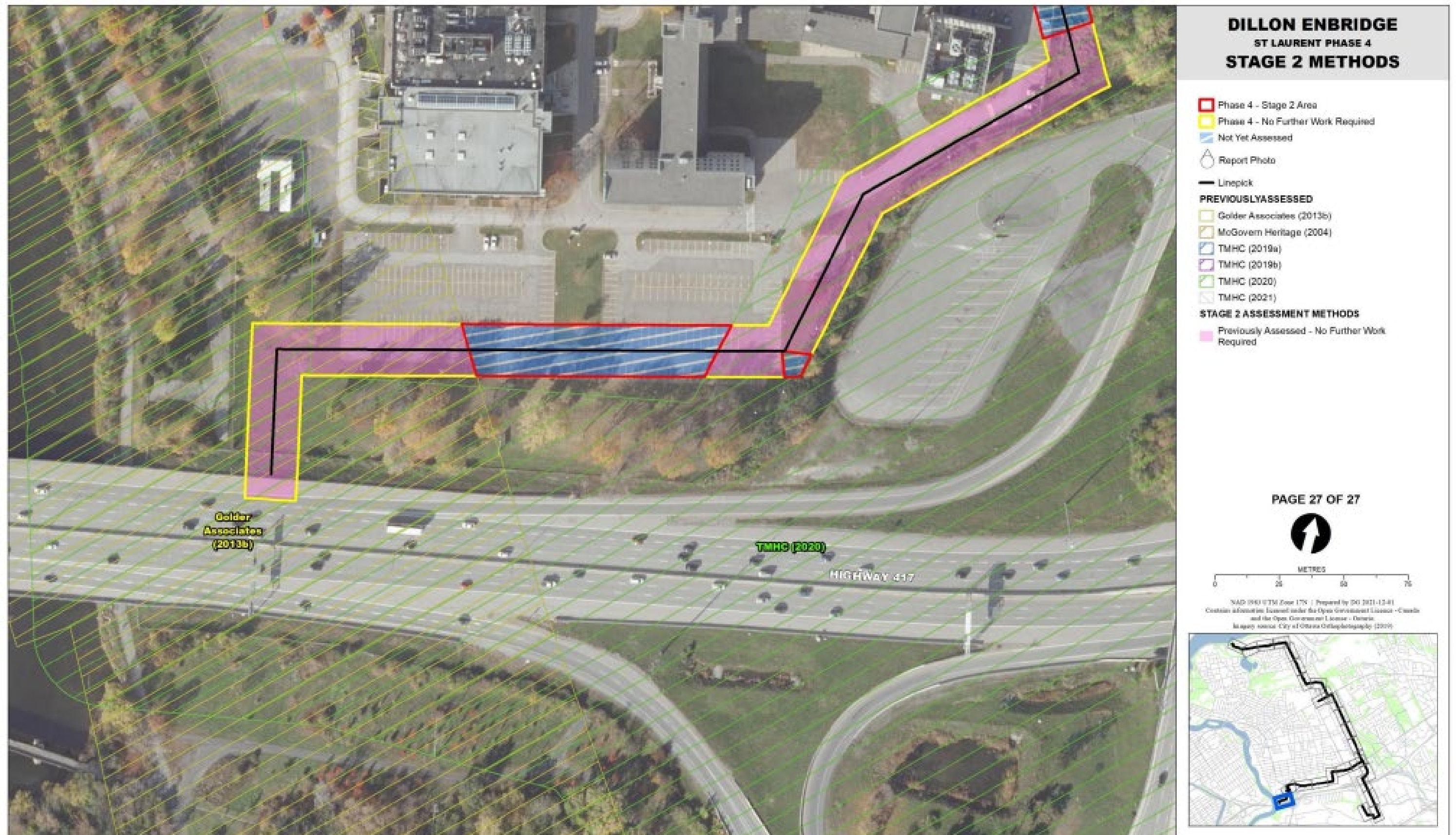
Stage I Archaeological Assessment
St. Laurent Pipeline Replacement Project – RCMP Lands, Ottawa, ON



Map 5: Golder 2013 Stage I Project Area



Map 6: St. Laurent Phase 3 and 4 Stage I Areas of Archaeological Potential (TMHC 2022a)



Map 7: St. Laurent Phase 4 – St. Laurent Boulevard – Field Conditions and Assessment Methods (TMHC 2022c)



1863 HISTORIC MAP

MAP OF THE COUNTY OF CARLETON (WALLING)



1,000 m

Prepared by DG 2024-01-08
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Licence - Ontario

 Project Area

Map 8: Location of the Project Area Shown on the 1863 Map of Carleton County



1879 HISTORIC MAP

ILLUSTRATED HISTORICAL ATLAS OF THE COUNTY OF CARLETON (INCLUDING CITY OF OTTAWA)

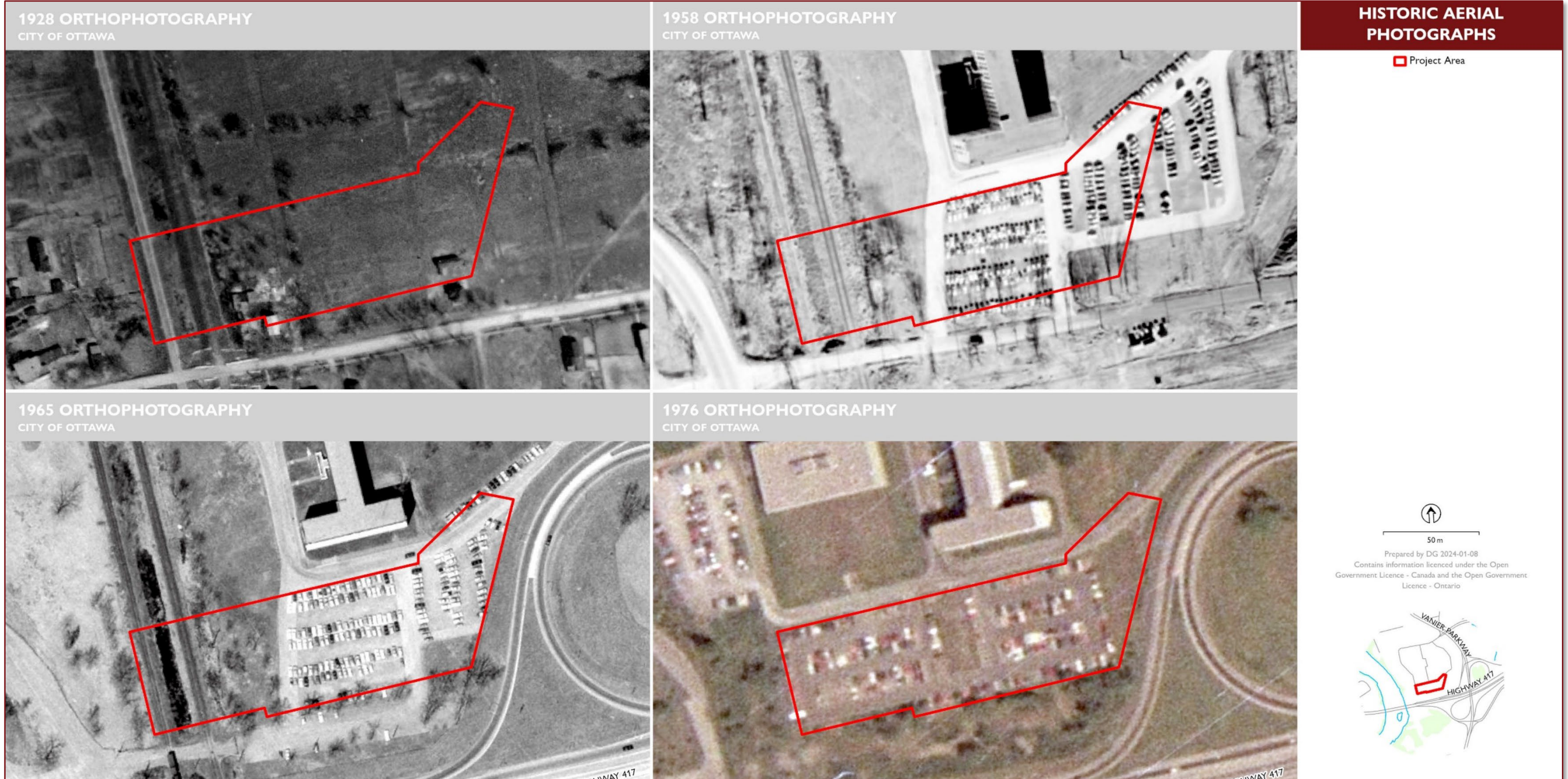


1,000 m

Prepared by DG 2024-01-08
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Licence - Ontario

 Project Area

Map 9: Location of the Project Area Shown on the 1879 Map of Carleton County



Map 10: Project Area Shown on Historical Aerial Imagery from 1928 to 1976



Stage I Archaeological Assessment
St. Laurent Pipeline Replacement Project – RCMP Lands, Ottawa, ON

AERIAL PHOTOGRAPHY
CITY OF OTTAWA ORTHOPHOTOGRAPHY (1991)



Rideau River

HIGHWAY 417



75 m

Prepared by DG 2024-01-08

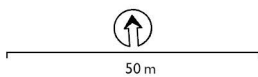
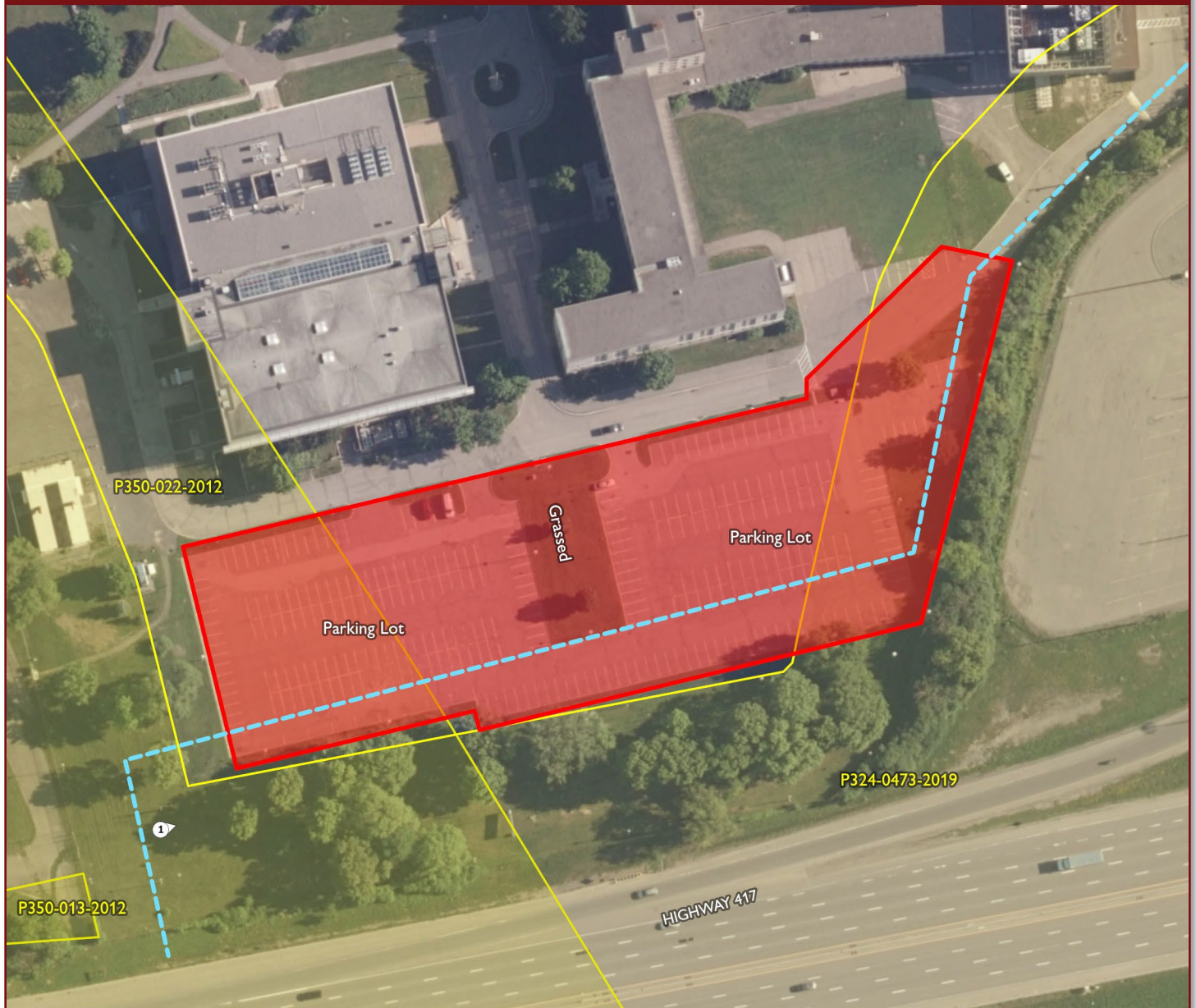
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 Project Area

Map I I: Project Area Shown on Historical Aerial Imagery from 1991



DILLION/ENBRIDGE ST. LAURENT PIPELINE REPLACEMENT - RCMP LANDS
STAGE 1 ASSESSMENT RESULTS



Prepared by JFM 2024-01-08
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- Project Area
- St. Laurent - Phase 4 Line Pick
- Report Photo
- Previous Archaeological Assessment

- STAGE 1 ASSESSMENT RESULTS**
- Areas of Low Archaeological Potential
 - Disturbed (Current/Previous Parking Lot)

Map 12: Stage I Results

LAND MATTERS

1. The purpose of this section of evidence is to provide an overview of the land requirements for the St. Laurent Pipeline Replacement Project (the Project), the Enbridge Gas forms of easement and of temporary land use and the status of outreach and negotiations with affected landowners.
2. This Exhibit of evidence is organized as follows:
 - A. Land Requirements
 - B. Authorizations and Permits Required
 - C. Proposed Easement Requirements
 - D. Land-owner List

A. Land Requirements

3. The preferred route (PR) for the Project is summarized in Exhibit D, Tab 1, Schedule 1, and described in more detail in Section 4 of the Environmental Report (ER) Amendment 2, found at Exhibit F, Tab 1, Schedule 1, Attachment 3.
4. The PR for the Project follows the public road allowance for the majority of the proposed pipeline. Approximately 4,950 m² of permanent easement will be required for sections of the Project that will cross new lands.
5. An easement for segments of the existing pipeline through Rockcliffe Park on lands owned by the National Capital Commission has expired. Enbridge Gas will engage with the landowner to renegotiate any required easement for the PR prior to replacement.
6. Enbridge Gas will also require approximately 28,700 m² of temporary working areas along the PR where the road allowance is too narrow or confined to facilitate

construction. These areas will be identified with the assistance of the construction contractor. Agreements for temporary working rights will be negotiated where required.

B. Authorizations and Permits Required

7. Enbridge Gas's preliminary work on the Project has identified the potential need for authorizations/approvals from and/or compliance with the policies of the following ministries, agencies, municipalities, and organizations:

Federal Authorizations/Approvals:

- Environment and Climate Change Canada (ECCC);
- Department of Fisheries and Oceans Canada (DFO);
- National Capital Commission (NCC);
- Royal Canadian Mounted Police (RCMP); and
- Public Services and Procurement Canada (PSPC).

Provincial Authorizations/Approvals:

- Ontario Energy Board (OEB);
- Ministry of the Environment, Conservation and Parks (MECP);
- Ministry of Citizenship and Multiculturalism (MCM);
- Ministry of Transportation Ontario (MTO); and
- Rideau Valley Conservation Authority (RVCA).

Municipal Authorizations/Approvals:

- City of Ottawa.

Other

- Indigenous engagement;
 - Utility circulation;
 - Landowner agreements for easements, temporary working space, and/or storage sites;
 - Third-party utility crossing agreements including Hydro One;
 - Via Rail Canada Inc. (VIA); and
 - Canadian National Railway Company (CNR).
8. Other authorizations, notifications, permits and/or approvals may be required in addition to those identified above. At the time of this filing, no concerns have been identified by the authorities.
9. Enbridge Gas will complete all required notifications and will obtain all required authorizations, approvals, permits and land rights prior to the commencement of Project construction.

C. Proposed Easement Requirements

10. Attachment 1 contains the standard form Easement Agreement that will be provided to landowners. The standard form Easement Agreement is the same agreement approved for use for the Kennedy Station Relocation Project.¹
11. Attachment 2 contains the standard form Temporary Land Use Agreement that will be provided to landowners for temporary working space requirements. This standard form Temporary Land Use Agreement is the same agreement approved for use for

¹ EB-2022-0247, Exhibit G-1-1, Attachment 2; and EB-2022-0247, Decision and Order (May 9, 2023), p. 14

the Selwyn Community Expansion Project.² This agreement typically applies for a period of two years, beginning in the year of construction, allowing Enbridge Gas to return in the year following construction to perform clean-up work as required.

D. Land-owner List

12. Attachment 3 identifies the directly impacted landowners. Directly impacted landowners are those whose lands are directly impacted by the Project work and therefore are those from which the Company requires land rights or municipal consent for the proposed Project.

² EB-2022-0156, Exhibit G-1-1, Attachment 1; and EB-2022-0156, Decision and Order (September 21, 2023), p. 27

TRANSFER OF EASEMENT
(Blanket or Specified Lands)

Definitions

For the purposes of this easement the following capitalized words shall have the following meanings:

“Company” or **“Transferee”** means Enbridge Gas Inc.

“Dominant Tenement” means the lands described in Schedule 1 attached hereto.

“Easement Lands” or **“Servient Tenement”** means the lands described in the Properties heading of the document to which this schedule is attached.

“Equipment” means, collectively, all pipelines, piping, meters, attachments, appurtenances, apparatus, appliances, markers, fixtures, works and other equipment constructed or to be constructed by Company in, on and/or under the Servient Tenement.

“Owner” or **“Transferor”** means the owner of the Property.

IN CONSIDERATION OF THE COVENANTS HEREIN, the parties hereto agree as follows:

- (1) Owner hereby transfers, sells, grants and conveys in perpetuity to Company, its successors and assigns, a free and unencumbered easement in, over, upon, under and/or through the Easement Lands, to survey, lay, construct, install, operate, use, inspect, remove, renew, replace, alter, enlarge, reconstruct, repair, expand and maintain the Equipment which Company may deem necessary or convenient thereto. This transfer of easement shall include the right of Company, its successors, assigns, servants and agents to use the surface of the Easement Lands for ingress and egress on foot and/or with vehicles, supplies, machinery and equipment at any time and from time to time.
- (2) Company shall have the right at any time and from time to time to remove any boulder or rock and to sever, fell, remove or control the growth of any roots, trees, stumps, brush or other vegetation on or under the Easement Lands.
- (3) The rights of Company herein shall be of the same force and effect as a covenant running with the Easement Lands and shall be appurtenant to the lands and premises described in this Schedule as Company's Lands.
- (4) Company shall have the right to assign or transfer its rights hereunder in whole or in part.

- (5) This Transfer shall extend to, be binding upon and enure to the benefit of the estate trustees, successors and assigns of the parties hereto. If Owner is not the sole owner of the said lands, this Transfer shall bind Owner to the full extent of its interest therein and shall also extend to any after-acquired interest but all monies payable or paid to Owner hereunder shall be paid to Owner only in the proportion that its interest in the said lands bears to the entire interest therein. Owner hereby agree that all provisions herein are reasonable and valid and if any provision herein is determined to be unenforceable, in whole or in part, it shall be severable from all other provisions and shall not affect or impair the validity of all other provisions.
- (6) Owner shall have the right to use and enjoy the surface of the Easement Lands except that such use and enjoyment shall not interfere with the rights of Company hereunder. Without limiting the generality of the foregoing, Owner shall not, without the prior written consent of Company, place or erect on the Easement Lands any building, structure or fence and shall not excavate, alter the grading, drill, install thereon any pit, well, foundation and/or pavement which will obstruct or prevent the exercise and enjoyment by Company of its rights hereunder.
- (7) Notwithstanding any rule of law or equity, any Equipment constructed by Company shall be deemed to be the property of Company even though the same may have become annexed or affixed to the Easement Lands.
- (8) Company shall at its own expense as soon as reasonably possible after the construction of any Equipment or other exercise of its rights hereunder, remove all surplus sub-soil and debris from the Easement Lands and restore them to their former state so far as is reasonably practicable.
- (9) Owner covenants that:
 - a. they have the right to convey the rights hereby transferred to Company;
 - b. Company shall have quiet enjoyment of the rights hereby transferred;
 - c. Owner or its successors and assigns will execute such further assurances and do such other acts (at Company's expense) as may be reasonably required to vest in Company the rights hereby transferred; and
 - d. Owner has not done, omitted or permitted anything whereby the Easement Lands is or may be encumbered (except as the records of the Land Registry Office disclose).
- (10) Owner represents and warrants that the Easement Lands have not been used for the storage of and do not contain any toxic, hazardous, dangerous, noxious or waste substances or contaminants (collectively the "**Hazardous Substances**"). If Company encounters any Hazardous Substances in undertaking any work on the Easement Lands, it shall give notice to Owner. At the expense of Owner, Company (or, at Company's option, Owner) shall effect the removal of such Hazardous Substances in

accordance with the laws, rules and regulations of all applicable public authorities. In acquiring its interests in the Easement Lands pursuant to this Easement, Company shall be deemed not to acquire the care or control of the Easement Lands or any component thereof.

- (11) Company covenants and agrees that it shall comply with applicable federal and provincial environmental legislation in connection with the use of this Easement Lands and the rights granted herein.
- (12) Whenever the singular or neuter is used it shall, where necessary, be construed as if the plural or feminine or masculine has been used and vice versa, as the case may be.
- (13) Company hereby declares that this easement is being acquired by Company for the purpose of a hydrocarbon line within the meaning of Part VI of the *Ontario Energy Board Act, 1998* and/or a utility line within the meaning of the *Ontario Energy Board Act, 1998*.

SCHEDULE 1

DOMINANT TENEMENTS - TRANSFEREE'S LANDS

PIN 64057-0029 (LT)
PT TWP LT 92, THLD, AS IN AA 90798 S/T & T/W AA90798; WELLAND

PIN 04161-0019 (LT)
PT LT 6 CON 6RF GLOUCESTER PART 1, 4R-10265 & PART 2, 5R-5963; GLOUCESTER

PIN 03187-0004 (LT)
PT W1/2 LT 30 CON 2 MARKHAM AS IN MA49406; RICHMOND HILL

TEMPORARY LAND USE AGREEMENT

(hereinafter called the "Agreement")

Between

(hereinafter called the "Owner")

and

ENBRIDGE GAS INC.

(hereinafter called the "Company")

In consideration of the sum of _____XX/100 Dollars (\$ _____), payable by the Company to the Owner within thirty (30) days of signing of this Agreement in accordance with the Compensation labelled as **Appendix "D"** hereto.

the Owner of **PIN:**

Legal Description: labelled as **Appendix "B"** hereto, hereby grants to the Company, its servants, agents, employees, contractors and sub-contractors and those engaged in its and their business, the right on foot and/or with vehicles, supplies, machinery and equipment at any time and from time to time during the term of this Agreement to enter upon, use and occupy a parcel of land (hereinafter called the "Lands") more particularly described on the Sketch attached hereto labelled as Appendix "A" and forming part of this Agreement, the Lands being immediately adjacent to and abutting the **Choose an item.** for any purpose incidental to, or that the Company may require in conjunction with, the construction by or on behalf of the Company of a proposed **Choose an item.** and appurtenances on the Lands including, without limiting the generality of the foregoing, the right to make temporary openings in any fence (if applicable) along or across the Lands and to remove any other object therein or thereon interfering with the free and full enjoyment of the right hereby granted and further including the right of surveying and placing, storing, levelling and removing earth, dirt, fill, stone, debris of all kinds, pipe, supplies, equipment, vehicles and machinery and of movement of vehicles, machinery and equipment of all kinds.

1. This Agreement is granted upon the following understandings:

- a) The rights hereby granted terminate on the _____ day of _____, 20____.
- b) The Company shall make to the person entitled thereto due compensation for any damages resulting from the exercise of the right hereby granted and if the compensation is not agreed upon it shall be determined in the manner prescribed by Section 100 of The Ontario Energy Board Act, R.S.O. 1998 S.O. 1998, c.15 Schedule B, as amended or any Act passed in amendment thereof or substitution there for;
- c) As soon as reasonably possible after the construction, the Company at its own expense will level the Lands, remove all debris therefrom and in all respects, restore the Lands to their former state so far as is reasonably possible, save and except for items in respect of which compensation is due under paragraph (b) and the Company will also restore any gates and fences interfered with around, (*if applicable*) the Lands as closely and as reasonably possible to the condition in which they existed immediately prior to such interference by the Company.
- d) It is further agreed that the Company shall assume all liability and obligations for any and all loss, damage or injury, (including death) to persons or property that would not have happened but for this Agreement or anything done or maintained by the Company hereunder or intended so to be and the Company shall at all times indemnify and save harmless the Owner from and against all such loss, damage or injury and all actions, suits, proceedings, costs, charges, damages, expenses, claims or demands arising therefrom or connected therewith provided that the Company shall not be liable under the Clause to the extent to which such loss, damage or injury is caused or contributed to by the negligence or wilful misconduct of the Owner.

The Company and the Owner agree to perform the covenants on its part herein contained.

Dated this _____ day of _____ 20____.

[Insert name of individual or corporation]

Signature (Owner)

Signature (Owner)

Print Name(s) (and position held if applicable)

Choose an item

Print Name(s) (and position held if applicable)

Choose an item.

Address (Owner)

Address (Owner)

ENBRIDGE GAS INC.

Signature (Company)

, Choose an item.

Name & Title (Enbridge Gas Inc.)

I have authority to bind the Corporation.

519-436-4673

Telephone Number (Enbridge Gas Inc.)

Additional Information: (if applicable):

Property Address:

HST Registration Number:

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	PRV	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code	
D	042220255			THE CORPORATION OF THE VILLAGE OF ROCKCLIFFE PARK	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT SANDRIDGE RD LYING E OF PTS 28, 30 & 31, 5R3310 & W OF THE NLY EXT OF W LIMIT OF BLENHEIM DR, BEING; PCL STREETS-2, SEC 4M-90; SANDRIDGE RD, PL 4M-90; PCL STREETS-2, SEC 4M-87; SANDRIDGE RD, PL 4M-87; ROCKCLIFFE PARK							
D	042280229			THE CORPORATION OF THE VILLAGE OF ROCKCLIFFE PARK	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PCL STREETS-2, SEC 4M-90; LAKEWAY DR, PL 4M-90, FORMERLY ROSEMARY RD; PCL STREETS-2, SEC 4M-90; ONE FOOT RESERVE, PL 4M-90, E LIMIT OF LAKEWAY DR, FORMERLY ROSEMARY RD; PCL STREETS-2, SEC 4M-92; LAKEWAY DR, PL 4M-92, FORMERLY ROSEMARY RD; PCL STREETS-2, SEC 4M-92; ONE FOOT RESERVE, PL 4M-92, E LIMIT OF LAKEWAY DR, FORMERLY ROSEMARY RD; PCL STREETS-2, SEC 4M-84; LAKEWAY DR, PL 4M-84; ALL BEING LAKEWAY DR; ROCKCLIFFE PARK	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Avenue West	OC1837195	OTTAWA	ON	K1P1J1	
D	042280229			THE CORPORATION OF THE VILLAGE OF ROCKCLIFFE PARK	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PCL STREETS-2, SEC 4M-90; LAKEWAY DR, PL 4M-90, FORMERLY ROSEMARY RD; PCL STREETS-2, SEC 4M-90; ONE FOOT RESERVE, PL 4M-90, E LIMIT OF LAKEWAY DR, FORMERLY ROSEMARY RD; PCL STREETS-2, SEC 4M-92; LAKEWAY DR, PL 4M-92, FORMERLY ROSEMARY RD; PCL STREETS-2, SEC 4M-92; ONE FOOT RESERVE, PL 4M-92, E LIMIT OF LAKEWAY DR, FORMERLY ROSEMARY RD; PCL STREETS-2, SEC 4M-84; LAKEWAY DR, PL 4M-84; ALL BEING LAKEWAY DR; ROCKCLIFFE PARK	BYLAW - THE CORPORATION OF THE VILLAGE OF ROCKCLIFFE PARK	110 Laurier Avenue West	LT36719	OTTAWA	ON	K1P1J1	
D	042280228			THE CORPORATION OF THE VILLAGE OF ROCKCLIFFE PARK	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PCL STREETS-2, SEC 4M-90; PLACEL RD, PL 4M-90, FORMERLY TRILLIUM WAY; PCL STREETS-2, SEC 4M-87; PLACEL RD, PL 4M-87, FORMERLY TRILLIUM WAY; PCL STREETS-2, SEC 4M-87; ONE FOOT RESERVE, PL 4M-87, S LIMIT OF PLACEL RD, FORMERLY TRILLIUM WAY, PL 4M-87; ALL BEING PLACEL RD; ROCKCLIFFE PARK	BYLAW - THE CORPORATION OF THE VILLAGE OF ROCKCLIFFE PARK	110 Laurier Avenue West	LT34910	OTTAWA	ON	K1P1J1	
D	042730259			PUBLIC AUTHORITY HAVING JURISDICTION	110 Laurier Avenue West		Ottawa	ON	K1P1J1	PCL STREETS-2, SEC 4M-87; PT SANDRIDGE RD, PL 4M-87, LYING E OF THE NLY EXTENSION OF THE WLY LIMIT OF BLENHEIM DR PLAN 4M-87; PCL STREETS-2, SEC 4M-83; SANDRIDGE RD, PL 4M-83; PCL STREETS-2, SEC 4M-82; SANDRIDGE RD, PL 4M-82; OTTAWA/GLOUCESTER	BYLAW - THE CORPORATION OF City of Ottawa	111 Sussex Drive	LT35230	Ottawa	ON	K1N 5A1	
D	042280225			THE CORPORATION OF THE VILLAGE OF ROCKCLIFFE PARK	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PCL STREETS-2, SEC 4M-94; BLENHEIM DR, PL 4M-94; PCL STREETS-2, SEC 4M-87; BLENHEIM DR, PL 4M-87; PCL STREETS-2, SEC 4M-87; ONE FOOT RESERVE, PL 4M-87; S LIMIT OF BLENHEIM DR, PL 4M-87; ALL BEING BLENHEIM DR; ROCKCLIFFE PARK							
D	042780255			PUBLIC AUTHORITY HAVING JURISDICTION	110 Laurier Avenue West	(SANDRDGE/BIRCH)	Ottawa	ON	K1P1J1	PCL STREETS-2, SEC 4M-83; PT BIRCH AV, PL 4M-83, LYING S OF SANDRIDGE RD AND N OF FARNHAM CRES; PCL STREETS-3, SEC 4M-61; PT BIRCH AV, PL 4M-61, LYING N OF THE WLY EXTENSION OF THE S LIMIT OF LT 211, 4M83 & S OF THE WLY EXTENSION OF THE N LIMIT OF LT 198, 4M83; PCL STREETS-2, SEC 4M-94; PT BIRCH AV, BLK 19, PL 4M-61, BEING THE W 4 FEET LYING N OF THE WLY EXTENSION OF THE S LIMIT OF LT 211, PL 4M83; PCL STREETS-2, SEC 4M-87; BIRCH AV, PL 4M-87; OTTAWA/GLOUCESTER							
D	042780256			THE CORPORATION OF THE TOWNSHIP OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,		GLOUCESTER	ON	K1G 3V5		BYLAW - THE CORPORATION OF City of Ottawa	111 Sussex Drive	LT35230	Ottawa	ON	K1N 5A1	
D	042780259			THE CORPORATION OF THE TOWNSHIP OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,		GLOUCESTER	ON	K1G 3V5	PCL STREETS-2, SEC 4M-82; PT KILBARRY CR, PL 4M-82, LYING N OF ARUNDEL AV; OTTAWA/GLOUCESTER	BYLAW - THE CORPORATION OF City of Ottawa	111 Sussex Drive	LT35230	Ottawa	ON	K1N 5A1	
D	042220168			THE OTTAWA IMPROVEMENT ACT	202 - 40 Elgin Street		Ottawa	ON	K1P 1C7	PT LT A, CON JG, PART 60 & 61, 5R3310; PT LT A, CON JG; PT OF PART 63, 5R3310, LYING W OF THE NLY EXT OF THE W LIMIT OF BLENHEIM DR TO THE MOST ELY POINT OF PART 1, 4R5280; S/T CT105838 OTTAWA/GLOUCESTER	Transfer Easement - NIAGARA GAS TRANSMISSION LIMITED	202-40 Elgin Street	CT105838	North York	ON	M2J 1P8	

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	PRV	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042730152			NATIONAL CAPITAL COMMISSION	202 - 40 Elgin Street		Ottawa	ON	K1P 1C7	PT LT A, CON JG , BEING PT OF PT 63, 5R3310, LYING E OF A LINE BEING THE NLY EXTENSION OF THE WLY LIMIT OF BLENHEIM DR, PL 4M-87, TO THE MOST ELY POINT OF PT 1, 4R5280 ; PT LT A, CON JG , BEING PTS 65 TO 85 INCL, 5R3310; S/T THE INTEREST IN NS147444, S/T CT102097; OTTAWA/GLOUCESTER S/T EASEMENT IN GROSS OVER PART 2 ON 4R20457, AS IN OCS39529.	TRANSFER EASEMENT - THE CORPORATION OF THE CITY OF OTTAWA	110 Laurier Avenue West	NS147444	OTTAWA	ON	K1P1J1
D	042730152			NATIONAL CAPITAL COMMISSION	202 - 40 Elgin Street		Ottawa	ON	K1P 1C7	PT LT A, CON JG , BEING PT OF PT 63, 5R3310, LYING E OF A LINE BEING THE NLY EXTENSION OF THE WLY LIMIT OF BLENHEIM DR, PL 4M-87, TO THE MOST ELY POINT OF PT 1, 4R5280 ; PT LT A, CON JG , BEING PTS 65 TO 85 INCL, 5R3310; S/T THE INTEREST IN NS147444, S/T CT102097; OTTAWA/GLOUCESTER S/T EASEMENT IN GROSS OVER PART 2 ON 4R20457, AS IN OCS39529.	TRANSFER EASEMENT - CITY OF OTTAWA	110 Laurier Avenue West	OC539529	OTTAWA	ON	K1P1J1
D	042730152			NATIONAL CAPITAL COMMISSION	202 - 40 Elgin Street		Ottawa	ON	K1P 1C7	PT LT A, CON JG , BEING PT OF PT 63, 5R3310, LYING E OF A LINE BEING THE NLY EXTENSION OF THE WLY LIMIT OF BLENHEIM DR, PL 4M-87, TO THE MOST ELY POINT OF PT 1, 4R5280 ; PT LT A, CON JG , BEING PTS 65 TO 85 INCL, 5R3310; S/T THE INTEREST IN NS147444, S/T CT102097; OTTAWA/GLOUCESTER S/T EASEMENT IN GROSS OVER PART 2 ON 4R20457, AS IN OCS39529.	AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA	110 Laurier Avenue West	CT102097	OTTAWA	ON	K1P1J1
D	042220166						GLOUCESTER	ON		PT LT A, CON JG , PARTS 57, 58 & 59 , 5R3310 ; S/T CT105838 OTTAWA/GLOUCESTER	Transfer Easement - NIAGARA GAS TRANSMISSION LIMITED	202-40 Elgin Street	CT105838	North York	ON	M2J 1P8
D	042220199			THE FEDERAL DISTRICT COMMISSION	202 - 40 Elgin Street		Ottawa	ON	K1P 1C7	PT LT A, CON JG ; PT RDAL BTN LTS A&1, CON JG ; PT WATER, LT LYING , IN FRONT OF LT A CON JG ; BEING PARTS 1 TO 8 , PART 10 , PARTS 46 TO 56 , PARTS 87 TO 89, ALL ON 5R3310 ; S/T CT105838,N426387 OTTAWA/GLOUCESTER	Transfer Easement - NIAGARA GAS TRANSMISSION LIMITED	202-40 Elgin Street	CT105838	North York	ON	M2J 1P8
D	042220199			THE FEDERAL DISTRICT COMMISSION	202 - 40 Elgin Street		Ottawa	ON	K1P 1C7	PT LT A, CON JG ; PT RDAL BTN LTS A&1, CON JG ; PT WATER, LT LYING , IN FRONT OF LT A CON JG ; BEING PARTS 1 TO 8 , PART 10 , PARTS 46 TO 56 , PARTS 87 TO 89, ALL ON 5R3310 ; S/T CT105838,N426387 OTTAWA/GLOUCESTER	Agreement - THE CORPORATION OF THE CITY OF OTTAWA	110 Laurier Avenue West	CT185551	Ottawa	ON	K1P 1J1
D	042220199			THE FEDERAL DISTRICT COMMISSION	202 - 40 Elgin Street		Ottawa	ON	K1P 1C7	PT LT A, CON JG ; PT RDAL BTN LTS A&1, CON JG ; PT WATER, LT LYING , IN FRONT OF LT A CON JG ; BEING PARTS 1 TO 8 , PART 10 , PARTS 46 TO 56 , PARTS 87 TO 89, ALL ON 5R3310 ; S/T CT105838,N426387 OTTAWA/GLOUCESTER	Transfer Easement - THE CONSUMERS' GAS COMPANY LTD	P.O. Box 650	N426387	Scarborough	ON	M1K 5E3
D	042220199			THE FEDERAL DISTRICT COMMISSION	202 - 40 Elgin Street		Ottawa	ON	K1P 1C7	PT LT A, CON JG ; PT RDAL BTN LTS A&1, CON JG ; PT WATER, LT LYING , IN FRONT OF LT A CON JG ; BEING PARTS 1 TO 8 , PART 10 , PARTS 46 TO 56 , PARTS 87 TO 89, ALL ON 5R3310 ; S/T CT105838,N426387 OTTAWA/GLOUCESTER	Bylaw - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Dr.	LT1211038	Ottawa	ON	K1N 5A1
D	042220214			THE FEDERAL DISTRICT COMMISSION	202 - 40 Elgin Street		Ottawa	ON	K1P 1C7	PCL 13-1, SEC 4M-61 ; BLKS 17 & 21, PL 4M-61 , LTS 14, 16, 23 & 24, PL 4M-61 ; S/T LT100390,LT72361, LT755413 OTTAWA/GLOUCESTER	Transfer Easement - NIAGARA GAS TRANSMISSION LIMITED	19 Toronto St.	LT72361	Toronto	ON	MSC 2B8
D	042220214			THE FEDERAL DISTRICT COMMISSION	202 - 40 Elgin Street		Ottawa	ON	K1P 1C7	PCL 13-1, SEC 4M-61 ; BLKS 17 & 21, PL 4M-61 , LTS 14, 16, 23 & 24, PL 4M-61 ; S/T LT100390,LT72361, LT755413 OTTAWA/GLOUCESTER	Transfer Easement - THE CORPORATION OF THE CITY OF OTTAWA	110 Laurier Avenue West	LT100390	Ottawa	ON	K1P 1J1
D	042220214			THE FEDERAL DISTRICT COMMISSION	202 - 40 Elgin Street		Ottawa	ON	K1P 1C7	PCL 13-1, SEC 4M-61 ; BLKS 17 & 21, PL 4M-61 , LTS 14, 16, 23 & 24, PL 4M-61 ; S/T LT100390,LT72361, LT755413 OTTAWA/GLOUCESTER	Notice of Lease - THE CORPORATION OF THE CITY OF OTTAWA	110 Laurier Avenue West	LT108735	Ottawa	ON	K1P 1J1
D	042220214			THE FEDERAL DISTRICT COMMISSION	202 - 40 Elgin Street		Ottawa	ON	K1P 1C7	PCL 13-1, SEC 4M-61 ; BLKS 17 & 21, PL 4M-61 , LTS 14, 16, 23 & 24, PL 4M-61 ; S/T LT100390,LT72361, LT755413 OTTAWA/GLOUCESTER	Transfer of Easement - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St.	LT755413	Ottawa	ON	K1P 2L7
D	042220254			PUBLIC AUTHORITY HAVING JURISDICTION	110 Laurier Avenue West		Ottawa	ON	K1P1J1	PT RDAL BTN LTS A&1, CON JG , PARTS 9, 12, 17, 28 TO 31, 42 TO 45, 5R3310 ; OTTAWA/GLOUCESTER	Transfer Easement - NIAGARA GAS TRANSMISSION LIMITED	500 CONSUMERS ROAD	CT105838	North York	ON	M2J 1P8

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042730151			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PT LT 26, CON 10F; PT BLK R, PL 622; PT BLK V, PL 622; PT BLK W, PL 622; PT QUARRY RD, PL 622, (NOW CLOSED BY OT27843); PT HILLSIDE DR, PL 622; BLK 1, PL 85, AS IN OT10634 LYING SOUTH OF MEADOW DR.; PT BLK 2, PL 85; PT RDAL BTN CONS 10F&JG, LYING SOUTH OF THE WLY EXTENTION OF THE SLY LIMIT OF MEADOW DR & LYING NORTH OF MONTREAL RD; PT LTS 3, 4 & 5, CON JG; PT LT 6, PL 907; PT ST LAURENT BLVD, PL 622, (NOW CLOSED BY OT27843); ALL BEING AS IN OT9588 & OT40544; PARTS 25 & 26 EXPROPRIATION PLAN CT133866; PARTS 8, 9 & 10, 5R220; PARTS 1 & 2, 5R9756; PART 1, 5R208; PART1, 5R313; PART 1, 5R7600; PARTS 5, 10, 11, 12, 13 & 14, 5R13933; PART 9 & 10, 5R8143; PARTS 3, 7 & 12, 5R10540; S/T CT124970 OTTAWA/GLOUCESTER	BYLAW - CITY OF OTTAWA	110 Laurier Avenue West	OC70233	OTTAWA	ON	K1P111
D	042730142			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	BLASDELL ST, PL 85; BLASDNELL ST, PL 344; OTTAWA/GLOUCESTER						
D	042780289			PUBLIC AUTHORITY HAVING JURISDICTION	110 Laurier AVE W		OTTAWA	ON	K1P1J1	PT BLK 14A, PL 92, BEING THAT 50 FOOT STRIP OF LAND LYING E OF LTS 3 & 4, PL 4M-82 AND W OF ST. LAURENT BLVD AND N OF 5R3121 AND S OF 5R8886; OTTAWA/GLOUCESTER						
D	042730146			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PT TRAFALGAR AV, PL 344, (AKA CLAREMONT DR), LYING W OF THE SLY EXTENSION THE ELY LIMIT OF LT 160; OTTAWA/GLOUCESTER						
D	042730194			PUBLIC AUTHORITY HAVING JURISDICTION	110 Laurier AVE W		OTTAWA	ON	K1P1J1	PT RDAL BTN CONS 10F&JG, LYING N OF THE WLY EXTENTION OF THE S'LY LIMIT OF MEADOW DR AND LYING S OF PART 18, ORS3; PT BLK 1, PL 85, AS IN OT10634 LYING N OF MEADOW DR; OTTAWA/GLOUCESTER	BYLAW - CITY OF OTTAWA	110 Laurier Avenue West	OC1870948	OTTAWA	ON	K1P111
D	42730416			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART LOT 160, PLAN 344, PART 1, PLAN 4R22823; OTTAWA	Notice - 1010528 ONTARIO LIMITED	1200 St. Laurent Blvd.	OC741038 & OC741039	Ottawa	ON	
D	42730416			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART LOT 160, PLAN 344, PART 1, PLAN 4R22823; OTTAWA	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Avenue West	OC1066542	OTTAWA	ON	K1P1J1

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042760019			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PT BRITTANY DR, PL 622, LYING WEST OF THE SLY EXTENTION OF THE WLY LIMIT OF TRURO ST PLAN 622 ; OTTAWA/GLOUCESTER						
D	042730255			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PT LTS 25 & 26, CON 10F ; PT BLK 1, PL 85, BEING THAT PT OF BRITTANY DR, LYING S OF TRURO ST, PL 622 & E OF THE SLY EXTENTION OF THE WLY LIMIT OF TRURO ST, PL 622 ; OTTAWA/GLOUCESTER	BYLAW - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	CT240010	Ottawa	ON	K1N 5A1
D	042730198			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	MONTREAL RD (BEING A FORCED ROAD) LYING W OF A LINE DRAWN FROM THE SE ANGLE OF PART 15, SR3769 TO THE NW ANGLE OF PART 2 EXPROPRIATION PLAN NS52314 & LYING E OF THE SLY EXTENTION OF THE WLY LIMIT OF LANGS RD ; PT LTS 24 & 25, CON 10F ; PT LTS 1, 2, 3, 4, 5, 6 & 7, PL 343 ; ALL AS IN GL37493; PART 1, 2, 4, 6, 8, 10 & 11 ON EXPROPRIATION PLAN NS52314; PARTS 13, 15, 16, 18 & 19, SR3853; PARTS 2 & 3 EXPROPRIATION PLAN NS64110; PART 1, 4R10700; PART 2, 4R11827; T/W NS77912, NS110275; T/W NS169102; T/W NS52314; OTTAWA/GLOUCESTER	BYLAW - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	N748621 LT1083350 N441728 N471497 N486704 N717433	Ottawa	ON	K2P 2L7
D	042730198			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	MONTREAL RD (BEING A FORCED ROAD) LYING W OF A LINE DRAWN FROM THE SE ANGLE OF PART 15, SR3769 TO THE NW ANGLE OF PART 2 EXPROPRIATION PLAN NS52314 & LYING E OF THE SLY EXTENTION OF THE WLY LIMIT OF LANGS RD ; PT LTS 24 & 25, CON 10F ; PT LTS 1, 2, 3, 4, 5, 6 & 7, PL 343 ; ALL AS IN GL37493; PART 1, 2, 4, 6, 8, 10 & 11 ON EXPROPRIATION PLAN NS52314; PARTS 13, 15, 16, 18 & 19, SR3853; PARTS 2 & 3 EXPROPRIATION PLAN NS64110; PART 1, 4R10700; PART 2, 4R11827; T/W NS77912, NS110275; T/W NS169102; T/W NS52314; OTTAWA/GLOUCESTER	LR'S ORDER - LAND REGISTRAR	N/A	OC637181	N/A	N/A	N/A
D	042730198			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	MONTREAL RD (BEING A FORCED ROAD) LYING W OF A LINE DRAWN FROM THE SE ANGLE OF PART 15, SR3769 TO THE NW ANGLE OF PART 2 EXPROPRIATION PLAN NS52314 & LYING E OF THE SLY EXTENTION OF THE WLY LIMIT OF LANGS RD ; PT LTS 24 & 25, CON 10F ; PT LTS 1, 2, 3, 4, 5, 6 & 7, PL 343 ; ALL AS IN GL37493; PART 1, 2, 4, 6, 8, 10 & 11 ON EXPROPRIATION PLAN NS52314; PARTS 13, 15, 16, 18 & 19, SR3853; PARTS 2 & 3 EXPROPRIATION PLAN NS64110; PART 1, 4R10700; PART 2, 4R11827; T/W NS77912, NS110275; T/W NS169102; T/W NS52314; OTTAWA/GLOUCESTER	Notice - City of Ottawa	110 Laurier Avenue West	OC1126388	OTTAWA	ON	K1P1J1
D	042730198			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	MONTREAL RD (BEING A FORCED ROAD) LYING W OF A LINE DRAWN FROM THE SE ANGLE OF PART 15, SR3769 TO THE NW ANGLE OF PART 2 EXPROPRIATION PLAN NS52314 & LYING E OF THE SLY EXTENTION OF THE WLY LIMIT OF LANGS RD ; PT LTS 24 & 25, CON 10F ; PT LTS 1, 2, 3, 4, 5, 6 & 7, PL 343 ; ALL AS IN GL37493; PART 1, 2, 4, 6, 8, 10 & 11 ON EXPROPRIATION PLAN NS52314; PARTS 13, 15, 16, 18 & 19, SR3853; PARTS 2 & 3 EXPROPRIATION PLAN NS64110; PART 1, 4R10700; PART 2, 4R11827; T/W NS77912, NS110275; T/W NS169102; T/W NS52314; OTTAWA/GLOUCESTER	BYLAW - city of ottawa	110 Laurier Avenue West	OC2437239	OTTAWA	ON	K1P1J1
D	042690129			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	CUMMINGS AV, PL 343 ; CUMMINGS AV, PL 217, (FORMERLY DUBEAU ST) ; PT LT 25, CON 10F, AS IN OT30434 ; PT LT 18, PL 217 , PART 4, SR8898 ; PT LT 2, PL 217, PART 2, SR7169 ; OTTAWA AND GLOUCESTER	BYLAW - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	OT40035 GL81387	Ottawa	ON	K1N 5A1
D	042690129			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	CUMMINGS AV, PL 343 ; CUMMINGS AV, PL 217, (FORMERLY DUBEAU ST) ; PT LT 25, CON 10F, AS IN OT30434 ; PT LT 18, PL 217 , PART 4, SR8898 ; PT LT 2, PL 217, PART 2, SR7169 ; OTTAWA AND GLOUCESTER	BYLAW - THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Pl	N634086	Gloucester	ON	K1J 988
D	042690129			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	CUMMINGS AV, PL 343 ; CUMMINGS AV, PL 217, (FORMERLY DUBEAU ST) ; PT LT 25, CON 10F, AS IN OT30434 ; PT LT 18, PL 217 , PART 4, SR8898 ; PT LT 2, PL 217, PART 2, SR7169 ; OTTAWA AND GLOUCESTER	NOTICE - PARKWAY WOODS TWO INC.	451 Daly Avenue Suite 200	OC508382	Ottawa	ON	K1N 6H6
D	042690129			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	CUMMINGS AV, PL 343 ; CUMMINGS AV, PL 217, (FORMERLY DUBEAU ST) ; PT LT 25, CON 10F, AS IN OT30434 ; PT LT 18, PL 217 , PART 4, SR8898 ; PT LT 2, PL 217, PART 2, SR7169 ; OTTAWA AND GLOUCESTER	NOTICE - GLOUCESTER NON-PROFIT HOUSING CORPORATION	1087 Cummings Ave.	OC646348	Ottawa	ON	K1J 1J3
D	042690129			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	CUMMINGS AV, PL 343 ; CUMMINGS AV, PL 217, (FORMERLY DUBEAU ST) ; PT LT 25, CON 10F, AS IN OT30434 ; PT LT 18, PL 217 , PART 4, SR8898 ; PT LT 2, PL 217, PART 2, SR7169 ; OTTAWA AND GLOUCESTER	NOTICE - AVIATION ROAD INC.	1737 Woodward Dr.	OC699767	Ottawa	ON	K2C 0P9

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D	042690129			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	CUMMINGS AV, PL 343; CUMMINGS AV, PL 217, (FORMERLY DUBEAU ST); PT LT 25, CON 10F, AS IN OT30434; PT LT 18, PL 217, PART 4, 5R8898; PT LT 2, PL 217, PART 2, 5R7169; OTTAWA AND GLOUCESTER	DISCHARGE INTEREST - CITY OF OTTAWA	110 Laurier Avenue West	OC769751	Ottawa	ON	K1P1J1
D	042690129			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	CUMMINGS AV, PL 343; CUMMINGS AV, PL 217, (FORMERLY DUBEAU ST); PT LT 25, CON 10F, AS IN OT30434; PT LT 18, PL 217, PART 4, 5R8898; PT LT 2, PL 217, PART 2, 5R7169; OTTAWA AND GLOUCESTER	NOTICE - 681 MONTREAL RD. INC.	202 Borealis Crescent	OC2097479	Ottawa	ON	K1K 4V1
D	042690129			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	CUMMINGS AV, PL 343; CUMMINGS AV, PL 217, (FORMERLY DUBEAU ST); PT LT 25, CON 10F, AS IN OT30434; PT LT 18, PL 217, PART 4, 5R8898; PT LT 2, PL 217, PART 2, 5R7169; OTTAWA AND GLOUCESTER	NOTICE - 2276663 ONTARIO LTD.	2448 Carling Avenue Suite 108	OC2517215 OC646347 OC646348	Ottawa	ON	K2A 4E2
D	042691855			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT LTS 16 & 17 PLAN 217 BEING PART 1 ON 4R21174; OTTAWA T/W RIGHT-OF-WAY OVER PART 5 ON 4R21174 AS IN OC600185.	NOTICE - GLOUCESTER NON-PROFIT HOUSING CORPORATION	1087 Cummings Ave.	OC600195	Ottawa	ON	K1J 1J3
D	042691855			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT LTS 16 & 17 PLAN 217 BEING PART 1 ON 4R21174; OTTAWA T/W RIGHT-OF-WAY OVER PART 5 ON 4R21174 AS IN OC600185.	MTG & NO ASSGN RENT GEN - HER MAJESTY THE QUEEN IN RIGHT OF ONTARIO AS REPRESENTED BY C THE MINISTER OF MUNICIPAL AFFAIRS AND HOUSING CITY OF OTTAWA	HER MAJESTY THE QUEEN IN RIGHT OF ONTARIO AS REPRESENTED BY THE MINISTER OF MUNICIPAL AFFAIRS AND HOUSING Address for Service Director, Delivery Branch 777 Bay Street 2nd Floor Toronto, Ontario M5G 2E5 CITY OF OTTAWA Address for Service Director, Housing Branch 100 Constellation Crescent 8th Floor East Ottawa, Ontario K2G 6J8	OC600200 OC600201			
D	042691855			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT LTS 16 & 17 PLAN 217 BEING PART 1 ON 4R21174; OTTAWA T/W RIGHT-OF-WAY OVER PART 5 ON 4R21174 AS IN OC600185.	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Avenue West	OC740741	Ottawa	ON	K1P1J1

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D	042691855			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT LTS 16 & 17 PLAN 217 BEING PART 1 ON 4R21174; OTTAWA T/W RIGHT-OF-WAY OVER PART 5 ON 4R21174 AS IN OC600185.	NO SEC INTEREST - HER MAJESTY THE QUEEN IN RIGHT OF ONTARIO AS REPRESENTED BY THE MINISTER OF MUNICIPAL AFFAIRS AND HOUSING CITY OF OTTAWA	HER MAJESTY THE QUEEN IN RIGHT OF ONTARIO AS REPRESENTED BY THE MINISTER OF MUNICIPAL AFFAIRS AND HOUSING Address for Service Director, Delivery Branch 777 Bay Street 2nd Floor Toronto, Ontario M5G 2E5 CITY OF OTTAWA Address for Service Director, Housing Branch 100 Constellation Crescent 8th Floor East Ottawa, Ontario K2G 6J8	OC600247			
D	042691857			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART LOT 17 PLAN 217 BEING PART 3 ON 4R21174; OTTAWA T/W RIGHT-OF-WAY OVER PART 5 ON 4R21174 AS IN OC600184.	SEC INTEREST - HER MAJESTY THE QUEEN IN RIGHT OF ONTARIO AS REPRESENTED BY THE MINISTER OF MUNICIPAL AFFAIRS AND HOUSING	DIRECTOR, DELIVERY BRANCH, 777 BAY ST, 2ND FLOOR	SEC INTEREST-OC600247, NOTICE & MTGE - OC600200, OC600201	TORONTO	ON	M5G2E5
D	042691857			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART LOT 17 PLAN 217 BEING PART 3 ON 4R21174; OTTAWA T/W RIGHT-OF-WAY OVER PART 5 ON 4R21174 AS IN OC600184.	BYLAW APP - CITY OF OTTAWA	110 Laurier Avenue West	BYLAW APP-OC740741	OTTAWA	ON	K1P1J1
D	042691857			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART LOT 17 PLAN 217 BEING PART 3 ON 4R21174; OTTAWA T/W RIGHT-OF-WAY OVER PART 5 ON 4R21174 AS IN OC600184.	NOTICE - GLOUCESTER NON-PROFIT HOUSING CORPORATION	1087 Cummings Avenue	NOTICE & MTGE-OC600195,OC646348, OC646347	OTTAWA	ON	K1J1J3
D	042680122			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PT BORTHWICK AV, PL 343 ; LYING S OF MONTREAL RD & N OF WILSON ST ON PL 343 ; OTTAWA						
D	042730245			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PCL 25-2, SEC GL-10F ; PT LT 25, CON 10F , BEING PART 1, 4R2058 ; OTTAWA/GLOUCESTER	MTG - L.A.T. MACDONALD ENTERPRISES LIMITED	424 Queen St	CT172470	OTTAWA	ON	K1R 5A8
D	042730245			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PCL 25-2, SEC GL-10F ; PT LT 25, CON 10F , BEING PART 1, 4R2058 ; OTTAWA/GLOUCESTER	TRANSFER OF CHARGE - THE TORONTO-DOMINION BANK	106 Sparks St	CT175580	OTTAWA	ON	K1P 5C7
D	042730245			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PCL 25-2, SEC GL-10F ; PT LT 25, CON 10F , BEING PART 1, 4R2058 ; OTTAWA/GLOUCESTER	MTG - THE BANK OF NOVA SCOTIA	3094 Bathurst St	LT127681	TORONTO	ON	M6A 2A1
D	042730245			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PCL 25-2, SEC GL-10F ; PT LT 25, CON 10F , BEING PART 1, 4R2058 ; OTTAWA/GLOUCESTER	NOTICE AGREEMENT - Deltan Realty Limited by The bank of Nova Scotia	3094 Bathurst St	LT127682	TORONTO	ON	M6A 2A1
D	042691849			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF LOT 16 ON PLAN 217, DESIGNATED AS PART 1 ON PLAN 4R-20425. OTTAWA	NOTICE - PARKWAY WOODS TWO INC.	301-311 Richmond Rd.	OC471031 OC508382	OTTAWA	ON	K1Z 5H8
D	042691849			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF LOT 16 ON PLAN 217, DESIGNATED AS PART 1 ON PLAN 4R-20425. OTTAWA	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Ave. W.	OC560508	Ottawa	ON	K1P 1J1
D	042691876			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART LOTS 15 AND 16, PLAN 217, BEING PART 1 ON PLAN 4R-24964; CITY OF OTTAWA	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Ave. W.	OC1374960	Ottawa	ON	K1P 1J1
D	042691876			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART LOTS 15 AND 16, PLAN 217, BEING PART 1 ON PLAN 4R-24964; CITY OF OTTAWA	LR'S ORDER - LAND REGISTRAR	Court House, 4th Floor, 161 Elgin St.	OC1446789	Ottawa	ON	K2P 2K1

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D	042640044			THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,		GLOUCESTER	ON	K1G 3V5	PT LT 27, CON 20F , PT BLK UNNUMBERED, PL 23 , PART 3, 4R6475 ; GLOUCESTER	CONSTRUCTION LIEN - Terrpm Mechanical Limited	335 Queenston Rd	LT572338	Hamilton	ON	L8K 1H7
D	042640044			THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,		GLOUCESTER	ON	K1G 3V5	PT LT 27, CON 20F , PT BLK UNNUMBERED, PL 23 , PART 3, 4R6475 ; GLOUCESTER	NOTICE AGREEMENT - THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,	LT579172	GLOUCESTER	ON	K1G 3V5
D	042640044			THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,		GLOUCESTER	ON	K1G 3V5	PT LT 27, CON 20F , PT BLK UNNUMBERED, PL 23 , PART 3, 4R6475 ; GLOUCESTER	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Avenue West	OC201489	Ottawa	ON	K1P 1J1
D	042640674			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART LOT 27 CON 20F GLOUCESTER, PARTS 1 AND 2 PLAN 4R16632, OTTAWA, S/T 4D65E	TRANSFER EASEMENT - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	4D65E	Ottawa	ON	K2P 2L7
D	042640674			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART LOT 27 CON 20F GLOUCESTER, PARTS 1 AND 2 PLAN 4R16632, OTTAWA, S/T 4D65E	NOTICE AGREEMENT - THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,	LT579172	GLOUCESTER	ON	K1G 3V5
D	042640674			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART LOT 27 CON 20F GLOUCESTER, PARTS 1 AND 2 PLAN 4R16632, OTTAWA, S/T 4D65E	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Avenue West	OC191673	Ottawa	ON	K1P 1J1
D	042640014			THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,		GLOUCESTER	ON	K1G 3V5	PCL 27-6, SEC GL-20F ; PT LT 27, CON 20F , PART 2 TO 5 INCL., 7 & 9 , 4R5201 ; S/T 4D65E,LT511836 GLOUCESTER	TRANSFER EASEMENT - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	4D65E	Ottawa	ON	K2P 2L7
D	042640014			THE CORPORATION OF THE CITY OF GLOUCESTER	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PCL 27-6, SEC GL-20F ; PT LT 27, CON 20F , PART 2 TO 5 INCL., 7 & 9 , 4R5201 ; S/T 4D65E,LT511836 GLOUCESTER	PLAN REFERENCE		4R5201	Ottawa	ON	K1P 1J1
D	042640014			THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,		GLOUCESTER	ON	K1G 3V5	PCL 27-6, SEC GL-20F ; PT LT 27, CON 20F , PART 2 TO 5 INCL., 7 & 9 , 4R5201 ; S/T 4D65E,LT511836 GLOUCESTER	NOTICE AGREEMENT - THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,	LT441309	GLOUCESTER	ON	K1G 3V5
D	042640014			THE CORPORATION OF THE CITY OF GLOUCESTER	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PCL 27-6, SEC GL-20F ; PT LT 27, CON 20F , PART 2 TO 5 INCL., 7 & 9 , 4R5201 ; S/T 4D65E,LT511836 GLOUCESTER	BYLAW - CITY OF OTTAWA	110 Laurier Avenue West	OC1960734	Ottawa	ON	K1P 1J1
D	042640014			THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,		GLOUCESTER	ON	K1G 3V5	PCL 27-6, SEC GL-20F ; PT LT 27, CON 20F , PART 2 TO 5 INCL., 7 & 9 , 4R5201 ; S/T 4D65E,LT511836 GLOUCESTER	TRANSFER EASEMENT - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	LT511836	Ottawa	ON	K2P 2L7
D	042640019			THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,		GLOUCESTER	ON	K1G 3V5	PCL 27-12, SEC GL-20F ; PT LT 27, CON 20F , PART 2 , 4R9790 ; S/T LT629067 GLOUCESTER	TRANSFER EASEMENT - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	LT629067	Ottawa	ON	K2P 2L7
D	042640019			THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,		GLOUCESTER	ON	K1G 3V5	PCL 27-12, SEC GL-20F ; PT LT 27, CON 20F , PART 2 , 4R9790 ; S/T LT629067 GLOUCESTER	NOTICE - THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,	LT867762	GLOUCESTER	ON	K1G 3V5
D	042640019			THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,		GLOUCESTER	ON	K1G 3V5	PCL 27-12, SEC GL-20F ; PT LT 27, CON 20F , PART 2 , 4R9790 ; S/T LT629067 GLOUCESTER	TRANSFER - THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,	LT869838	GLOUCESTER	ON	K1G 3V5
D	042640682			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART LOT 20 PLAN 23, PART 1 PLAN 5R12131; OTTAWA.	PLAN REFERENCE	1400 Blair Place, P.O. Box 8333,	5R12131	GLOUCESTER	ON	K1G 3V5
D	042640682			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART LOT 20 PLAN 23, PART 1 PLAN 5R12131; OTTAWA.	TRANSFER - THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,	N463738	GLOUCESTER	ON	K1G 3V5
D	042640682			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART LOT 20 PLAN 23, PART 1 PLAN 5R12131; OTTAWA.	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Avenue West	OC201489	Ottawa	ON	K1P 1J1
D	042640682			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART LOT 20 PLAN 23, PART 1 PLAN 5R12131; OTTAWA.	BYLAW - CITY OF OTTAWA	110 Laurier Avenue West	OC1960734	Ottawa	ON	K1P 1J1
D	042630264			THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,		GLOUCESTER	ON	K1G 3V5	PT MICHAEL ST, PL 23 . LYING N OF N690715 & S OF PT 1, 5R9383 ; PT LT 19, PL 23 , PART 4, 5, & 6, 5R4850, PT LT 19, PL 23, PART 1 - 12, 5R5312, PT LT 19, PL 23 , PART 3, 5R8305 ; PT LT 19, PL 23 . PT OF PT 1, 5R13240, LYING S OF ELY EXT OF SLY BOUNDARY OF PT 1 5R13240 ; PT LT 21, PL 23 , PART 14 , 5R4850 ; GLOUCESTER	AGREEMENT - THE CITY OF OTTAWA	110 Laurier Ave. W.	NS111815 NS132794	Ottawa	ON	K1P 1J1

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D	042630338			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART LOT 21 PLAN 23 BEING PART 5 4R17570; OTTAWA	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Ave. W.	OC190147	Ottawa	ON	K1P 1J1
D	042630244			CANADIAN PACIFIC RAILWAY COMPANY	81 Metcalfe St		OTTAWA	ON	K1P 6K7	PT LTS 21 & 22, PL 63, PART 5 & 6, 5R386; PT LTS 25, 26 & 27, CON 20F, PART 7, 8 & 9, 5R386; PT LT 25, CON 20F, PT OF PT 10, 5R386 LYING N OF PT 47, 4R10365; PT LT 25, CON 20F, PART 47, 4R10365; GLOUCESTER	TRANSFER - CANADIAN NATIONAL RAILWAY COMPANY		NS77745			
D	042630244			CANADIAN NATIONAL RAILWAY COMPANY	3141 Albion Rd S		OTTAWA	ON	K1V 8Y3	PT LTS 21 & 22, PL 63, PART 5 & 6, 5R386; PT LTS 25, 26 & 27, CON 20F, PART 7, 8 & 9, 5R386; PT LT 25, CON 20F, PT OF PT 10, 5R386 LYING N OF PT 47, 4R10365; PT LT 25, CON 20F, PART 47, 4R10365; GLOUCESTER	APL CH NAME OWNER - CANADIAN PACIFIC RAILWAY COMPANY	1290 Central Parkway West Suite 800	OC1470960	Mississauga	ON	L5C 4R3
D	042630292			THE CORPORATION OF THE CITY OF OTTAWA	406 - 111 Sussex Drive		Ottawa	ON	K1N 5A1	PART OF MICHAEL STREET, PART OF LOT 27, CONCESSION 2, OTTAWA FRONT AS IN N690715 LYING SOUTH OF PART 7 PLAN 5R386 AND NORTH OF PART 22 PLAN 5R1135	BYLAW - THE CORPORATION OF THE CITY OF OTTAWA	406 - 111 Sussex Drive	N554098 OT45750	Ottawa	ON	K1N 5A1
D	042630292			THE CORPORATION OF THE CITY OF OTTAWA	406 - 111 Sussex Drive		Ottawa	ON	K1N 5A1	PART OF MICHAEL STREET, PART OF LOT 27, CONCESSION 2, OTTAWA FRONT AS IN N690715 LYING SOUTH OF PART 7 PLAN 5R386 AND NORTH OF PART 22 PLAN 5R1135	LR'S ORDER - LAND REGISTRAR	161 Elgin Street, 4th Floor	OC411348	OTTAWA	ON	K2P 2K1
D	042630263			THE CORPORATION OF THE CITY OF OTTAWA	406 - 111 Sussex Drive	(BELFAST/MICHAEL)	Ottawa	ON	K1N 5A1	PT BELFAST RD; PT LT 27, CON 20F, AS SECONDLY DESCRIBED IN OT39233A; PT LT 24, PL 63, AS THIRDLY DESCRIBED IN OT39233A; OTTAWA/GLOUCESTER	BYLAW - THE CORPORATION OF THE CITY OF OTTAWA	406 - 111 Sussex Drive	OT39233A	Ottawa	ON	K1N 5A1
D	042630051			PUBLIC AUTHORITY HAVING JURISDICTION	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PT TRIOLE ST, PL 63; S OF PARISIEN ST, FORMERLY GEORGE ST, PL 63 & N OF PT 2, 5R9555; PT LTS 18 & 19, PL 63, PART 1, 5R11062; PT LT 52, PL 63, PART 1, 5R7710; PT LT 52, PL 63, PART 1 & 2, 5R9590; PT LT 51, PL 63, PART 1, 5R14350; PT LTS 25 AND 69 PLAN 63, PART 4 5R2484; OTTAWA AND GLOUCESTER PART OF LOT 18 PLAN 63, PART 1 PLAN 5R9046, PART OF LOT 47 PLAN 63, PART 2 PLAN 5R9666	AGREEMENT - THE CITY OF OTTAWA	110 Laurier Ave. W.	NS218668 NS221746	Ottawa	ON	K1P 1J1
D	042630051			PUBLIC AUTHORITY HAVING JURISDICTION	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PT TRIOLE ST, PL 63; S OF PARISIEN ST, FORMERLY GEORGE ST, PL 63 & N OF PT 2, 5R9555; PT LTS 18 & 19, PL 63, PART 1, 5R11062; PT LT 52, PL 63, PART 1, 5R7710; PT LT 52, PL 63, PART 1 & 2, 5R9590; PT LT 51, PL 63, PART 1, 5R14350; PT LTS 25 AND 69 PLAN 63, PART 4 5R2484; OTTAWA AND GLOUCESTER PART OF LOT 18 PLAN 63, PART 1 PLAN 5R9046, PART OF LOT 47 PLAN 63, PART 2 PLAN 5R9666	NOTICE - OGLIVIE REALTY LTD. C	1475 Carling Ave.	OC1468705	Ottawa	ON	K1Z 7L9
D	042630051			PUBLIC AUTHORITY HAVING JURISDICTION	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PT TRIOLE ST, PL 63; S OF PARISIEN ST, FORMERLY GEORGE ST, PL 63 & N OF PT 2, 5R9555; PT LTS 18 & 19, PL 63, PART 1, 5R11062; PT LT 52, PL 63, PART 1, 5R7710; PT LT 52, PL 63, PART 1 & 2, 5R9590; PT LT 51, PL 63, PART 1, 5R14350; PT LTS 25 AND 69 PLAN 63, PART 4 5R2484; OTTAWA AND GLOUCESTER PART OF LOT 18 PLAN 63, PART 1 PLAN 5R9046, PART OF LOT 47 PLAN 63, PART 2 PLAN 5R9666	BYLAW - CITY OF OTTAWA	110 Laurier Ave. W.	OC1946539	Ottawa	ON	K1P 1J1
D	042630018			3301669 NOVA SCOTIA COMPANY	200 S BISCAYNE BLVD., SIXTH FLOOR	FLORIDA	MIAMI	USA	33131	PT LTS 38, 39 & 52, PL 63, AS IN N719828 EXCEPT PT 1, 5R8391 AND PT 1, 5R12291, T/W N719828; OTTAWA/GLOUCESTER	NOTICE OF LEASE - RED LOBSTER CANADA, INC.	c/o Golden Gate Private Equity, Inc. One Embarcadero Center, 39th Floor	OC1604796	San Francisco	CA	94111
D	042630018			3301669 NOVA SCOTIA COMPANY	200 S BISCAYNE BLVD., SIXTH FLOOR	FLORIDA	MIAMI	USA	33131	PT LTS 38, 39 & 52, PL 63, AS IN N719828 EXCEPT PT 1, 5R8391 AND PT 1, 5R12291, T/W N719828; OTTAWA/GLOUCESTER	TRANSFER - 3301669 NOVA SCOTIA COMPANY	200 S Biscayne Blvd., Sixth Floor	OC1875882	Miami	Florida	33131

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D	042630018			3301669 NOVA SCOTIA COMPANY	200 5 BISCAINE BLVD., SIXTH FLOOR	FLORIDA	MIAMI	USA	33131	PT LTS 38, 39 & 52, PL 63, AS IN N719828 EXCEPT PT 1, SR8391 AND PT 1, SR12291, T/W N719828 ; OTTAWA/GLOUCESTER	MTG - CONCENTRA BANK	2055 Albert Street PO Box 3030	OC1875883	Regina	SK	S4P 3G8
D	042630273			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	SHORE ST, FORMERLY SHORT ST, PL 63 ; OTTAWA						
D	042630290			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PT MICHAEL ST ; PT MICHAEL ST, PL 23 ; PT LT 27, CON 20F, AS IN N690715 LYING NORTH OF PART 7 PLAN 5R386						
D	042640683			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART MICHAEL STREET PLAN 23, LYING NORTH OF GLS4053 (THE QUEENSWAY); PART LOT 27 CONCESSION 2, OTTAWA FRONT, BEING AN UNREGISTERED WIDENINGOF MICHAEL STREET; PART LOT 20 PLAN 23, BEING AN UNREGISTERED WIDENINGOF MICHAEL STREET; PART LOT 27 CONCESSION 2, OTTAWA FRONT, PART 1 PLANSR12697; PART LOT 18 PLAN 23, PARTS 2, 4 AND 6 PLAN 5R5930; PART LOT 20 PLAN 23, PART 3, N305588; PART LOT 27 CONCESSION 2, OTTAWA FRONT, PART LOT 18 PLAN 23, AS IN NS132975; OTTAWA.	NOTICE - 1209 MICHAEL STREET LIMITED	5424 Canotek Rd.	OC1960734	Ottawa	ON	K1J 1E9
D	042640683			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART MICHAEL STREET PLAN 23, LYING NORTH OF GLS4053 (THE QUEENSWAY); PART LOT 27 CONCESSION 2, OTTAWA FRONT, BEING AN UNREGISTERED WIDENINGOF MICHAEL STREET; PART LOT 20 PLAN 23, BEING AN UNREGISTERED WIDENINGOF MICHAEL STREET; PART LOT 27 CONCESSION 2, OTTAWA FRONT, PART 1 PLANSR12697; PART LOT 18 PLAN 23, PARTS 2, 4 AND 6 PLAN 5R5930; PART LOT 20 PLAN 23, PART 3, N305588; PART LOT 27 CONCESSION 2, OTTAWA FRONT, PART LOT 18 PLAN 23, AS IN NS132975; OTTAWA.	BYLAW - CITY OF OTTAWA	110 Laurier Ave. W.	OC1960734	Ottawa	ON	K1P 1J1
D	042640683			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART MICHAEL STREET PLAN 23, LYING NORTH OF GLS4053 (THE QUEENSWAY); PART LOT 27 CONCESSION 2, OTTAWA FRONT, BEING AN UNREGISTERED WIDENINGOF MICHAEL STREET; PART LOT 20 PLAN 23, BEING AN UNREGISTERED WIDENINGOF MICHAEL STREET; PART LOT 27 CONCESSION 2, OTTAWA FRONT, PART 1 PLANSR12697; PART LOT 18 PLAN 23, PARTS 2, 4 AND 6 PLAN 5R5930; PART LOT 20 PLAN 23, PART 3, N305588; PART LOT 27 CONCESSION 2, OTTAWA FRONT, PART LOT 18 PLAN 23, AS IN NS132975; OTTAWA.	AGREEMENT - THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,	N455606	GLOUCESTER	ON	K1G 3V5
D	042640683			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART MICHAEL STREET PLAN 23, LYING NORTH OF GLS4053 (THE QUEENSWAY); PART LOT 27 CONCESSION 2, OTTAWA FRONT, BEING AN UNREGISTERED WIDENINGOF MICHAEL STREET; PART LOT 20 PLAN 23, BEING AN UNREGISTERED WIDENINGOF MICHAEL STREET; PART LOT 27 CONCESSION 2, OTTAWA FRONT, PART 1 PLANSR12697; PART LOT 18 PLAN 23, PARTS 2, 4 AND 6 PLAN 5R5930; PART LOT 20 PLAN 23, PART 3, N305588; PART LOT 27 CONCESSION 2, OTTAWA FRONT, PART LOT 18 PLAN 23, AS IN NS132975; OTTAWA.	NOTICE - THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,	N489604	GLOUCESTER	ON	K1G 3V5

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D	042640676			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART LOT 27 CON 20F, GLOUCESTER, PARTS 3 AND 5 PLAN 4R16632; OTTAWA. S/T EASEMENT IN FAVOUR OF THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON OVER PART 3, PLAN 4R16632 AS IN N305588E. SUBJECT TO AN EASEMENT IN FAVOUR OF THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON OVER PART 3 PLAN 4R16632 AS IN N3550929.	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Ave. W.	OC191673	Ottawa	ON	K1P 1J1
D	042640676			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART LOT 27 CON 20F, GLOUCESTER, PARTS 3 AND 5 PLAN 4R16632; OTTAWA. S/T EASEMENT IN FAVOUR OF THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON OVER PART 3, PLAN 4R16632 AS IN N305588E. SUBJECT TO AN EASEMENT IN FAVOUR OF THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON OVER PART 3 PLAN 4R16632 AS IN N3550929.	NOTICE - 1209 MICHAEL STREET LIMITED	5424 Canotek Rd.	OC792190	Ottawa	ON	K1J 1E9
D	42640012			THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,		GLOUCESTER	ON	K1G 3V5	PCL 27-3, SEC GL-20F ; PT LT 27, CON 20F , PART 2 , 4R3617 ; GLOUCESTER			LT268543	Ottawa	ON	K1C 1G1
D	042640012			THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,		GLOUCESTER	ON	K1G 3V5	PCL 27-3, SEC GL-20F ; PT LT 27, CON 20F , PART 2 , 4R3617 ; GLOUCESTER	BYLAW - CITY OF OTTAWA	110 Laurier Ave. W.	OC1960734	Ottawa	ON	K1P 1J1
D	042640024			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	PCL 3-1, SEC 4D-65 , PART 3, PLAN 4D-65 ; GLOUCESTER	BYLAW - CITY OF OTTAWA	110 Laurier Ave. W.	OC1960734	Ottawa	ON	K1P 1J1
D	042640045			THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,		GLOUCESTER	ON	K1G 3V5	PCL UNNUMBERED BLOCK-2, SEC 23 ; PT LT 27, CON 20F , PT BLK UNNUMBERED, PL 23 , PART 1 & 2 , 4R6475 ; S/T 4D65E GLOUCESTER	TRANSFER EASEMENT - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	4D65E	Ottawa	ON	K2P 2L7
D	042640045			THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,		GLOUCESTER	ON	K1G 3V5	PCL UNNUMBERED BLOCK-2, SEC 23 ; PT LT 27, CON 20F , PT BLK UNNUMBERED, PL 23 , PART 1 & 2 , 4R6475 ; S/T 4D65E GLOUCESTER	NOTICE AGREEMENT - THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,	LT579172	GLOUCESTER	ON	K1G 3V5
D	042640045			THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,		GLOUCESTER	ON	K1G 3V5	PCL UNNUMBERED BLOCK-2, SEC 23 ; PT LT 27, CON 20F , PT BLK UNNUMBERED, PL 23 , PART 1 & 2 , 4R6475 ; S/T 4D65E GLOUCESTER	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Ave. W.	OC201489	Ottawa	ON	K1P 1J1
D	042640045			THE CORPORATION OF THE CITY OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,		GLOUCESTER	ON	K1G 3V5	PCL UNNUMBERED BLOCK-2, SEC 23 ; PT LT 27, CON 20F , PT BLK UNNUMBERED, PL 23 , PART 1 & 2 , 4R6475 ; S/T 4D65E GLOUCESTER	BYLAW - CITY OF OTTAWA	110 Laurier Ave. W.	OC1960734	Ottawa	ON	K1P 1J1
D	042640678			CITY OF OTTAWA	110 Laurier Ave. W.		Ottawa	ON	K1P 1J1	PART LOTS 26 AND 27 CON 20F, GLOUCESTER, PART 6 PLAN 4R16632; EXCEPT PART 1 PLAN 4R17189; OTTAWA	NOTICE - VALUE VILLAGE STORES INC.	1030 Kamato Rd	LT1016013A	Mississauga	ON	L4W 4B6
D	042640678			CITY OF OTTAWA	110 Laurier Ave. W.		Ottawa	ON	K1P 1J1	PART LOTS 26 AND 27 CON 20F, GLOUCESTER, PART 6 PLAN 4R16632; EXCEPT PART 1 PLAN 4R17189; OTTAWA	NO ASSG LESSEE INT - THE TORONTO-DOMINION BANK	55 Metcalfe St - suitr 500	LT1283362	Ottawa	ON	K1P 6L5
D	042640678			CITY OF OTTAWA	110 Laurier Ave. W.		Ottawa	ON	K1P 1J1	PART LOTS 26 AND 27 CON 20F, GLOUCESTER, PART 6 PLAN 4R16632; EXCEPT PART 1 PLAN 4R17189; OTTAWA	NOTICE OF LEASE - JDS UNIPHASE INC.	570 West Hunt Club Rd	LT1352939	Nepean	ON	K2G 5W8
D	042640678			CITY OF OTTAWA	110 Laurier Ave. W.		Ottawa	ON	K1P 1J1	PART LOTS 26 AND 27 CON 20F, GLOUCESTER, PART 6 PLAN 4R16632; EXCEPT PART 1 PLAN 4R17189; OTTAWA	NOTICE - CITY OF OTTAWA	110 Laurier Ave. W.	OC68030	Ottawa	ON	K1P 1J1
D	042640678			CITY OF OTTAWA	110 Laurier Ave. W.		Ottawa	ON	K1P 1J1	PART LOTS 26 AND 27 CON 20F, GLOUCESTER, PART 6 PLAN 4R16632; EXCEPT PART 1 PLAN 4R17189; OTTAWA	POSTPONEMENT - CITY OF OTTAWA	110 Laurier Ave. W.	OC68031	Ottawa	ON	K1P 1J1
D	042640678			CITY OF OTTAWA	110 Laurier Ave. W.		Ottawa	ON	K1P 1J1	PART LOTS 26 AND 27 CON 20F, GLOUCESTER, PART 6 PLAN 4R16632; EXCEPT PART 1 PLAN 4R17189; OTTAWA	NOTICE OF LEASE - HER MAJESTY THE QUEEN IN RIGHT OF CANADA AS REPRESENTED BY THE MINISTER OF PUBLIC WORKS AND GOVERNMENT SERVICES	191 Promenade du Portage, 4th Floor	OC169364	HULT	QC	K1A 0S5

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D	042640678			CITY OF OTTAWA	110 Laurier Ave. W.		Ottawa	ON	K1P 1J1	PART LOTS 26 AND 27 CON 20F, GLOUCESTER, PART 6 PLAN 4R16632; EXCEPT PART 1 PLAN 4R17189; OTTAWA	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Ave. W.	OC191673	Ottawa	ON	K1P 1J1
D	042640664			CITY OF OTTAWA	110 Laurier Ave. W.		Ottawa	ON	K1P 1J1	PART LOT 26 CONCESSION 2, OTTAWA FRONT, GLOUCESTER, PART 1 PLAN 4R17189; OTTAWA.	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Ave. W.	OC313536	Ottawa	ON	K1P 1J1
D	042640161			CITY OF OTTAWA	110 Laurier Ave. W.		Ottawa	ON	K1P 1J1	PART OF CYRVILLE ROAD (ALSO KNOWN AS CYRVILLE-NAVAN ROAD AND REGIONAL ROAD 128), BEING; PT LTS 26 & 27, CON 20F, BEING A FORCED ROAD, AS WIDENED, CROSSING SAID LOTS; PT LTS 26 & 27, CON 20F, AS IN GL34001, GL33978 LYING NORTH OF THE QUEENSWAY; PT LT 27, CON 20F, PT LT 1, PL 23, PART 1 TO 5 INCL, GL72644; PT LT 27, CON 20F, PART 5, SR5343; PT LT 27, CON 20F, PART 1, SR11708; PT LT 27, CON 20F, PART 2, SR12697; PT LT 27, CON 20F, PART 1, SR12938; PT LT 26, CON 20F, AS IN GL73568; PT LT 26, CON 20F, PART 4 & 5, GL74524; PT LT 26, CON 20F, PART 1, SR13234; PT LT 26, CON 20F, PART 1, 2, 3 & 4, SR1857; S/T NS97860 GLOUCESTER	TRANSFER EASEMENT - THE CORPORATION OF THE TOWNSHIP OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,	NS97860	GLOUCESTER	ON	K1G 3V5
D	042640161			CITY OF OTTAWA	110 Laurier Ave. W.		Ottawa	ON	K1P 1J1	PART OF CYRVILLE ROAD (ALSO KNOWN AS CYRVILLE-NAVAN ROAD AND REGIONAL ROAD 128), BEING; PT LTS 26 & 27, CON 20F, BEING A FORCED ROAD, AS WIDENED, CROSSING SAID LOTS; PT LTS 26 & 27, CON 20F, AS IN GL34001, GL33978 LYING NORTH OF THE QUEENSWAY; PT LT 27, CON 20F, PT LT 1, PL 23, PART 1 TO 5 INCL, GL72644; PT LT 27, CON 20F, PART 5, SR5343; PT LT 27, CON 20F, PART 1, SR11708; PT LT 27, CON 20F, PART 2, SR12697; PT LT 27, CON 20F, PART 1, SR12938; PT LT 26, CON 20F, AS IN GL73568; PT LT 26, CON 20F, PART 4 & 5, GL74524; PT LT 26, CON 20F, PART 1, SR13234; PT LT 26, CON 20F, PART 1, 2, 3 & 4, SR1857; S/T NS97860 GLOUCESTER	NOTICE - MRAK HOLDINGS INC.	611 Montreal Road	OC1599859	Ottawa	ON	K1K 0T8
D	042640161			CITY OF OTTAWA	110 Laurier Ave. W.		Ottawa	ON	K1P 1J1	PART OF CYRVILLE ROAD (ALSO KNOWN AS CYRVILLE-NAVAN ROAD AND REGIONAL ROAD 128), BEING; PT LTS 26 & 27, CON 20F, BEING A FORCED ROAD, AS WIDENED, CROSSING SAID LOTS; PT LTS 26 & 27, CON 20F, AS IN GL34001, GL33978 LYING NORTH OF THE QUEENSWAY; PT LT 27, CON 20F, PT LT 1, PL 23, PART 1 TO 5 INCL, GL72644; PT LT 27, CON 20F, PART 5, SR5343; PT LT 27, CON 20F, PART 1, SR11708; PT LT 27, CON 20F, PART 2, SR12697; PT LT 27, CON 20F, PART 1, SR12938; PT LT 26, CON 20F, AS IN GL73568; PT LT 26, CON 20F, PART 4 & 5, GL74524; PT LT 26, CON 20F, PART 1, SR13234; PT LT 26, CON 20F, PART 1, 2, 3 & 4, SR1857; S/T NS97860 GLOUCESTER	NOTICE - N. M. J. HOLDINGS LIMITED	1080 Ogilvie Road	OC1655066	Gloucester	ON	K1J 7P8

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D	042640161			CITY OF OTTAWA	110 Laurier Ave. W.		Ottawa	ON	K1P 1J1	PART OF CYRVILLE ROAD (ALSO KNOWN AS CYRVILLE-NAVAN ROAD AND REGIONAL ROAD 128), BEING; PT LTS 26 & 27, CON 20F, BEING A FORCED ROAD, AS WIDENED, CROSSING SAID LOTS; PT LTS 26 & 27, CON 20F, AS IN GL34001, GL33978 LYING NORTH OF THE QUEENSWAY; PT LT 27, CON 20F, PT LT 1, PL 23, PART 1 TO 5 INCL, GL72644; PT LT 27, CON 20F, PART 5, SR5343; PT LT 27, CON 20F, PART 1, SR11708; PT LT 27, CON 20F, PART 2, SR12697; PT LT 27, CON 20F, PART 1, SR12938; PT LT 26, CON 20F, AS IN GL73568; PT LT 26, CON 20F, PART 4 & 5, GL74524; PT LT 26, CON 20F, PART 1, SR13234; PT LT 26, CON 20F, PART 1, 2, 3 & 4, SR1857; S/T NS97860 GLOUCESTER	NOTICE - OGILVIE REALTY LTD.	1475 Carling Avenue	OC1665516	Ottawa	ON	K1Z 7L9
D	042640161			CITY OF OTTAWA	110 Laurier Ave. W.		Ottawa	ON	K1P 1J1	PART OF CYRVILLE ROAD (ALSO KNOWN AS CYRVILLE-NAVAN ROAD AND REGIONAL ROAD 128), BEING; PT LTS 26 & 27, CON 20F, BEING A FORCED ROAD, AS WIDENED, CROSSING SAID LOTS; PT LTS 26 & 27, CON 20F, AS IN GL34001, GL33978 LYING NORTH OF THE QUEENSWAY; PT LT 27, CON 20F, PT LT 1, PL 23, PART 1 TO 5 INCL, GL72644; PT LT 27, CON 20F, PART 5, SR5343; PT LT 27, CON 20F, PART 1, SR11708; PT LT 27, CON 20F, PART 2, SR12697; PT LT 27, CON 20F, PART 1, SR12938; PT LT 26, CON 20F, AS IN GL73568; PT LT 26, CON 20F, PART 4 & 5, GL74524; PT LT 26, CON 20F, PART 1, SR13234; PT LT 26, CON 20F, PART 1, 2, 3 & 4, SR1857; S/T NS97860 GLOUCESTER	NOTICE - JOSEPH CYR GP I INC. C JOE CYR I LP	1207-150 Isabella Street	OC2490543	Ottawa	ON	K1S 5H3
D	042640161			CITY OF OTTAWA	110 Laurier Ave. W.		Ottawa	ON	K1P 1J1	PART OF CYRVILLE ROAD (ALSO KNOWN AS CYRVILLE-NAVAN ROAD AND REGIONAL ROAD 128), BEING; PT LTS 26 & 27, CON 20F, BEING A FORCED ROAD, AS WIDENED, CROSSING SAID LOTS; PT LTS 26 & 27, CON 20F, AS IN GL34001, GL33978 LYING NORTH OF THE QUEENSWAY; PT LT 27, CON 20F, PT LT 1, PL 23, PART 1 TO 5 INCL, GL72644; PT LT 27, CON 20F, PART 5, SR5343; PT LT 27, CON 20F, PART 1, SR11708; PT LT 27, CON 20F, PART 2, SR12697; PT LT 27, CON 20F, PART 1, SR12938; PT LT 26, CON 20F, AS IN GL73568; PT LT 26, CON 20F, PART 4 & 5, GL74524; PT LT 26, CON 20F, PART 1, SR13234; PT LT 26, CON 20F, PART 1, 2, 3 & 4, SR1857; S/T NS97860 GLOUCESTER	AGREEMENT - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	CT203386	Ottawa	ON	K2P 2L7
D	042640161			CITY OF OTTAWA	110 Laurier Ave. W.		Ottawa	ON	K1P 1J1	PART OF CYRVILLE ROAD (ALSO KNOWN AS CYRVILLE-NAVAN ROAD AND REGIONAL ROAD 128), BEING; PT LTS 26 & 27, CON 20F, BEING A FORCED ROAD, AS WIDENED, CROSSING SAID LOTS; PT LTS 26 & 27, CON 20F, AS IN GL34001, GL33978 LYING NORTH OF THE QUEENSWAY; PT LT 27, CON 20F, PT LT 1, PL 23, PART 1 TO 5 INCL, GL72644; PT LT 27, CON 20F, PART 5, SR5343; PT LT 27, CON 20F, PART 1, SR11708; PT LT 27, CON 20F, PART 2, SR12697; PT LT 27, CON 20F, PART 1, SR12938; PT LT 26, CON 20F, AS IN GL73568; PT LT 26, CON 20F, PART 4 & 5, GL74524; PT LT 26, CON 20F, PART 1, SR13234; PT LT 26, CON 20F, PART 1, 2, 3 & 4, SR1857; S/T NS97860 GLOUCESTER	TRANSFER EASEMENT - THE CORPORATION OF THE TOWNSHIP OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,	NS97860	GLOUCESTER	ON	K1G 3V5

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D	042640194			CITY OF OTTAWA	110 Laurier Ave. W.		Ottawa	ON	K1P 1J1	CUMMINGS AVENUE (FORMERLY KNOWN AS DUBEAU STREET) BEING ; PT LT 26, CON 20F , PART 1, 2, 3 & 4 , GL77263 ; PT LT 26, CON 20F , PART 2, 4 & 6 , SR656 ; PT LT 26, CON 20F , PART 1 , SR656 ; PT LT 26, CON 20F , AS IN CT160290 EXCEPT PART 1, SR656, S/T CT160290 ; GLOUCESTER	AGREEMENT - THE CORPORATION OF THE TOWNSHIP OF GLOUCESTER	1400 Blair Place, P.O. Box 8333,	CT160288	GLOUCESTER	ON	K1G 3V5
D	042640194			CITY OF OTTAWA	110 Laurier Ave. W.		Ottawa	ON	K1P 1J1	CUMMINGS AVENUE (FORMERLY KNOWN AS DUBEAU STREET) BEING ; PT LT 26, CON 20F , PART 1, 2, 3 & 4 , GL77263 ; PT LT 26, CON 20F , PART 2, 4 & 6 , SR656 ; PT LT 26, CON 20F , PART 1 , SR656 ; PT LT 26, CON 20F , AS IN CT160290 EXCEPT PART 1, SR656, S/T CT160290 ; GLOUCESTER	NOTICE - PLACE LUX II INC.	1300-2700 boul. Laurier Tour Champlain	OC2572707	Quebec	QC	G1V 4K5
D	042690130			PUBLIC AUTHORITY HAVING JURISDICTION	1400 Blair Place, P.O. Box 8333,		GLOUCESTER	ON	K1G 3V5	PT OGILVIE RD (REGIONAL RD 50) LYING WEST OF THE S'LY EXT OF THE W'LY BOUNDARY OF CADBORO RD (FORMERLY BUILDERS ST) & LYING EAST OF A LINE PRODUCED SOUTHERLY FROM THE MOST SW CORNER OF CUMMINGS AVE TO THE S'LY LIMIT OF RDAL BTWIN CON 10F & 20F BEING ; PT RDAL BTN CONS 10F&20F ; PT LT 18, PL 217 , PTS 11, 12 & 13 ON PLAN GL75995 ; PT LTS 23, 24 & 25, CON 10F , PTS 14 TO 21, PLAN GL75995 ; PT LT 25, CON 10F , PART 2 & 3 , SR2308 ; PT LTS 24 & 25, CON 10F , PTS 1, 2, 3 & 4 , SR1531 ; PT LT 18, PL 217, PTS 3, 4 & 5 EXPROP PL CT205125 ; PT LT 24, CON 20F , PT 14, EXPROP CT189671 & THAT PART OF PT 13 EXPROP CT189671 LYING W OF THE S'LY EXTENTION OF THE W LIMIT OF CADBORO RD (FORMERLY BUILDERS RD) ; PT LTS 24, 25 & 26, CON 20F , PTS 67 TO 79, PLAN GL75995 AND THAT PART OF PT 66 PLAN GL75995 LYING W OF THE S'LY EXTENTION OF THE W LIMIT OF CADBORO RD (FORMERLY BUILDERS RD) ; PT LTS 24 & 25, CON 20F , PTS 1,2, 3, 4, 6 & 8 EXPROP CT189022 ; PT LT 25, CON 20F , PART 1 , SR923 ; PT LT 26, CON 20F , PTS 6, 7, 9, 11, 13 & 15 EXPROP CT205125 ; PT LT 25, CON 20F , PT 9 , SR1531 ; PT LT 26, CON 20F , PT 1 , SR2200 ; PT LT 25, CON 20F , PT 1, SR3291 ; S/T CT153251 GLOUCESTER	BYLAW - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	N406523 N657102 NS142501	Ottawa	ON	K2P 2L7

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D	042690130			PUBLIC AUTHORITY HAVING JURISDICTION	1400 Blair Place, P.O. Box 8333,		GLOUCESTER	ON	K1G 3V5	PT OGLIVIE RD (REGIONAL RD 50) LYING WEST OF THE SLY EXT OF THE WLY BOUNDARY OF CADBORO RD (FORMERLY BUILDERS ST) & LYING EAST OF A LINE PRODUCED SOUTHERLY FROM THE MOST SW CORNER OF CUMMINGS AVE TO THE S'LY LIMIT OF RDAL BTWN CON 10F & 20F BEING; PT RDAL BTN CONS 10F&20F; PT LT 18, PL 217, PTS 11, 12 & 13 ON PLAN GL75995; PT LTS 23, 24 & 25, CON 10F, PTS 14 TO 21, PLAN GL75995; PT LT 25, CON 10F, PART 2 & 3, SR2308; PT LTS 24 & 25, CON 10F, PTS 1, 2, 3 & 4, SR1531; PT LT 18, PL 217, PTS 3, 4 & 5 EXPROP PL CT205125; PT LT 24, CON 20F, PT 14, EXPROP CT189671 & THAT PART OF PT 13 EXPROP CT189671 LYING W OF THE S'LY EXTENSION OF THE W LIMIT OF CADBORO RD (FORMERLY BUILDERS RD); PT LTS 24, 25 & 26, CON 20F, PTS 67 TO 79, PLAN GL75995 AND THAT PART OF PT 66 PLAN GL75995 LYING W OF THE S'LY EXTENSION OF THE W LIMIT OF CADBORO RD (FORMERLY BUILDERS RD); PT LTS 24 & 25, CON 20F, PTS 1,2, 3, 4, 6 & 8 EXPROP CT189022; PT LT 25, CON 20F, PART 1, SR923; PT LT 26, CON 20F, PTS 6, 7, 9, 11, 13 & 15 EXPROP CT205125; PT LT 25, CON 20F, PT 9, SR1531; PT LT 26, CON 20F, PT 1, SR2200; PT LT 25, CON 20F, PT 1, SR3291; S/T CT153251 GLOUCESTER	BYLAW PUB HGHWY - CITY OF OTTAWA	111 Lisgar St	OC218986 OC208049	Ottawa	ON	K2P 2L7
D	042690130			PUBLIC AUTHORITY HAVING JURISDICTION	1400 Blair Place, P.O. Box 8333,		GLOUCESTER	ON	K1G 3V5	PT OGLIVIE RD (REGIONAL RD 50) LYING WEST OF THE SLY EXT OF THE WLY BOUNDARY OF CADBORO RD (FORMERLY BUILDERS ST) & LYING EAST OF A LINE PRODUCED SOUTHERLY FROM THE MOST SW CORNER OF CUMMINGS AVE TO THE S'LY LIMIT OF RDAL BTWN CON 10F & 20F BEING; PT RDAL BTN CONS 10F&20F; PT LT 18, PL 217, PTS 11, 12 & 13 ON PLAN GL75995; PT LTS 23, 24 & 25, CON 10F, PTS 14 TO 21, PLAN GL75995; PT LT 25, CON 10F, PART 2 & 3, SR2308; PT LTS 24 & 25, CON 10F, PTS 1, 2, 3 & 4, SR1531; PT LT 18, PL 217, PTS 3, 4 & 5 EXPROP PL CT205125; PT LT 24, CON 20F, PT 14, EXPROP CT189671 & THAT PART OF PT 13 EXPROP CT189671 LYING W OF THE S'LY EXTENSION OF THE W LIMIT OF CADBORO RD (FORMERLY BUILDERS RD); PT LTS 24, 25 & 26, CON 20F, PTS 67 TO 79, PLAN GL75995 AND THAT PART OF PT 66 PLAN GL75995 LYING W OF THE S'LY EXTENSION OF THE W LIMIT OF CADBORO RD (FORMERLY BUILDERS RD); PT LTS 24 & 25, CON 20F, PTS 1,2, 3, 4, 6 & 8 EXPROP CT189022; PT LT 25, CON 20F, PART 1, SR923; PT LT 26, CON 20F, PTS 6, 7, 9, 11, 13 & 15 EXPROP CT205125; PT LT 25, CON 20F, PT 9, SR1531; PT LT 26, CON 20F, PT 1, SR2200; PT LT 25, CON 20F, PT 1, SR3291; S/T CT153251 GLOUCESTER	BYLAW - CITY OF OTTAWA	110 Laurier Ave. W.	LT1407709	Ottawa	ON	K1P 111
D	42640676			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART LOT 27 CON 20F, GLOUCESTER, PARTS 3 AND 5 PLAN 4R16632; OTTAWA, S/T EASEMENT IN FAVOUR OF THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON OVER PART 3, PLAN 4R16632 AS IN N305588E. SUBJECT TO AN EASEMENT IN FAVOUR OF THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON OVER PART 3 PLAN 4R16632 AS IN N3550929.	TRANSFER EASEMENT - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	N305588E N350929	Ottawa	ON	K2P 2L7

Directly/In directly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042560681			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF LOT 13 CONCESSION JUNCTION GORE GLOUCESTER, BEING PARTS 1 AND 14 ON PLAN SR-2313, SAVE AND EXCEPT PART 1 ON PLAN 4R-23574 AND SAVE AND EXCEPT PART 2 ON PLAN 4R-24690. SUBJECT TO AN EASEMENT OVER PARTS 1 AND 3 ON PLAN 4R-24690 AS IN OC1160031. SUBJECT TO AN EASEMENT IN GROSS OVER PT 5 4R28009 AS IN OC1861721 SUBJECT TO AN EASEMENT IN GROSS OVER PART LOT 13, JUNCTION GORE, GLOUCESTER, PARTS 6 & 12, PLAN 4R31777 AS IN OC2093671 CITY OF OTTAWA	CANADIAN PACIFIC RAILWAY COMPANY	40 University Ave, Suite 200	OC250629	Toronto	ON	M5J1T1
D	042560681			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF LOT 13 CONCESSION JUNCTION GORE GLOUCESTER, BEING PARTS 1 AND 14 ON PLAN SR-2313, SAVE AND EXCEPT PART 1 ON PLAN 4R-23574 AND SAVE AND EXCEPT PART 2 ON PLAN 4R-24690. SUBJECT TO AN EASEMENT OVER PARTS 1 AND 3 ON PLAN 4R-24690 AS IN OC1160031. SUBJECT TO AN EASEMENT IN GROSS OVER PT 5 4R28009 AS IN OC1861721 SUBJECT TO AN EASEMENT IN GROSS OVER PART LOT 13, JUNCTION GORE, GLOUCESTER, PARTS 6 & 12, PLAN 4R31777 AS IN OC2093671 CITY OF OTTAWA	TRANSFER EASEMENT - 940 BELFAST LTD.	c/o BrazeauSeller LLP Barristers and Solicitors 750-55 Metcalfe Street	OC1160031	Ottawa	ON	K1P 6L5
D	042560681			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF LOT 13 CONCESSION JUNCTION GORE GLOUCESTER, BEING PARTS 1 AND 14 ON PLAN SR-2313, SAVE AND EXCEPT PART 1 ON PLAN 4R-23574 AND SAVE AND EXCEPT PART 2 ON PLAN 4R-24690. SUBJECT TO AN EASEMENT OVER PARTS 1 AND 3 ON PLAN 4R-24690 AS IN OC1160031. SUBJECT TO AN EASEMENT IN GROSS OVER PT 5 4R28009 AS IN OC1861721 SUBJECT TO AN EASEMENT IN GROSS OVER PART LOT 13, JUNCTION GORE, GLOUCESTER, PARTS 6 & 12, PLAN 4R31777 AS IN OC2093671 CITY OF OTTAWA	LR'S ORDER - LAND REGISTRAR	Court House, 161 Elgin St., 4th Floor,,	OC1323632	Ottawa	ON	K2P 2K1
D	042560681			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF LOT 13 CONCESSION JUNCTION GORE GLOUCESTER, BEING PARTS 1 AND 14 ON PLAN SR-2313, SAVE AND EXCEPT PART 1 ON PLAN 4R-23574 AND SAVE AND EXCEPT PART 2 ON PLAN 4R-24690. SUBJECT TO AN EASEMENT OVER PARTS 1 AND 3 ON PLAN 4R-24690 AS IN OC1160031. SUBJECT TO AN EASEMENT IN GROSS OVER PT 5 4R28009 AS IN OC1861721 SUBJECT TO AN EASEMENT IN GROSS OVER PART LOT 13, JUNCTION GORE, GLOUCESTER, PARTS 6 & 12, PLAN 4R31777 AS IN OC2093671 CITY OF OTTAWA	TRANSFER EASEMENT - HYDRO OTTAWA LIMITED	1970 Merivale Road	OC2093671 OC2093671	Ottawa	ON	K2G 6Y9
D	042560231			1000-1010 BELFAST ROAD INC.	1000 BELFAST RD		OTTAWA	ON	K1G4A2	PT BLK E, PL 725 , PART 1, 2, 3, 5R2712 , EXCEPT PT 1 ON 5R3764, PTS 3, 4 ON 5R5632 ; S/T N704833 OTTAWA/GLOUCESTER SUBJECT TO AN EASEMENT IN GROSS OVER PART 2 ON PLAN 4R26882 AS IN OC1476746	POSTPONEMENT - HYDRO OTTAWA LIMITED	3025 Albion Road P.O. Box 8700	OC1476798 OC1476799	Ottawa	ON	K1G354
D	042560231			1000-1010 BELFAST ROAD INC.	1000 BELFAST RD		OTTAWA	ON	K1G4A2	PT BLK E, PL 725 , PART 1, 2, 3, 5R2712 , EXCEPT PT 1 ON 5R3764, PTS 3, 4 ON 5R5632 ; S/T N704833 OTTAWA/GLOUCESTER SUBJECT TO AN EASEMENT IN GROSS OVER PART 2 ON PLAN 4R26882 AS IN OC1476746	NO ASSG LESSEE INT - 2459483 ONTARIO INC. C OZZ (001752 - 1000 BELFAST) LIMITED PARTNERSHIP	2225 Sheppard Avenue East Suite 1600	OC1518461 OC1693687	Toronto	ON	M2J 5C2

Directly/In directly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042560231			1000-1010 BELFAST ROAD INC.	1000 BELFAST RD		OTTAWA	ON	K1G4A2	PT BLK E, PL 725 , PART 1, 2, 3 , 5R2712 , EXCEPT PT 1 ON 5R3764, PTS 3, 4 ON 5R5632 ; S/T N704833 OTTAWA/GLOUCESTER SUBJECT TO AN EASEMENT IN GROSS OVER PART 2 ON PLAN 4R26882 AS IN OC1476746	AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA THE BELL TELEPHONE CO. OF CANADA	110 Laurier Avenue West 1 Carrefour Alexander Graham Bell 3025 Albion Road P.O. Box 8700	OT37427			
D	042560231			1000-1010 BELFAST ROAD INC.	1000 BELFAST RD		OTTAWA	ON	K1G4A2	PT BLK E, PL 725 , PART 1, 2, 3 , 5R2712 , EXCEPT PT 1 ON 5R3764, PTS 3, 4 ON 5R5632 ; S/T N704833 OTTAWA/GLOUCESTER SUBJECT TO AN EASEMENT IN GROSS OVER PART 2 ON PLAN 4R26882 AS IN OC1476746	AGREEMENT THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	NS2641 NS14117 N696042	Ottawa	ON	K1N 5A1
D	042560231			1000-1010 BELFAST ROAD INC.	1000 BELFAST RD		OTTAWA	ON	K1G4A2	PT BLK E, PL 725 , PART 1, 2, 3 , 5R2712 , EXCEPT PT 1 ON 5R3764, PTS 3, 4 ON 5R5632 ; S/T N704833 OTTAWA/GLOUCESTER SUBJECT TO AN EASEMENT IN GROSS OVER PART 2 ON PLAN 4R26882 AS IN OC1476746	TRANSFER EASEMENT - THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA	2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4	N704833	Ottawa	ON	K1G3S4
D	042560231			1000-1010 BELFAST ROAD INC.	1000 BELFAST RD		OTTAWA	ON	K1G4A2	PT BLK E, PL 725 , PART 1, 2, 3 , 5R2712 , EXCEPT PT 1 ON 5R3764, PTS 3, 4 ON 5R5632 ; S/T N704833 OTTAWA/GLOUCESTER SUBJECT TO AN EASEMENT IN GROSS OVER PART 2 ON PLAN 4R26882 AS IN OC1476746	TRANSFER EASEMENT - HYDRO OTTAWA LIMITED	1970 Merivale Road	OC1476746	Ottawa	ON	K2G 6Y9
D	042560231			1000-1010 BELFAST ROAD INC.	1000 BELFAST RD		OTTAWA	ON	K1G4A2	PT BLK E, PL 725 , PART 1, 2, 3 , 5R2712 , EXCEPT PT 1 ON 5R3764, PTS 3, 4 ON 5R5632 ; S/T N704833 OTTAWA/GLOUCESTER SUBJECT TO AN EASEMENT IN GROSS OVER PART 2 ON PLAN 4R26882 AS IN OC1476746	NOTICE OF LEASE - MIDEAST FOOD DISTRIBUTORS (1987) INC.	01000 BELFAST RD	OC446884	Ottawa	ON	N/A
D	042560231			1000-1010 BELFAST ROAD INC.	1000 BELFAST RD		OTTAWA	ON	K1G4A2	PT BLK E, PL 725 , PART 1, 2, 3 , 5R2712 , EXCEPT PT 1 ON 5R3764, PTS 3, 4 ON 5R5632 ; S/T N704833 OTTAWA/GLOUCESTER SUBJECT TO AN EASEMENT IN GROSS OVER PART 2 ON PLAN 4R26882 AS IN OC1476746	LR'S ORDER - LAND REGISTRAR, NO. 4	Court House, 161 Elgin St., 4th Floor,,	OC1101898	Ottawa	ON	K2P 2K1
D	042560231			1000-1010 BELFAST ROAD INC.	1000 BELFAST RD		OTTAWA	ON	K1G4A2	PT BLK E, PL 725 , PART 1, 2, 3 , 5R2712 , EXCEPT PT 1 ON 5R3764, PTS 3, 4 ON 5R5632 ; S/T N704833 OTTAWA/GLOUCESTER SUBJECT TO AN EASEMENT IN GROSS OVER PART 2 ON PLAN 4R26882 AS IN OC1476746	NOTICE OF LEASE - OZZ SOLAR INTERNATIONAL INC	2225 Sheppard Avenue East, Suite 1600	OC1428613	Toronto	ON	M2J5C2
D	042560231			1000-1010 BELFAST ROAD INC.	1000 BELFAST RD		OTTAWA	ON	K1G4A2	PT BLK E, PL 725 , PART 1, 2, 3 , 5R2712 , EXCEPT PT 1 ON 5R3764, PTS 3, 4 ON 5R5632 ; S/T N704833 OTTAWA/GLOUCESTER SUBJECT TO AN EASEMENT IN GROSS OVER PART 2 ON PLAN 4R26882 AS IN OC1476746	MTG & NO Assign rent Gen - ROYAL BANK OF CANADA	36 York Mills Road, 4th Floor	OC2251481 OC2251500	Toronto	ON	M2P0A4
D	042560276			CANADIAN PACIFIC RAILWAY COMPANY	277 Front St W		Toronto	ON	M5V2X4	PT LT 11, CON JG , PART 1 , 5R386 , PT LT 12, CON JG , PART 2 , 5R386 ; PT LT 11, CON JG , PT BLK D, PL 725 , PART 317 , 5R239 ; S/T THE INTEREST IN OT37427 ; OTTAWA/GLOUCESTER	AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA	110 Laurier Avenue West	OT37427	OTTAWA	ON	K1P1J1
D	042560276			CANADIAN PACIFIC RAILWAY COMPANY	277 Front St W		Toronto	ON	M5V2X4	PT LT 11, CON JG , PART 1 , 5R386 , PT LT 12, CON JG , PART 2 , 5R386 ; PT LT 11, CON JG , PT BLK D, PL 725 , PART 317 , 5R239 ; S/T THE INTEREST IN OT37427 ; OTTAWA/GLOUCESTER	AGREEMENT - THE BELL TELEPHONE CO. OF CANADA	1 Carrefour Alexander Graham Bell	OT37427	Verdun	QC	H3E 3B3
D	042560276			CANADIAN NATIONAL RAILWAY COMPANY	277 Front St W		Toronto	ON	M5V2X4	PT LT 11, CON JG , PART 1 , 5R386 , PT LT 12, CON JG , PART 2 , 5R386 ; PT LT 11, CON JG , PT BLK D, PL 725 , PART 317 , 5R239 ; S/T THE INTEREST IN OT37427 ; OTTAWA/GLOUCESTER	AGREEMENT - THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA	3025 Albion Road P.O. Box 8700	OT37427	Ottawa	ON	K1G3S4

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D	42560711			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT BLK D, PL 725, AS IN OT70509, N620614 AND BEING PT 1, R50 & PT 1, 4R9060 EXCEPT PTS 1 TO 4 5R10547 AND PARTS 1 AND 2 ON PLAN 4R-26260. S/T INTEREST, IF ANY, IN OT37427; S/T NS54899, OT72173. SUBJECT TO AN EASEMENT OVER PARTS 2 & 3 ON 4R-28039 AS IN OC1861720 SUBJECT TO AN EASEMENT IN GROSS OVER PART BLOCK D, PLAN 725, PARTS 1 & 2, PLAN 4R31777 AS IN OC2093671 CITY OF OTTAWA	AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA	110 Laurier Avenue West	OT37427	OTTAWA	ON	K1P1J1
D	42560711			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT BLK D, PL 725, AS IN OT70509, N620614 AND BEING PT 1, R50 & PT 1, 4R9060 EXCEPT PTS 1 TO 4 5R10547 AND PARTS 1 AND 2 ON PLAN 4R-26260. S/T INTEREST, IF ANY, IN OT37427; S/T NS54899, OT72173. SUBJECT TO AN EASEMENT OVER PARTS 2 & 3 ON 4R-28039 AS IN OC1861720 SUBJECT TO AN EASEMENT IN GROSS OVER PART BLOCK D, PLAN 725, PARTS 1 & 2, PLAN 4R31777 AS IN OC2093671 CITY OF OTTAWA	AGREEMENT - THE BELL TELEPHONE CO. OF CANADA	1 Carrefour Alexander Graham Bell	OT37427	Verdun	QC	H3E 3B3
D	42560711			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT BLK D, PL 725, AS IN OT70509, N620614 AND BEING PT 1, R50 & PT 1, 4R9060 EXCEPT PTS 1 TO 4 5R10547 AND PARTS 1 AND 2 ON PLAN 4R-26260. S/T INTEREST, IF ANY, IN OT37427; S/T NS54899, OT72173. SUBJECT TO AN EASEMENT OVER PARTS 2 & 3 ON 4R-28039 AS IN OC1861720 SUBJECT TO AN EASEMENT IN GROSS OVER PART BLOCK D, PLAN 725, PARTS 1 & 2, PLAN 4R31777 AS IN OC2093671 CITY OF OTTAWA	AGREEMENT - THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA	3025 Albion Road P.O. Box 8700	OT37427	Ottawa	ON	K1G354
D	42560711			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT BLK D, PL 725, AS IN OT70509, N620614 AND BEING PT 1, R50 & PT 1, 4R9060 EXCEPT PTS 1 TO 4 5R10547 AND PARTS 1 AND 2 ON PLAN 4R-26260. S/T INTEREST, IF ANY, IN OT37427; S/T NS54899, OT72173. SUBJECT TO AN EASEMENT OVER PARTS 2 & 3 ON 4R-28039 AS IN OC1861720 SUBJECT TO AN EASEMENT IN GROSS OVER PART BLOCK D, PLAN 725, PARTS 1 & 2, PLAN 4R31777 AS IN OC2093671 CITY OF OTTAWA	AGREEMENT - THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA	3025 Albion Road P.O. Box 8700	OT72173	Ottawa	ON	K1G354
D	42560711			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT BLK D, PL 725, AS IN OT70509, N620614 AND BEING PT 1, R50 & PT 1, 4R9060 EXCEPT PTS 1 TO 4 5R10547 AND PARTS 1 AND 2 ON PLAN 4R-26260. S/T INTEREST, IF ANY, IN OT37427; S/T NS54899, OT72173. SUBJECT TO AN EASEMENT OVER PARTS 2 & 3 ON 4R-28039 AS IN OC1861720 SUBJECT TO AN EASEMENT IN GROSS OVER PART BLOCK D, PLAN 725, PARTS 1 & 2, PLAN 4R31777 AS IN OC2093671 CITY OF OTTAWA	TRANSFER EASEMENT - HYDRO OTTAWA LIMITED	3025 Albion Road P.O. Box 8700	OC2093671	Ottawa	ON	K1G354
D	042630055			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT OF ST LAURENT BLVD BEING ; PT RDAL BTN CONS JG&OF, LYING N OF THE WLY EXT OF THE SLY LIMIT OF INNES RD TO THE SLY LIMIT OF PT 2, 5R5421, WIDENED BY OT49666, OT28971, OT26854, OT51108, OT50537 AND OT62468 ; ROAD WIDENING, PL 725 ; PT LTS 60, 61, 62 & 63, PL 63, PART 7 TO 12, 5R1135 ; PT LTS 60, 61, 62 & 63, PL 63, PART 1, 2 & 3, 5R1287 ; PT LTS 13 & 14, CON JG, PART 4 & 5, 5R1287 ; PT LT 40, PL 63, PART 1, 5R11262 ; PT LTS 38 & 39, PL 63, PART 1, 5R12291 ; PT LTS 13 & 14, CON JG, PART 1 TO 6, 5R1135 ; PT LTS 28 & 29, PL 63, PART 2, N474062 ; PT LT 14, CON JG, AS IN OT51108 ; PT LT 11, CON JG, AS IN OT62468 ; PT BLKS D & E, PL 725, AS IN OT50537 ; AND PARTS 3 AND 4 PLAN 5R5632. S/T OT51108 ; S/T NS54899, OT64149, OT69777, OT73756 OTTAWA/GLOUCESTER	TRANSFER EASEMENT - The Consumer Gas Company	PO Box 650	N554899	Toronto	ON	M1K 5E3

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D	042630055			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT OF ST LAURENT BLVD BEING ; PT RDAL BTN CONS JG&OF, LYING N OF THE WLY EXT OF THE SLY LIMIT OF INNES RD TO THE SLY LIMIT OF PT 2, 5R5421, WIDENED BY OT49666, OT28971, OT26854, OT51108, OT50537 AND OT62468 ; ROAD WIDENING, PL 725 ; PT LTS 60, 61, 62 & 63, PL 63, PART 7 TO 12, 5R1135 ; PT LTS 60, 61, 62 & 63, PL 63, PART 1, 2 & 3, 5R1287 ; PT LTS 13 & 14, CON JG, PART 4 & 5, 5R1287 ; PT LT 40, PL 63, PART 1, 5R11262 ; PT LTS 38 & 39, PL 63, PART 1, 5R12291 ; PT LTS 13 & 14, CON JG, PART 1 TO 6, 5R1135 ; PT LTS 28 & 29, PL 63, PART 2, N474062 ; PT LT 14, CON JG, AS IN OT51108 ; PT LT 11, CON JG, AS IN OT62468 ; PT BLKS D & E, PL 725, AS IN OT50537 ; AND PARTS 3 AND 4 PLAN 5R5632, S/T OT51108 ; S/T NS54899, OT64149, OT69777, OT73756 OTTAWA/GLOUCESTER	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Ave. W.	OC472567	Ottawa	ON	K1P 1I1
D	042630055			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT OF ST LAURENT BLVD BEING ; PT RDAL BTN CONS JG&OF, LYING N OF THE WLY EXT OF THE SLY LIMIT OF INNES RD TO THE SLY LIMIT OF PT 2, 5R5421, WIDENED BY OT49666, OT28971, OT26854, OT51108, OT50537 AND OT62468 ; ROAD WIDENING, PL 725 ; PT LTS 60, 61, 62 & 63, PL 63, PART 7 TO 12, 5R1135 ; PT LTS 60, 61, 62 & 63, PL 63, PART 1, 2 & 3, 5R1287 ; PT LTS 13 & 14, CON JG, PART 4 & 5, 5R1287 ; PT LT 40, PL 63, PART 1, 5R11262 ; PT LTS 38 & 39, PL 63, PART 1, 5R12291 ; PT LTS 13 & 14, CON JG, PART 1 TO 6, 5R1135 ; PT LTS 28 & 29, PL 63, PART 2, N474062 ; PT LT 14, CON JG, AS IN OT51108 ; PT LT 11, CON JG, AS IN OT62468 ; PT BLKS D & E, PL 725, AS IN OT50537 ; AND PARTS 3 AND 4 PLAN 5R5632, S/T OT51108 ; S/T NS54899, OT64149, OT69777, OT73756 OTTAWA/GLOUCESTER	AGREEMENT - OTTAWA-CARLETON REGIONAL TRANSIT COMMISSION	5500 St. Laurent Blvd.	N342063	Ottawa	ON	K1G 0Z8
D	042630055			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT OF ST LAURENT BLVD BEING ; PT RDAL BTN CONS JG&OF, LYING N OF THE WLY EXT OF THE SLY LIMIT OF INNES RD TO THE SLY LIMIT OF PT 2, 5R5421, WIDENED BY OT49666, OT28971, OT26854, OT51108, OT50537 AND OT62468 ; ROAD WIDENING, PL 725 ; PT LTS 60, 61, 62 & 63, PL 63, PART 7 TO 12, 5R1135 ; PT LTS 60, 61, 62 & 63, PL 63, PART 1, 2 & 3, 5R1287 ; PT LTS 13 & 14, CON JG, PART 4 & 5, 5R1287 ; PT LT 40, PL 63, PART 1, 5R11262 ; PT LTS 38 & 39, PL 63, PART 1, 5R12291 ; PT LTS 13 & 14, CON JG, PART 1 TO 6, 5R1135 ; PT LTS 28 & 29, PL 63, PART 2, N474062 ; PT LT 14, CON JG, AS IN OT51108 ; PT LT 11, CON JG, AS IN OT62468 ; PT BLKS D & E, PL 725, AS IN OT50537 ; AND PARTS 3 AND 4 PLAN 5R5632, S/T OT51108 ; S/T NS54899, OT64149, OT69777, OT73756 OTTAWA/GLOUCESTER	AGREEMENT - THE CITY OF OTTAWA	110 Laurier Avenue West	NS230378	OTTAWA	ON	K1P1J1

Directly/In directly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042630055			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT OF ST LAURENT BLVD BEING , PT RDAL BTN CONS JG&OF, LYING N OF THE WLY EXT OF THE SLY LIMIT OF INNES RD TO THE SLY LIMIT OF PT 2, 5R5421, WIDENED BY OT49666, OT28971, OT26854, OT51108, OT50537 AND OT62468 ; ROAD WIDENING, PL 725 ; PT LTS 60, 61, 62 & 63, PL 63, PART 7 TO 12, 5R1135 ; PT LTS 60, 61, 62 & 63, PL 63, PART 1, 2 & 3, 5R1287 ; PT LTS 13 & 14, CON JG, PART 4 & 5, 5R1287 ; PT LT 40, PL 63, PART 1, 5R11262 ; PT LTS 38 & 39, PL 63, PART 1, 5R12291 ; PT LTS 13 & 14, CON JG, PART 1 TO 6, 5R1135 ; PT LTS 28 & 29, PL 63, PART 2, N474062 ; PT LT 14, CON JG, AS IN OT51108 ; PT LT 11, CON JG, AS IN OT62468 ; PT BLKS D & E, PL 725, AS IN OT50537 ; AND PARTS 3 AND 4 PLAN 5R5632, S/T OT51108, S/T NS54899, OT64149, OT69777, OT73756 OTTAWA/GLOUCESTER	TRANSFER EASEMENT - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	OT64149 OT69777 OT73756	Ottawa	ON	K1N 5A1
D	042560291			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT LT 14, CON JG, PART 18, 5R1282, PT LT 14, CON JG, PART 3, 5R5527, EXCEPT PART 1, 5R11197 ; PT LTS 13 & 14, CON JG, AS IN OT51108 ; S/T THE INTEREST IN GL45695 ; S/T OT73756 OTTAWA/GLOUCESTER SUBJECT TO AN EASEMENT IN GROSS OVER PT 1 4R28009 AS IN OC1861721 SUBJECT TO AN EASEMENT OVER PARTS 1, 2 & 3 4R31192 AS IN OC2022114	TRANSFER EASEMENT - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	OT73756	Ottawa	ON	K1N 5A1
D	042560291			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT LT 14, CON JG, PART 18, 5R1282, PT LT 14, CON JG, PART 3, 5R5527, EXCEPT PART 1, 5R11197 ; PT LTS 13 & 14, CON JG, AS IN OT51108 ; S/T THE INTEREST IN GL45695 ; S/T OT73756 OTTAWA/GLOUCESTER SUBJECT TO AN EASEMENT IN GROSS OVER PT 1 4R28009 AS IN OC1861721 SUBJECT TO AN EASEMENT OVER PARTS 1, 2 & 3 4R31192 AS IN OC2022114	TRANSFER EASEMENT - HYDRO OTTAWA LIMITED	3025 Albion Road P.O. Box 8700	OC1861721	Ottawa	ON	K1G354
D	042560291			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT LT 14, CON JG, PART 18, 5R1282, PT LT 14, CON JG, PART 3, 5R5527, EXCEPT PART 1, 5R11197 ; PT LTS 13 & 14, CON JG, AS IN OT51108 ; S/T THE INTEREST IN GL45695 ; S/T OT73756 OTTAWA/GLOUCESTER SUBJECT TO AN EASEMENT IN GROSS OVER PT 1 4R28009 AS IN OC1861721 SUBJECT TO AN EASEMENT OVER PARTS 1, 2 & 3 4R31192 AS IN OC2022114	TRANSFER EASEMENT - ENBRIDGE GAS DISTRIBUTION INC.	500 Consumers Rd	OC2022114	North York	ON	M2J 1P8

Directly/In directly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042070401			THE MINISTRY OF TRANSPORTATION AND COMMUNICATIONS	77 Wellesley Street West		Toronto	ON	M7A 2E3	QUEENSWAY LYING E OF PT 18 5R5422 AND W OF A LINE CONNECTING THE IRON BARS IN LT 4 & 159 PL 320 ; PT RIVER RD, PL 84 , (FORMERLY RUSSELL RD) AS CLOSED BY BYLAW OT42486 ; PT BLK A, PL 84 ; PT LT 11, CON JG ; PT LTS 1, 2, 3 & 4, PL 84 , LYING S OF RD ALLOWANCE BTWN LTS 10 & 11 JG ; PT LTS 1, 2, 3 & 4, PL 320 ; PT LTS 145, 146, 147, 148, 149 & 150, PL 320 ; PT LT 164, PL 320 ; LTS 161, 162 & 163, PL 320 ; LTS 1 & 2, PL 84, LYING N OF TREMBLAY ST PL 84 ; PT RIDEAU BLVD, PL 320 ; ALL BEING THAT PT OF PT 2 5R5421 LYING W OF A LINE CONNECTING THE IRON BARS IN LT 4 & 159 PL 320 AS SHOWN ON 5R5421 ; PT LT G, CON DRF ; PT LT 11, CON JG ; ALL BEING DESCRIBED AS LAND AND LAND UNDER THE WATERS OF THE RIDEAU RIVER ADJACENT TO LT 11 JG & LT G CON DRF DESIGNATED AS PT 1 ON CROWN LAND PLAN NO. NS130322 ; PT ROBILLARD ISLAND IN THE RIDEAU RIVER , OPPOSITE LT 11 JG, BEING PT 1 5R5919 ; PT LT G, CON DRF , PART 1 TO 17 , 5R5422 ; OTTAWA	NOTICE - MINISTRY OF TRANSPORTATION AND COMMUNICATIONS	777 Bay Street, 5 th floor	NS180672	Toronto	ON	M7A 1Z8
D	042550262			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF LOT 2, PLAN 747, BEING PARTS 9, 10, 11, 12, 13 AND 14 ON PLAN 4R-28829, SUBJECT TO EASEMENT OVER PART 10 ON PLAN 4R-28829 AS IN OC25707; SUBJECT TO EASEMENT OVER PART 10 ON PLAN 4R-28829 AS IN OC26483; SUBJECT TO EASEMENT OVER PART 12 AND 13 ON PLAN 4R-28829 AS IN OC11528; SUBJECT TO EASEMENT OVER PARTS 13 AND 14 ON PLAN 4R-28829 AS IN OC7547 CITY OF OTTAWA	NOTICE AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	LT1283640	Ottawa	ON	K1N 5A1
D	042550262			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF LOT 2, PLAN 747, BEING PARTS 9, 10, 11, 12, 13 AND 14 ON PLAN 4R-28829, SUBJECT TO EASEMENT OVER PART 10 ON PLAN 4R-28829 AS IN OC25707; SUBJECT TO EASEMENT OVER PART 10 ON PLAN 4R-28829 AS IN OC26483; SUBJECT TO EASEMENT OVER PART 12 AND 13 ON PLAN 4R-28829 AS IN OC11528; SUBJECT TO EASEMENT OVER PARTS 13 AND 14 ON PLAN 4R-28829 AS IN OC7547 CITY OF OTTAWA	NOTICE AGREEMENT - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	LT1290395	Ottawa	ON	K2P 2L7
D	042550262			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF LOT 2, PLAN 747, BEING PARTS 9, 10, 11, 12, 13 AND 14 ON PLAN 4R-28829, SUBJECT TO EASEMENT OVER PART 10 ON PLAN 4R-28829 AS IN OC25707; SUBJECT TO EASEMENT OVER PART 10 ON PLAN 4R-28829 AS IN OC26483; SUBJECT TO EASEMENT OVER PART 12 AND 13 ON PLAN 4R-28829 AS IN OC11528; SUBJECT TO EASEMENT OVER PARTS 13 AND 14 ON PLAN 4R-28829 AS IN OC7547 CITY OF OTTAWA	TRANSFER EASEMENT - CITY OF OTTAWA	110 Laurier Avenue West	OC7547 OC26483	OTTAWA	ON	K1P1J1
D	042550262			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF LOT 2, PLAN 747, BEING PARTS 9, 10, 11, 12, 13 AND 14 ON PLAN 4R-28829, SUBJECT TO EASEMENT OVER PART 10 ON PLAN 4R-28829 AS IN OC25707; SUBJECT TO EASEMENT OVER PART 10 ON PLAN 4R-28829 AS IN OC26483; SUBJECT TO EASEMENT OVER PART 12 AND 13 ON PLAN 4R-28829 AS IN OC11528; SUBJECT TO EASEMENT OVER PARTS 13 AND 14 ON PLAN 4R-28829 AS IN OC7547 CITY OF OTTAWA	TRANSFER EASEMENT - BELL CANADA	1 CARREFOUR ALEXANDRE-GRAHAM-BELL, BULD A	OC11528	VERDUN	QC	H3E3B3
D	042550262			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF LOT 2, PLAN 747, BEING PARTS 9, 10, 11, 12, 13 AND 14 ON PLAN 4R-28829, SUBJECT TO EASEMENT OVER PART 10 ON PLAN 4R-28829 AS IN OC25707; SUBJECT TO EASEMENT OVER PART 10 ON PLAN 4R-28829 AS IN OC26483; SUBJECT TO EASEMENT OVER PART 12 AND 13 ON PLAN 4R-28829 AS IN OC11528; SUBJECT TO EASEMENT OVER PARTS 13 AND 14 ON PLAN 4R-28829 AS IN OC7547 CITY OF OTTAWA	TRANSFER EASEMENT - HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF ONTARIO, REPRESENTED BY THE MINISTER OF TRANSPORTATION	355 Counter St, Postal Bag 4000	OC25707	Kingston	ON	K7L 5A3

Directly/In directly Affected (D/I)	PIIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042550262			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF LOT 2, PLAN 747, BEING PARTS 9, 10, 11, 12, 13 AND 14 ON PLAN 4R-28829; SUBJECT TO EASEMENT OVER PART 10 ON PLAN 4R-28829 AS IN OC25707; SUBJECT TO EASEMENT OVER PART 10 ON PLAN 4R-28829 AS IN OC26483; SUBJECT TO EASEMENT OVER PART 12 AND 13 ON PLAN 4R-28829 AS IN OC11528; SUBJECT TO EASEMENT OVER PARTS 13 AND 14 ON PLAN 4R-28829 AS IN OC7547 CITY OF OTTAWA	NOTICE - CANADIAN TIRE REAL ESTATE LIMITED	2180 Younge St.	OC682153	Toronto	ON	M4S 2A9
D	042550262			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF LOT 2, PLAN 747, BEING PARTS 9, 10, 11, 12, 13 AND 14 ON PLAN 4R-28829; SUBJECT TO EASEMENT OVER PART 10 ON PLAN 4R-28829 AS IN OC25707; SUBJECT TO EASEMENT OVER PART 10 ON PLAN 4R-28829 AS IN OC26483; SUBJECT TO EASEMENT OVER PART 12 AND 13 ON PLAN 4R-28829 AS IN OC11528; SUBJECT TO EASEMENT OVER PARTS 13 AND 14 ON PLAN 4R-28829 AS IN OC7547 CITY OF OTTAWA	NOTICE - CANADIAN TIRE REAL ESTATE LIMITED BEST BUY CANADA LTD.	2180 Younge St. PO Box 770, Station K	OC1202155	Toronto	ON	M4S 2A9
D	042550262			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF LOT 2, PLAN 747, BEING PARTS 9, 10, 11, 12, 13 AND 14 ON PLAN 4R-28829; SUBJECT TO EASEMENT OVER PART 10 ON PLAN 4R-28829 AS IN OC25707; SUBJECT TO EASEMENT OVER PART 10 ON PLAN 4R-28829 AS IN OC26483; SUBJECT TO EASEMENT OVER PART 12 AND 13 ON PLAN 4R-28829 AS IN OC11528; SUBJECT TO EASEMENT OVER PARTS 13 AND 14 ON PLAN 4R-28829 AS IN OC7547 CITY OF OTTAWA	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Avenue West	OC1740226	OTTAWA	ON	K1P1J1
D	042550264			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF LOT 3, PLAN 747, BEING PART 15 ON PLAN 4R-28829 CITY OF OTTAWA	AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	NS12588	Ottawa	ON	K1N 5A1
D	042550256			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF BLOCK A, PLAN 747, BEING PARTS 1 AND 2, PLAN 4R-26653 SUBJECT TO AN EASEMENT AS IN OT42230 SUBJECT TO AN EASEMENT AS IN CT129496 CITY OF OTTAWA	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Avenue West	OC1455181	OTTAWA	ON	K1P1J1
D	042550256			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF BLOCK A, PLAN 747, BEING PARTS 1 AND 2, PLAN 4R-26653 SUBJECT TO AN EASEMENT AS IN OT42230 SUBJECT TO AN EASEMENT AS IN CT129496 CITY OF OTTAWA	AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA THE BELL TELEPHONE CO. OF CANADA	TO: 1) the corp city of Ottawa - 111 Sussex Drive, Ottawa ON K1N 5A1 2) OTTAWA HYDRO: 2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4, 3)Bell Canada : 1 CARREFOUR ALEXANDRE-GRAHAM-BELL, BULD A, VERDUN, QC, H3E3B3	OT42230			
D	042550256			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF BLOCK A, PLAN 747, BEING PARTS 1 AND 2, PLAN 4R-26653 SUBJECT TO AN EASEMENT AS IN OT42230 SUBJECT TO AN EASEMENT AS IN CT129496 CITY OF OTTAWA	AGREEMENT - THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA	2711 Hunt Club Rd, PO Box 8700	CT129496	OTTAWA	ON	K1G3S4
D	042540106			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART BLOCK B, PLAN 747, PARTS 1, 2 AND 3, PLAN 4R-28829; SUBJECT TO THE INTEREST, IF ANY, AS IN OT42230 SUBJECT TO AN EASEMENT OVER PARTS 2 AND 3, PLAN 4R-28829 AS IN NS84311 SUBJECT TO AN EASEMENT OVER PART 3, PLAN 4R-28829 AS IN N729991 CITY OF OTTAWA	AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	NS182061	Ottawa	ON	K1N 5A1
D	042540106			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART BLOCK B, PLAN 747, PARTS 1, 2 AND 3, PLAN 4R-28829; SUBJECT TO THE INTEREST, IF ANY, AS IN OT42230 SUBJECT TO AN EASEMENT OVER PARTS 2 AND 3, PLAN 4R-28829 AS IN NS84311 SUBJECT TO AN EASEMENT OVER PART 3, PLAN 4R-28829 AS IN N729991 CITY OF OTTAWA	AGREEMENT - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	N559511	Ottawa	ON	K2P 2L7
D	042540106			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART BLOCK B, PLAN 747, PARTS 1, 2 AND 3, PLAN 4R-28829; SUBJECT TO THE INTEREST, IF ANY, AS IN OT42230 SUBJECT TO AN EASEMENT OVER PARTS 2 AND 3, PLAN 4R-28829 AS IN NS84311 SUBJECT TO AN EASEMENT OVER PART 3, PLAN 4R-28829 AS IN N729991 CITY OF OTTAWA	AGREEMENT - THE CITY OF OTTAWA	110 Laurier Avenue West	N559834	OTTAWA	ON	K1P1J1
D	042540106			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART BLOCK B, PLAN 747, PARTS 1, 2 AND 3, PLAN 4R-28829; SUBJECT TO THE INTEREST, IF ANY, AS IN OT42230 SUBJECT TO AN EASEMENT OVER PARTS 2 AND 3, PLAN 4R-28829 AS IN NS84311 SUBJECT TO AN EASEMENT OVER PART 3, PLAN 4R-28829 AS IN N729991 CITY OF OTTAWA	TRANSFER EASEMENT - THE HYDRO-ELECTRIC COMMISSION OF THE CITY OF OTTAWA	2711 Hunt Club Rd, PO Box 8700	N584311	OTTAWA	ON	K1G3S4

Directly/In directly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042540106			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART BLOCK B, PLAN 747, PARTS 1, 2 AND 3, PLAN 4R-28829; SUBJECT TO THE INTEREST, IF ANY, AS IN OT42230 SUBJECT TO AN EASEMENT OVER PARTS 2 AND 3, PLAN 4R-28829 AS IN NS84311 SUBJECT TO AN EASEMENT OVER PART 3, PLAN 4R-28829 AS IN N729991 CITY OF OTTAWA	TRANSFER EASEMENT - BELL CANADA	1 CARREFOUR ALEXANDRE-GRAHAM-BELL, BUILD A	N729991	VERDUN	QC	H3E3B3
D	042540106			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART BLOCK B, PLAN 747, PARTS 1, 2 AND 3, PLAN 4R-28829; SUBJECT TO THE INTEREST, IF ANY, AS IN OT42230 SUBJECT TO AN EASEMENT OVER PARTS 2 AND 3, PLAN 4R-28829 AS IN NS84311 SUBJECT TO AN EASEMENT OVER PART 3, PLAN 4R-28829 AS IN N729991 CITY OF OTTAWA	BYLAW PUB HIGHWAY - CITY OF OTTAWA	110 Laurier Avenue West	OC1858615	OTTAWA	ON	K1P1J1
D	042540104			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF BLOCK B ON PLAN 747, BEING PARTS 6, 7 AND 8 ON PLAN 4R-28829. SUBJECT TO THE INTEREST, IF ANY, IN OT42230. SUBJECT TO AN EASEMENT OVER PART 6 ON PLAN 4R-28829 AS IN OT70215. SUBJECT TO AN EASEMENT OVER PART 8 ON PLAN 4R-28829 AS IN N692165 CITY OF OTTAWA	TRANSFER EASEMENT - THE HYDRO-ELECTRIC COMMISSION OF THE CITY OF OTTAWA	2711 Hunt Club Rd, PO Box 8700	OT70215	OTTAWA	ON	K1G3S4
D	042540104			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF BLOCK B ON PLAN 747, BEING PARTS 6, 7 AND 8 ON PLAN 4R-28829. SUBJECT TO THE INTEREST, IF ANY, IN OT42230. SUBJECT TO AN EASEMENT OVER PART 6 ON PLAN 4R-28829 AS IN OT70215. SUBJECT TO AN EASEMENT OVER PART 8 ON PLAN 4R-28829 AS IN N692165 CITY OF OTTAWA	TRANSFER EASEMENT - BELL CANADA	1 CARREFOUR ALEXANDRE-GRAHAM-BELL, BUILD A	N692165	VERDUN	QC	H3E3B3
D	042540104			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF BLOCK B ON PLAN 747, BEING PARTS 6, 7 AND 8 ON PLAN 4R-28829. SUBJECT TO THE INTEREST, IF ANY, IN OT42230. SUBJECT TO AN EASEMENT OVER PART 6 ON PLAN 4R-28829 AS IN OT70215. SUBJECT TO AN EASEMENT OVER PART 8 ON PLAN 4R-28829 AS IN N692165 CITY OF OTTAWA	BYLAW PUB HIGHWAY - CITY OF OTTAWA	110 Laurier Avenue West	OC1754486	OTTAWA	ON	K1P1J1
D	042540102			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF BLOCK B, PLAN 747, PARTS 4 AND 5 PLAN 4R28829. S/T INTEREST, IF ANY, IN OT42230. SUBJECT TO EASEMENT OVER PART 5 PLAN 4R28829 AS IN N694714 CITY OF OTTAWA			CT2357372 OT711192	OTTAWA	ON	K1G 2T1
D	042540102			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF BLOCK B, PLAN 747, PARTS 4 AND 5 PLAN 4R28829. S/T INTEREST, IF ANY, IN OT42230. SUBJECT TO EASEMENT OVER PART 5 PLAN 4R28829 AS IN N694714 CITY OF OTTAWA	AGREEMENT - THE CITY OF OTTAWA	110 Laurier Avenue West	N367716 N598761	OTTAWA	ON	K1P1J1
D	042540102			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF BLOCK B, PLAN 747, PARTS 4 AND 5 PLAN 4R28829. S/T INTEREST, IF ANY, IN OT42230. SUBJECT TO EASEMENT OVER PART 5 PLAN 4R28829 AS IN N694714 CITY OF OTTAWA	TRANSFER EASEMENT - BELL CANADA	1 CARREFOUR ALEXANDRE-GRAHAM-BELL, BUILD A	N694714	VERDUN	QC	H3E3B3
D	042540102			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF BLOCK B, PLAN 747, PARTS 4 AND 5 PLAN 4R28829. S/T INTEREST, IF ANY, IN OT42230. SUBJECT TO EASEMENT OVER PART 5 PLAN 4R28829 AS IN N694714 CITY OF OTTAWA	BYLAW PUB HIGHWAY - CITY OF OTTAWA	110 Laurier Avenue West	OC1740226	OTTAWA	ON	K1P1J1
D	042540102			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF BLOCK B, PLAN 747, PARTS 4 AND 5 PLAN 4R28829. S/T INTEREST, IF ANY, IN OT42230. SUBJECT TO EASEMENT OVER PART 5 PLAN 4R28829 AS IN N694714 CITY OF OTTAWA	QUIT CLAIM NON TR - BELL CANADA	1 CARREFOUR ALEXANDRE-GRAHAM-BELL, BUILD A	OT53989	VERDUN	QC	H3E3B3
D	042540100			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF BLOCK B, PLAN 747, BEING PARTS 1, 2, 3 AND 6 ON PLAN 4R-28707. S/T INTEREST, IF ANY, IN OT42230. SUBJECT TO AN EASEMENT OVER PART 2 ON PLAN 4R-28707 AS IN N687717. SUBJECT TO AN EASEMENT OVER PART 3 ON PLAN 4R-28707 AS IN N688765. CITY OF OTTAWA	TRANSFER EASEMENT - THE HYDRO-ELECTRIC COMMISSION OF THE CITY OF OTTAWA	2711 Hunt Club Rd, PO Box 8700	N687717	OTTAWA	ON	K1G3S4
D	042540100			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF BLOCK B, PLAN 747, BEING PARTS 1, 2, 3 AND 6 ON PLAN 4R-28707. S/T INTEREST, IF ANY, IN OT42230. SUBJECT TO AN EASEMENT OVER PART 2 ON PLAN 4R-28707 AS IN N687717. SUBJECT TO AN EASEMENT OVER PART 3 ON PLAN 4R-28707 AS IN N688765. CITY OF OTTAWA	TRANSFER EASEMENT - BELL CANADA	1 CARREFOUR ALEXANDRE-GRAHAM-BELL, BUILD A	N688765	VERDUN	QC	H3E3B3

Directly/In directly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042540100			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF BLOCK B, PLAN 747, BEING PARTS 1, 2, 3 AND 6 ON PLAN 4R-28707. S/T INTEREST, IF ANY, IN OT42230. SUBJECT TO AN EASEMENT OVER PART 2 ON PLAN 4R-28707 AS IN N687717. SUBJECT TO AN EASEMENT OVER PART 3 ON PLAN 4R-28707 AS IN N688765. CITY OF OTTAWA	NOTICE - MEGHA HOLDINGS INC.	1855 Blohm Dr.	OC1401796	OTTAWA	ON	K1G 6N7
D	042540100			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF BLOCK B, PLAN 747, BEING PARTS 1, 2, 3 AND 6 ON PLAN 4R-28707. S/T INTEREST, IF ANY, IN OT42230. SUBJECT TO AN EASEMENT OVER PART 2 ON PLAN 4R-28707 AS IN N687717. SUBJECT TO AN EASEMENT OVER PART 3 ON PLAN 4R-28707 AS IN N688765. CITY OF OTTAWA	NO ASSGN RENT GEN - CAISSE POPULAIRE TRILLIUM INC.	1980, Ogilvie Road Suite 215	OC1635731	OTTAWA	ON	K1J 9L3
D	042540100			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF BLOCK B, PLAN 747, BEING PARTS 1, 2, 3 AND 6 ON PLAN 4R-28707. S/T INTEREST, IF ANY, IN OT42230. SUBJECT TO AN EASEMENT OVER PART 2 ON PLAN 4R-28707 AS IN N687717. SUBJECT TO AN EASEMENT OVER PART 3 ON PLAN 4R-28707 AS IN N688765. CITY OF OTTAWA	AGREEMENT - THE CITY OF OTTAWA	110 Laurier Avenue West	N738339	OTTAWA	ON	K1P1J1
D	042540100			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF BLOCK B, PLAN 747, BEING PARTS 1, 2, 3 AND 6 ON PLAN 4R-28707. S/T INTEREST, IF ANY, IN OT42230. SUBJECT TO AN EASEMENT OVER PART 2 ON PLAN 4R-28707 AS IN N687717. SUBJECT TO AN EASEMENT OVER PART 3 ON PLAN 4R-28707 AS IN N688765. CITY OF OTTAWA	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Avenue West	OC1720871	OTTAWA	ON	K1P1J1
D	042540098			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART BLOCK B, PLAN 747, PARTS 1, 2, 3, 4 AND 5 PLAN 4R26610; S/T INTEREST, IF ANY, IN OT42230. SUBJECT TO AN EASEMENT OVER PART 2 PLAN 4R26610 AS IN N687717. SUBJECT TO AN EASEMENT OVER PART 4 PLAN 4R26610 AS IN N688765 CITY OF OTTAWA	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Avenue West	OC1450422	OTTAWA	ON	K1P1J1
D	042550260			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT LT 3 PL 747 DES PTS 16, 17 PL 4R-28829 SUBJECT TO AN EASEMENT IN GROSS OVER PT 17 PL 4R-28829 AS IN OC1472183 CITY OF OTTAWA	NOTICE - BEST BUY CANADA LTD.	8800 Glenlyon Parkway	OC248446 OC425578	Burnaby	BC	V5J 5K3
D	042550260			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT LT 3 PL 747 DES PTS 16, 17 PL 4R-28829 SUBJECT TO AN EASEMENT IN GROSS OVER PT 17 PL 4R-28829 AS IN OC1472183 CITY OF OTTAWA	TRANSFER EASEMENT - HYDRO OTTAWA LIMITED	1970 Merivale Road	OC1472183	OTTAWA	ON	K2G 6Y9
D	042650016			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT RDAL BTN CONS 10F&20F ; KNOWN AS PT OGILVIE RD (REGIONAL RD 50) LYING W OF A LINE EXTENDING FROM THE WLY BOUNDARY OF CUMMINGS AVE TO THE SLY BOUNDARY OF OGILVIE RD BEING THE ORIGINAL RD ALLOWANCE BTN CON 10F&20F AND E OF THE ELY BOUNDARY OF THE RDAL BTN CON JG & OF (AKA ST. LAURENT BLVD); EXCEPT PTS 13, 14 & 15, SR1399, EXCEPT PT 1, SR12570; PT LT 1, PL 217, BEING PT 2, EXPROP CT205125 ; PT LT 26, CON 10F, BEING PTS 1, EXPROP CT205125 ; PT LT 26, CON 10F, BEING PTS 2 TO 10, EXPROP GL75995 ; PT LT 26, CON 10F, PTS 1, 5, 8 & 9, EXPROP CT202833 ; PT LT 28, PL 26, PT 4, EXPROP CT202833 ; PT LT 28, PL 26, BEING PT 1, EXPROP GL75995 ; PT LT 26, CON 10F, PART 5 & 6, SR1399 ; LTS 1, 3, 4 & 5 & PT LTS 6, 7 & 8, PL 465, BEING PTS 2, 3, 4 & 5, EXPROP CT202832 ; LT 2, PL 465 ; PT LT 26, CON 10F, PART 10,11,12,13,14 & 15, SR1414 ; PT LT 27, CON 20F, PTS 80 & 86, EXPROP GL75995 ; PT LT 27, CON 20F, PART 39, SR1414, S/T GL85383 ; PT LTS 1, 2, 3, 4, 5 & 6, PL 445, BEING PTS 81 TO 85, EXPROP GL75995 ; PT LT 1, PL 23, BEING PT 1, EXPROP CT205127 ; S/T NS24459 OTTAWA AND GLOUCESTER	TRANSFER EASEMENT - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	NS24459	Ottawa	ON	K2P 2L7
D	042650016			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT RDAL BTN CONS 10F&20F ; KNOWN AS PT OGILVIE RD (REGIONAL RD 50) LYING W OF A LINE EXTENDING FROM THE WLY BOUNDARY OF CUMMINGS AVE TO THE SLY BOUNDARY OF OGILVIE RD BEING THE ORIGINAL RD ALLOWANCE BTN CON 10F&20F AND E OF THE ELY BOUNDARY OF THE RDAL BTN CON JG & OF (AKA ST. LAURENT BLVD); EXCEPT PTS 13, 14 & 15, SR1399, EXCEPT PT 1, SR12570; PT LT 1, PL 217, BEING PT 2, EXPROP CT205125 ; PT LT 26, CON 10F, BEING PTS 1, EXPROP CT205125 ; PT LT 26, CON 10F, BEING PTS 2 TO 10, EXPROP GL75995 ; PT LT 26, CON 10F, PTS 1, 5, 8 & 9, EXPROP CT202833 ; PT LT 28, PL 26, PT 4, EXPROP CT202833 ; PT LT 28, PL 26, BEING PT 1, EXPROP GL75995 ; PT LT 26, CON 10F, PART 5 & 6, SR1399 ; LTS 1, 3, 4 & 5 & PT LTS 6, 7 & 8, PL 465, BEING PTS 2, 3, 4 & 5, EXPROP CT202832 ; LT 2, PL 465 ; PT LT 26, CON 10F, PART 10,11,12,13,14 & 15, SR1414 ; PT LT 27, CON 20F, PTS 80 & 86, EXPROP GL75995 ; PT LT 27, CON 20F, PART 39, SR1414, S/T GL85383 ; PT LTS 1, 2, 3, 4, 5 & 6, PL 445, BEING PTS 81 TO 85, EXPROP GL75995 ; PT LT 1, PL 23, BEING PT 1, EXPROP CT205127 ; S/T NS24459 OTTAWA AND GLOUCESTER	NOTICE - OGILVIE REALTY LTD.	1475 Carling Ave.	OC648985 OC1665516	Ottawa	ON	K1Z 7L9

Directly/In directly Affected (D/I)	PIIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042650016			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT RDAL BTN CONS 10F&20F ; KNOWN AS PT OGILVIE RD (REGIONAL RD 50) LYING W OF A LINE EXTENDING FROM THE WLY BOUNDARY OF CUMMINGS AVE TO THE SLY BOUNDARY OF OGILVIE RD BEING THE ORIGINAL RD ALLOWANCE BTN CON 10F&20F AND E OF THE ELY BOUNDARY OF THE RDAL BTN CON JG & OF (AKA ST. LAURENT BLVD); EXCEPT PTS 13, 14 & 15, SR1399, EXCEPT PT 1, SR12570; PT LT 1, PL 217, BEING PT 2, EXPROP CT205125 ; PT LT 26, CON 10F, BEING PTS 1, EXPROP CT205125 ; PT LT 26, CON 10F, BEING PTS 2 TO 10, EXPROP GL75995 ; PT LT 26, CON 10F, PTS 1, 5, 8 & 9, EXPROP CT202833, PT LT 28, PL 26, PT 4, EXPROP CT202833 ; PT LT 28, PL 26, BEING PT 1, EXPROP GL75995 ; PT LT 26, CON 10F, PART 5 & 6, SR1399 ; LTS 1, 3, 4 & 5 & PT LT 6, 7 & 8, PL 465, BEING PTS 2, 3, 4 & 5, EXPROP CT202832 ; LT 2, PL 465 ; PT LT 26, CON 10F, PART 10,11,12,13,14 & 15, SR1414 ; PT LT 27, CON 20F, PTS 80 & 86, EXPROP GL75995 ; PT LT 27, CON 20F, PART 39, SR1414, S/T GL85383 ; PT LTS 1, 2, 3, 4, 5 & 6, PL 445, BEING PTS 81 TO 85, EXPROP GL75995 ; PT LT 1, PL 23, BEING PT 1, EXPROP CT205127 ; S/T NS24459 OTTAWA AND GLOUCESTER	NOTICE - CITY OF OTTAWA	110 Laurier Avenue West	OC167956	OTTAWA	ON	K1P1J1
D	042070400			HER MAJESTY THE QUEEN IN RIGHT OF CANADA	1200 VANIER PARKWAY		OTTAWA	ON		LTS 1, 2, 6, 7, 11, 12, 13, 17, 18, 19, 23, 24, 25, 26, 30, 31, 32, 33, 34, 37, 38, 39, 40, 41, 42, 43, 47, 48, 49, 50, 51, 52, 53 & 56, PL 264 ; PT LTS 5, 10, 15, 16, 21, 22, 28, 29, 36, 44, 45, 46, 54, 55, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66 & 67, PL 264 ; PT JEDBURG AV, PL 264, (AS CLOSED BY BYLAW OT79244) ; PT ST. LAWRENCE AV, PL 264, (AS CLOSED BY BYLAW OT79244) ; PT ALEXANDRIA AV, PL 264, (AS CLOSED BY BYLAW OT79244) ; PT OLIVER AV, PL 264, (AS CLOSED BY BYLAW OT79244) ; LTS 106, 107, 108, 109 & 110, PL 330 ; LTS 143 & 144, PL 330 ; PT LTS 72, 73 & 90, PL 330, PT ADDISON ST, PL 330, (AS CLOSED BY ORDER OT45269) ; PT BALMORAL ST, PL 330, (AS CLOSED BY ORDER OT45269) ; PT BLK A, PL 84, PT LTS 1, 2, 3 & 4, PL 84 ; PT LTS 1 & 2, PL 320 ; PART LOTS 2, 3, 4 & AVENUE A (CLOSED BY BYLAW 439-60), PLAN 320; PT LTS 9, 10 & 11, CON JG ; ALL BEING PTS 2, 3, 4, 6, 7, 8,9,10,11,12,13,14,15,16,19,20,22,24,25 & 26, SR1850 ; LT 30, PL 330 ; LTS 47, 48, 49, 50, 51 & 52, PL 330 ; LTS 61, 62, 63, 64, 65, 66, 67 & 68, PL 330 ; LTS 79, 80, 81, 82, 83, 84, 85, 86, 87, 88 & 89, PL 330 ; LTS 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104 & 105, PL 330 ; LTS 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141 & 142, PL 330 ; LTS 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210 & 211, PL 330 ; LTS 215 & 216, PL 330 ; PT LTS 21, 26, 27, 28, 31, 32, 45, 46, 58, 59, 60, 71, 72, 73, 74, 75, 76, 77, 78, 90, 212, 213 & 214, PL 330 ; PT LTS 9 & 10, CON JG ; DOVER AV, PL 330, (AS CLOSED BY ORDER OT45269) ; MILTON AV, PL 330, (AS CLOSED BY ORDER OT45269) ; ST. LAWRENCE AV, PL 330, (AS CLOSED BY ORDER OT45269) ; PT ADDISON ST, PL 330, (AS CLOSED BY ORDER OT45269) ; PT BALMORAL ST, PL 330, (AS CLOSED BY ORDER OT45269) ; PT CHARLESE ST, PL 330, (AS CLOSED BY ORDER OT45269) ; PT FAIRVIEW ST, PL 330, (AS CLOSED BY ORDER OT45269) ; PT ETHEL AV, PL 330, (AS CLOSED BY ORDER OT45269) ; ALL BEING PT 5 SR1850 ; PT RDAL BTN LTS 10&11, CON JG, PTS 17, 18, 21 & 23, SR1850, CLOSED BY BYLAW OT42486 AND NS75439 (KNOWN AS TREMBLAY RD) ; S/T NS144684,NS41177,OT11736,NS42797, OT82980, NS78204,OTTAWA ; SUBJECT TO AN EASEMENT IN FAVOUR OF THE HYDRO-ELECTRIC COMMISSION OF THE CITY OF OTTAWA OVER PARTS 1 TO 9 PLAN 4R12057 AS IN LT1082105; S/T CT252655, NS36169 & NS37803 SUBJECT TO AN EASEMENT IN GROSS OVER PT OF LOT 9 JUNCTION GORE BEING PTS 1.2 & 3 PL 4R28818 AS IN OC1743626	TRANSFER EASEMENT - THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA	2711 Hunt Club Rd, PO Box 8700	NS37803 LT1082105	OTTAWA	ON	K1G3S4

Directly/In directly Affected (D/I)	PIIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042070400			HER MAJESTY THE QUEEN IN RIGHT OF CANADA	1200 VANIER PARKWAY		OTTAWA	ON		LTS 1, 2, 6, 7, 11, 12, 13, 17, 18, 19, 23, 24, 25, 26, 30, 31, 32, 33, 34, 37, 38, 39, 40, 41, 42, 43, 47, 48, 49, 50, 51, 52, 53 & 56; PL 264 ; PT LTS 5, 10, 15, 16, 21, 22, 28, 29, 36, 44, 45, 46, 54, 55, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66 & 67; PL 264 ; PT JEDBURG AV, PL 264 ; (AS CLOSED BY BYLAW OT79244) ; PT ST. LAWRENCE AV, PL 264 ; (AS CLOSED BY BYLAW OT79244) ; PT ALEXANDRIA AV, PL 264 ; (AS CLOSED BY BYLAW OT79244) ; PT OLIVER AV, PL 264 ; (AS CLOSED BY BYLAW OT79244) ; LTS 106, 107, 108, 109 & 110, PL 330 ; LTS 143 & 144, PL 330 ; PT LTS 72, 73 & 90, PL 330 ; PT ADDISON ST, PL 330 ; (AS CLOSED BY ORDER OT45269) ; PT BALMORAL ST, PL 330 ; (AS CLOSED BY ORDER OT45269) ; PT BLK A, PL 84 , PT LTS 1, 2, 3 & 4, PL 84 ; PT LTS 1 & 2, PL 320 ; PART LOTS 2, 3, 4 & AVENUE A (CLOSED BY BYLAW 439-60), PLAN 320; PT LTS 9, 10 & 11, CON JG ; ALL BEING PTS 2, 3, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 19, 20, 22, 24, 25 & 26, 5R1850 ; LT 30, PL 330 ; LTS 47, 48, 49, 50, 51 & 52, PL 330 ; LTS 61, 62, 63, 64, 65, 66, 67 & 68, PL 330 ; LTS 79, 80, 81, 82, 83, 84, 85, 86, 87, 88 & 89, PL 330 ; LTS 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104 & 105, PL 330 ; LTS 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141 & 142, PL 330 ; LTS 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210 & 211, PL 330 ; LTS 215 & 216, PL 330 ; PT LTS 21, 26, 27, 28, 31, 32, 45, 46, 58, 59, 60, 71, 72, 73, 74, 75, 76, 77, 78, 90, 212, 213 & 214, PL 330 ; PT LTS 9 & 10, CON JG ; DOVER AV, PL 330 ; (AS CLOSED BY ORDER OT45269) ; MILTON AV, PL 330 ; (AS CLOSED BY ORDER OT45269) ; ST. LAWRENCE AV, PL 330 ; (AS CLOSED BY ORDER OT45269) ; PT ADDISON ST, PL 330 ; (AS CLOSED BY ORDER OT45269) ; PT BALMORAL ST, PL 330 ; (AS CLOSED BY ORDER OT45269) ; PT CARLISLE ST, PL 330 ; (AS CLOSED BY ORDER OT45269) ; PT FAIRVIEW ST, PL 330 ; (AS CLOSED BY ORDER OT45269) ; PT ETHEL AV, PL 330 ; (AS CLOSED BY ORDER OT45269) ; ALL BEING PT 5 5R1850 ; PT RDAL BTN LTS 10&11, CON JG ; PTS 17, 18, 21 & 23, 5R1850, CLOSED BY BYLAW OT42486 AND N575439 (KNOWN AS TREMBLAY RD) ; S/T NS1446684, NS41177, OT11736, NS42797, OT82980, NS78204-OTTAWA ; SUBJECT TO AN EASEMENT IN FAVOUR OF THE HYDRO-ELECTRIC COMMISSION OF THE CITY OF OTTAWA OVER PARTS 1 TO 9 PLAN 4R12057 AS IN LT1082105; S/T CT252655, NS36169 & NS37803 SUBJECT TO AN EASEMENT IN GROSS OVER PT OF LOT 9 JUNCTION GORE BEING PTS 1,2 & 3 PL 4R28818 AS IN OC1743626	TRANSFER EASEMENT - BELL CANADA	1 CARREFOUR ALEXANDRE-GRAHAM-BELL, BUILD A	CT252655	VERDUN	QC	H3E3B3
D	042070400			HER MAJESTY THE QUEEN IN RIGHT OF CANADA	1200 VANIER PARKWAY		OTTAWA	ON		LTS 1, 2, 6, 7, 11, 12, 13, 17, 18, 19, 23, 24, 25, 26, 30, 31, 32, 33, 34, 37, 38, 39, 40, 41, 42, 43, 47, 48, 49, 50, 51, 52, 53 & 56; PL 264 ; PT LTS 5, 10, 15, 16, 21, 22, 28, 29, 36, 44, 45, 46, 54, 55, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66 & 67; PL 264 ; PT JEDBURG AV, PL 264 ; (AS CLOSED BY BYLAW OT79244) ; PT ST. LAWRENCE AV, PL 264 ; (AS CLOSED BY BYLAW OT79244) ; PT ALEXANDRIA AV, PL 264 ; (AS CLOSED BY BYLAW OT79244) ; PT OLIVER AV, PL 264 ; (AS CLOSED BY BYLAW OT79244) ; LTS 106, 107, 108, 109 & 110, PL 330 ; LTS 143 & 144, PL 330 ; PT LTS 72, 73 & 90, PL 330 ; PT ADDISON ST, PL 330 ; (AS CLOSED BY ORDER OT45269) ; PT BALMORAL ST, PL 330 ; (AS CLOSED BY ORDER OT45269) ; PT BLK A, PL 84 , PT LTS 1, 2, 3 & 4, PL 84 ; PT LTS 1 & 2, PL 320 ; PART LOTS 2, 3, 4 & AVENUE A (CLOSED BY BYLAW 439-60), PLAN 320; PT LTS 9, 10 & 11, CON JG ; ALL BEING PTS 2, 3, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 19, 20, 22, 24, 25 & 26, 5R1850 ; LT 30, PL 330 ; LTS 47, 48, 49, 50, 51 & 52, PL 330 ; LTS 61, 62, 63, 64, 65, 66, 67 & 68, PL 330 ; LTS 79, 80, 81, 82, 83, 84, 85, 86, 87, 88 & 89, PL 330 ; LTS 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104 & 105, PL 330 ; LTS 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141 & 142, PL 330 ; LTS 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210 & 211, PL 330 ; LTS 215 & 216, PL 330 ; PT LTS 21, 26, 27, 28, 31, 32, 45, 46, 58, 59, 60, 71, 72, 73, 74, 75, 76, 77, 78, 90, 212, 213 & 214, PL 330 ; PT LTS 9 & 10, CON JG ; DOVER AV, PL 330 ; (AS CLOSED BY ORDER OT45269) ; MILTON AV, PL 330 ; (AS CLOSED BY ORDER OT45269) ; ST. LAWRENCE AV, PL 330 ; (AS CLOSED BY ORDER OT45269) ; PT ADDISON ST, PL 330 ; (AS CLOSED BY ORDER OT45269) ; PT BALMORAL ST, PL 330 ; (AS CLOSED BY ORDER OT45269) ; PT CARLISLE ST, PL 330 ; (AS CLOSED BY ORDER OT45269) ; PT FAIRVIEW ST, PL 330 ; (AS CLOSED BY ORDER OT45269) ; PT ETHEL AV, PL 330 ; (AS CLOSED BY ORDER OT45269) ; ALL BEING PT 5 5R1850 ; PT RDAL BTN LTS 10&11, CON JG ; PTS 17, 18, 21 & 23, 5R1850, CLOSED BY BYLAW OT42486 AND N575439 (KNOWN AS TREMBLAY RD) ; S/T NS1446684, NS41177, OT11736, NS42797, OT82980, NS78204-OTTAWA ; SUBJECT TO AN EASEMENT IN FAVOUR OF THE HYDRO-ELECTRIC COMMISSION OF THE CITY OF OTTAWA OVER PARTS 1 TO 9 PLAN 4R12057 AS IN LT1082105; S/T CT252655, NS36169 & NS37803 SUBJECT TO AN EASEMENT IN GROSS OVER PT OF LOT 9 JUNCTION GORE BEING PTS 1,2 & 3 PL 4R28818 AS IN OC1743626	TRANSFER EASEMENT - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	NS42797 NS41177	OTTAWA	ON	K1N 5A1

Directly/In directly Affected (D/I)	PIIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042070400			HER MAJESTY THE QUEEN IN RIGHT OF CANADA	1200 VANIER PARKWAY		OTTAWA	ON		LTS 1, 2, 6, 7, 11, 12, 13, 17, 18, 19, 23, 24, 25, 26, 30, 31, 32, 33, 34, 37, 38, 39, 40, 41, 42, 43, 47, 48, 49, 50, 51, 52, 53 & 56; PL 264; PT LTS 5, 10, 15, 16, 21, 22, 28, 29, 36, 44, 45, 46, 54, 55, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66 & 67; PL 264; PT JEDBURG AV, PL 264, (AS CLOSED BY BYLAW OT79244); PT ST. LAWRENCE AV, PL 264, (AS CLOSED BY BYLAW OT79244); PT ALEXANDRIA AV, PL 264, (AS CLOSED BY BYLAW OT79244); PT OLIVER AV, PL 264, (AS CLOSED BY BYLAW OT79244); LTS 106, 107, 108, 109 & 110, PL 330; LTS 143 & 144, PL 330; PT LTS 72, 73 & 90, PL 330; PT ADDISON ST, PL 330, (AS CLOSED BY ORDER OT45269); PT BALMORAL ST, PL 330, (AS CLOSED BY ORDER OT45269); PT BLK A, PL 84, PT LTS 1, 2, 3 & 4, PL 84; PT LTS 1 & 2, PL 320; PART LOTS 2, 3, 4 & AVENUE A (CLOSED BY BYLAW 439-60), PLAN 320; PT LTS 9, 10 & 11, CON JG; ALL BEING PTS 2, 3, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 19, 20, 22, 24, 25 & 26, 5R1850; LT 30, PL 330; LTS 47, 48, 49, 50, 51 & 52, PL 330; LTS 61, 62, 63, 64, 65, 66, 67 & 68, PL 330; LTS 79, 80, 81, 82, 83, 84, 85, 86, 87, 88 & 89, PL 330; LTS 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104 & 105, PL 330; LTS 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141 & 142, PL 330; LTS 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210 & 211, PL 330; LTS 215 & 216, PL 330; PT LTS 21, 26, 27, 28, 31, 32, 45, 46, 58, 59, 60, 71, 72, 73, 74, 75, 76, 77, 78, 90, 212, 213 & 214, PL 330; PT LTS 9 & 10, CON JG; DOVER AV, PL 330, (AS CLOSED BY ORDER OT45269); MILTON AV, PL 330, (AS CLOSED BY ORDER OT45269); ST. LAWRENCE AV, PL 330, (AS CLOSED BY ORDER OT45269); PT ADDISON ST, PL 330, (AS CLOSED BY ORDER OT45269); PT BALMORAL ST, PL 330, (AS CLOSED BY ORDER OT45269); PT CARLISLE ST, PL 330, (AS CLOSED BY ORDER OT45269); PT FAIRVIEW ST, PL 330, (AS CLOSED BY ORDER OT45269); PT ETHEL AV, PL 330, (AS CLOSED BY ORDER OT45269); ALL BEING PT 5 5R1850; PT RDAL BTN LTS 10&11, CON JG; PTS 17, 18, 21 & 23, 5R1850, CLOSED BY BYLAW OT42486 AND N575439 (KNOWN AS TREMBLAY RD); S/T N51446684, N541177, OT11736, N542797, OT82980, N578204, OTTAWA; SUBJECT TO AN EASEMENT IN FAVOUR OF THE HYDRO-ELECTRIC COMMISSION OF THE CITY OF OTTAWA OVER PARTS 1 TO 9 PLAN 4R12057 AS IN LT1082105; S/T CT252655, NS36169 & NS37803 SUBJECT TO AN EASEMENT IN GROSS OVER PT OF LOT 9 JUNCTION GORE BEING PTS 1, 2 & 3 PL 4R28818 AS IN OC1743626	TRANSFER EASEMENT - THE MINISTER OF PUBLIC WORKS REPRESENTING HER MAJESTY THE QUEEN, IN RIG	1200 VANIER PARKWAY	NS144684	OTTAWA	ON	K1A 0R2
D	042070400			HER MAJESTY THE QUEEN IN RIGHT OF CANADA	1200 VANIER PARKWAY		OTTAWA	ON		LTS 1, 2, 6, 7, 11, 12, 13, 17, 18, 19, 23, 24, 25, 26, 30, 31, 32, 33, 34, 37, 38, 39, 40, 41, 42, 43, 47, 48, 49, 50, 51, 52, 53 & 56; PL 264; PT LTS 5, 10, 15, 16, 21, 22, 28, 29, 36, 44, 45, 46, 54, 55, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66 & 67; PL 264; PT JEDBURG AV, PL 264, (AS CLOSED BY BYLAW OT79244); PT ST. LAWRENCE AV, PL 264, (AS CLOSED BY BYLAW OT79244); PT ALEXANDRIA AV, PL 264, (AS CLOSED BY BYLAW OT79244); PT OLIVER AV, PL 264, (AS CLOSED BY BYLAW OT79244); LTS 106, 107, 108, 109 & 110, PL 330; LTS 143 & 144, PL 330; PT LTS 72, 73 & 90, PL 330; PT ADDISON ST, PL 330, (AS CLOSED BY ORDER OT45269); PT BALMORAL ST, PL 330, (AS CLOSED BY ORDER OT45269); PT BLK A, PL 84, PT LTS 1, 2, 3 & 4, PL 84; PT LTS 1 & 2, PL 320; PART LOTS 2, 3, 4 & AVENUE A (CLOSED BY BYLAW 439-60), PLAN 320; PT LTS 9, 10 & 11, CON JG; ALL BEING PTS 2, 3, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 19, 20, 22, 24, 25 & 26, 5R1850; LT 30, PL 330; LTS 47, 48, 49, 50, 51 & 52, PL 330; LTS 61, 62, 63, 64, 65, 66, 67 & 68, PL 330; LTS 79, 80, 81, 82, 83, 84, 85, 86, 87, 88 & 89, PL 330; LTS 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104 & 105, PL 330; LTS 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141 & 142, PL 330; LTS 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210 & 211, PL 330; LTS 215 & 216, PL 330; PT LTS 21, 26, 27, 28, 31, 32, 45, 46, 58, 59, 60, 71, 72, 73, 74, 75, 76, 77, 78, 90, 212, 213 & 214, PL 330; PT LTS 9 & 10, CON JG; DOVER AV, PL 330, (AS CLOSED BY ORDER OT45269); MILTON AV, PL 330, (AS CLOSED BY ORDER OT45269); ST. LAWRENCE AV, PL 330, (AS CLOSED BY ORDER OT45269); PT ADDISON ST, PL 330, (AS CLOSED BY ORDER OT45269); PT BALMORAL ST, PL 330, (AS CLOSED BY ORDER OT45269); PT CARLISLE ST, PL 330, (AS CLOSED BY ORDER OT45269); PT FAIRVIEW ST, PL 330, (AS CLOSED BY ORDER OT45269); PT ETHEL AV, PL 330, (AS CLOSED BY ORDER OT45269); ALL BEING PT 5 5R1850; PT RDAL BTN LTS 10&11, CON JG; PTS 17, 18, 21 & 23, 5R1850, CLOSED BY BYLAW OT42486 AND N575439 (KNOWN AS TREMBLAY RD); S/T N51446684, N541177, OT11736, N542797, OT82980, N578204, OTTAWA; SUBJECT TO AN EASEMENT IN FAVOUR OF THE HYDRO-ELECTRIC COMMISSION OF THE CITY OF OTTAWA OVER PARTS 1 TO 9 PLAN 4R12057 AS IN LT1082105; S/T CT252655, NS36169 & NS37803 SUBJECT TO AN EASEMENT IN GROSS OVER PT OF LOT 9 JUNCTION GORE BEING PTS 1, 2 & 3 PL 4R28818 AS IN OC1743626	LR'S ORDER - LAND REGISTRAR FOR THE LAND TITLES DIVISION OF OTTAWA-CARLETON	Court House, 161 Elgin St., 4th Floor,,	OC5833 OC25719 OC245209 OC2329671	Ottawa	ON	K2P 2K1

Directly/In directly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042070400			HER MAJESTY THE QUEEN IN RIGHT OF CANADA	1200 VANIER PARKWAY		OTTAWA	ON		LTS 1, 2, 6, 7, 11, 12, 13, 17, 18, 19, 23, 24, 25, 26, 30, 31, 32, 33, 34, 37, 38, 39, 40, 41, 42, 43, 47, 48, 49, 50, 51, 52, 53 & 56; PL 264; PT LTS 5, 10, 15, 16, 21, 22, 23, 29, 36, 44, 45, 46, 54, 55, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66 & 67; PL 264; PT JEDBURG AV, PL 264, (AS CLOSED BY BYLAW OT79244); PT ST. LAWRENCE AV, PL 264, (AS CLOSED BY BYLAW OT79244); PT ALEXANDRIA AV, PL 264, (AS CLOSED BY BYLAW OT79244); PT OLIVER AV, PL 264, (AS CLOSED BY BYLAW OT79244); LTS 106, 107, 108, 109 & 110, PL 330; LTS 143 & 144, PL 330; PT LTS 72, 73 & 90, PL 330; PT ADDISON ST, PL 330, (AS CLOSED BY ORDER OT45269); PT BALMORAL ST, PL 330, (AS CLOSED BY ORDER OT45269); PT BLK A, PL 84, PT LTS 1, 2, 3 & 4, PL 84; PT LTS 1 & 2, PL 320; PART LOTS 2, 3, 4 & AVENUE A (CLOSED BY BYLAW 439-60), PLAN 320; PT LTS 9, 10 & 11, CON JG; ALL BEING PTS 2, 3, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 19, 20, 22, 24, 25 & 26, 5R1850; LT 30, PL 330; LTS 47, 48, 49, 50, 51 & 52, PL 330; LTS 61, 62, 63, 64, 65, 66, 67 & 68, PL 330; LTS 79, 80, 81, 82, 83, 84, 85, 86, 87, 88 & 89, PL 330; LTS 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104 & 105, PL 330; LTS 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141 & 142, PL 330; LTS 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210 & 211, PL 330; LTS 215 & 216, PL 330; PT LTS 21, 26, 27, 28, 31, 32, 45, 46, 58, 59, 60, 71, 72, 73, 74, 75, 76, 77, 78, 90, 212, 213 & 214, PL 330; PT LTS 9 & 10, CON JG; DOWER AV, PL 330, (AS CLOSED BY ORDER OT45269); MILTON AV, PL 330, (AS CLOSED BY ORDER OT45269); ST. LAWRENCE AV, PL 330, (AS CLOSED BY ORDER OT45269); PT ADDISON ST, PL 330, (AS CLOSED BY ORDER OT45269); PT BALMORAL ST, PL 330, (AS CLOSED BY ORDER OT45269); PT CARLISLE ST, PL 330, (AS CLOSED BY ORDER OT45269); PT FAIRVIEW ST, PL 330, (AS CLOSED BY ORDER OT45269); PT ETHEL AV, PL 330, (AS CLOSED BY ORDER OT45269); ALL BEING PT 5 SR1850; PT RDAL BTN LTS 10&11, CON JG, PTS 17, 18, 21 & 23, 5R1850, CLOSED BY BYLAW OT42486 AND N575439 (KNOWN AS TREMBLAY RD); S/T NS1446684, NS41177, OT11736, NS42797, OT82980, NS78204, OTTAWA; SUBJECT TO AN EASEMENT IN FAVOUR OF THE HYDRO-ELECTRIC COMMISSION OF THE CITY OF OTTAWA OVER PARTS 1 TO 9 PLAN 82105; S/T CT52855, NS36169 & NS37803 SUBJECT TO AN EASEMENT IN GROSS OVER PT OF LOT 9 JUNCTION GORE BEING PTS 1, 2 & 3 PL 4R22818 AS IN OC1743626	Transfer Easement - CITY OF OTTAWA	110 Laurier Avenue West	TRANSFER EASEMENT- OC1743626	Ottawa	ON	K1P 1J1
D	042550165			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	PT LT 10, CON JG, PT 1, 5R5455, PT 2, 4R8780; PT COVENTRY RD, PL 747, LYING W OF THE SLY EXT OF THE WLY BOUNDARY OF LOLA ST, PL 747; S/T N305718; S/T N305718E OTTAWA/GLOUCESTER	BYLAW - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLTON	111 Lisgar St	N685465	Ottawa	ON	K2P 2L7
D	042550165			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	PT LT 10, CON JG, PT 1, 5R5455, PT 2, 4R8780; PT COVENTRY RD, PL 747, LYING W OF THE SLY EXT OF THE WLY BOUNDARY OF LOLA ST, PL 747; S/T N305718; S/T N305718E OTTAWA/GLOUCESTER	TRANSFER EASEMENT - HER MAJESTY THE QUEEN	1200 VANIER PARKWAY	N305718E	Ottawa	ON	K1A 0R2
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	OT42232 OT76232	OTTAWA	ON	K1N 5A1
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	LEASE - KENT SHOES LIMITED	140 Newcastle Blvd	OT77738	Miramichi	New Brunswick	E1V 2L7
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	LEASE - GUARANTY TRUST COMPANY OF CANADA	366 BAY STREET	OT77791	TORONTO	ON	M5H 2W5.

Directly/In directly Affected (D/I)	PIIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	LEASE - CANADIAN IMPERIAL BANK OF COMMERCE	1400 Lawrence Avenue West	OT77823	North York	ON	M6L 1A7
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	LEASE - FINES FLOWERS LIMITED	407 Laurier ave west	OT77828	OTTAWA	ON	K1R 1B9
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	LEASE - W. H. SMITH & SON (CANADA) LIMITED	113 Merton St	OT77865	TORONTO	ON	M4S 1A7
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	LEASE - SANDAN LIMITED	N/A	OT78002	N/A	N/A	N/A
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	LEASE - KINNEY SHOES OF CANADA LIMITED	N/A	OT78037	N/A	N/A	N/A
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	LEASE - QUINTANA STORES LIMITED	30 Beaubec	OT78149	Drogheda	Louth	A92 H4xv
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	LEASE - MONTREAL DRAPERIES INC.	501-1625 Chabanel Rue O	OT78183	Montreal	QC	H4N257

Directly/In directly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	LEASE - DALMYS LIMITED	2600 Don Mills Rd Apartment 1406	OT78207	NORTH YORK	ON	M2J 3B4
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	LEASE - HENRY BIRKS & SONS LIMITED	50 RIDEAU ST	OT78208	Ottawa	ON	K1P555
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	LEASE - COBERT DISTRIBUTING COMPANY LIMITED	N/A	OT78370	N/A	N/A	N/A
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	LEASE - THE FAMILY FAIR STORES LIMITED	5110 De Courtrai		Montreal	QC	H3W 1A7
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	LEASE - DOMINION STORES LIMITED	605 ROGERS RD, TORONTO 15, ON, M6M 1B9	OT78855	TORONTO	ON	M6M 1B9
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	LEASE - JOE FELLER LIMITED	9860 - 33 Avenue NW	OT79696	Edmonton	AB	T6N 1C6
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	LEASE - DON-KOFFLER DRUGS LIMITED	N/A	OT79934	N/A	N/A	N/A

Directly/In directly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	LEASE - THE MAY COMPANY LIMITED	N/A	OT80967	N/A	N/A	N/A
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	NOTICE OF LEASE - OTTAWA LEATHER GOODS LIMITED	179 Sparks St	OT82627	Ottawa	ON	K1P5B9
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	AGREEMENT - W. H. SMITH AND SON (CANADA) LIMITED	113 MERTON STREET, TORONTO, ON, M451A8	OT82641	Toronto	ON	M451A8
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	CHARGE OF LEASE - INDUSTRIAL DEVELOPMENT BANK	N/A	CT108404	N/A	N/A	N/A
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	AGREEMENT - LIGHTING UNLIMITED CORPORATION LIMITED	4211 106 Street Nw#171 Edmonton	CT114340	Edmonton	AB	T6J 6P3
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	NOTICE OF LEASE - SIMPSONS-SEARS LIMITED	2200 Islington Ave Toronto ON M9W 3W4	CT130932	Toronto	ON	M9W 3W4
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	NOTICE OF LEASE - A. J. FREIMAN LIMITED	73 Rideau Street	CT145477	Ottawa	ON	K1N 5W8

Directly/In directly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	LEASE - PINWOOD VENTURES LIMITED	75 Mutley Plain, Plymouth, Devon, England, PL4 6JJ	CT149963	Plymouth	Devon	PL4 6JJ
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	CHARGE OF LEASE - INDUSTRIAL DEVELOPMENT BANK	N/A	CT151044	N/A	N/A	N/A
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	NOTICE OF LEASE - JOE FELLER LIMITED	9860 - 33 Avenue NW	CT155151	Edmonton	AB	T6N 1G6
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	NOTICE OF LEASE - EVANS & KERT LIMITED	P.o. box 6015	CT188131	TORONTO	ON	L5P1B8
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	PLAN EXPROPRIATION - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	CT205126	Ottawa	ON	K2P 2L7
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	NOTICE - CANADIAN IMPERIAL BANK OF COMMERCE	1400 Lawrence Avenue West	CT215911	North York	ON	M6L 1A7
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	NOTICE OF LEASE - THE ODEON THEATRES (CANADA) LIMITED	225 Consumers Rd	NS43134	Willowdale	ON	M2J 4G9

Directly/In directly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	ASSIGNMENT LEASE - CANADIAN ODEON THEATRES LTD.	225 Consumers Rd	NS43135	Willowdale	ON	M2I 4G9
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	NOTICE OF LEASE - REITMAN'S (ONTARIO) LIMITED	250 Sauve St W	NS79073	Montreal	qc	H3L 1Z2
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	NOTICE - CANADIAN IMPERIAL BANK OF COMMERCE	1400 Lawrence Avenue West	NS144986	North York	ON	M6L 1A7
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	DEED TRUST - GUARANTY TRUST COMPANY OF CANADA	335 Bay St	NS174853	TORONTO	ON	MSH 2R2
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	DEBENTURE - CENTRAL GUARANTY TRUST COMPANY	88 University Ave	N611677	TORONTO	ON	M5I 1T8
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	BYLAW - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	N737100	Ottawa	ON	K2P 2L7
D	042540077			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT COVENTRY RD, LYING E OF THE SLY EXT OF W LIMIT OF LOLA ST, PL 747, AND W OF ST LAURENT BLVD, BEING; PT COVENTRY RD, PL 747, LYING W OF PART 8, SR1973 & S OF PART 4, SR1973; ONE FOOT RESERVE, PL 747, N LIMIT OF COVENTRY RD; PT BLK D, PL 747, PART 1, EXPROP CT205126; PT BLK G, PL 747, PT BLK A, PL 821, PART 4, SR1973; PT COVENTRY RD, PL 747, PT COVENTRY RD, PL 821, BEING PART 9, SR1973 EXCEPT PART 3, SR14572; PT COVENTRY RD, PL 747, CLOSED BY BYLAW CT242424, BEING PARTS 1 & 2, SR14572; PT BLK A, PL 821, PART 4, SR14572; PT LT 9, CON JG, PART 1, SR1338; PT LT 9, CON JG, PART 1, SR1855; S/T UNREGISTERED EASEMENT AS SHOWN ON PLAN 747; OTTAWA/GLOUCESTER	NOTICE - BEST BUY CANADA LTD.	8800 Glenlyon Parkway	OC425578	Burnaby	BC	V5J 5K3

Directly/In Directly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042550167			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	LT 96, PL 318 ; LTS 154 & 155, PL 318 , EXCEPT PT 9, SR4805 ; LT 156, PL 318 ; PT LT 9, CON JG , PTS 6 - 12, SR4725 LYING S OF THE ELY EXT OF THE SLY BOUNDARY OF QUEEN MARY ST, PL 318 ; PT LTS 214 & 215, PL 341 , PART 16 , SR4766 ; PT LT 9, CON JG , PART 1 , SR5926 ; PT LTS 9 & 10, CON JG , AS IN OT43075 LYING N OF THE QUEENSWAY ; PT SHARPE ST, PL 341 , PT 13 , SR4766 EXCEPT PT 1 , SR7047 ; PT LANE, PL 318 , LYING BTN LTS 96 & LTS 154 & 155, PL 318 BEING PT 8, SR4805 ; S/T CT133889 OTTAWA/GLOUCESTER	TRANSFER EASEMENT - THE HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO	2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4	CT133889	Ottawa	ON	K1G3S4
D	042550167			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	LT 96, PL 318 ; LTS 154 & 155, PL 318 , EXCEPT PT 9, SR4805 ; LT 156, PL 318 ; PT LT 9, CON JG , PTS 6 - 12, SR4725 LYING S OF THE ELY EXT OF THE SLY BOUNDARY OF QUEEN MARY ST, PL 318 ; PT LTS 214 & 215, PL 341 , PART 16 , SR4766 ; PT LT 9, CON JG , PART 1 , SR5926 ; PT LTS 9 & 10, CON JG , AS IN OT43075 LYING N OF THE QUEENSWAY ; PT SHARPE ST, PL 341 , PT 13 , SR4766 EXCEPT PT 1 , SR7047 ; PT LANE, PL 318 , LYING BTN LTS 96 & LTS 154 & 155, PL 318 BEING PT 8, SR4805 ; S/T CT133889 OTTAWA/GLOUCESTER	PLAN EXPROPRIATION - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	NS79739	Ottawa	ON	K2P 2L7
D	042550167			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	LT 96, PL 318 ; LTS 154 & 155, PL 318 , EXCEPT PT 9, SR4805 ; LT 156, PL 318 ; PT LT 9, CON JG , PTS 6 - 12, SR4725 LYING S OF THE ELY EXT OF THE SLY BOUNDARY OF QUEEN MARY ST, PL 318 ; PT LTS 214 & 215, PL 341 , PART 16 , SR4766 ; PT LT 9, CON JG , PART 1 , SR5926 ; PT LTS 9 & 10, CON JG , AS IN OT43075 LYING N OF THE QUEENSWAY ; PT SHARPE ST, PL 341 , PT 13 , SR4766 EXCEPT PT 1 , SR7047 ; PT LANE, PL 318 , LYING BTN LTS 96 & LTS 154 & 155, PL 318 BEING PT 8, SR4805 ; S/T CT133889 OTTAWA/GLOUCESTER	[REDACTED]	[REDACTED]	OC629999	Ottawa	ON	N/A
D	042550001			MINISTRY OF TRANSPORTATION AND COMMUNICATIONS	77 Wellesley Street West		Toronto	ON	M7A 2E3	TS 8, 9, 10, 11 & 12, PL 84 , S/S OF RDAL BTN LTS 10&11 ; LTS 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 151, 152, 153, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293 & 317, PL 320 ; PT LTS 3, 4, 27, 28, 29, 30, 145, 146, 147, 148, 149, 150, 154, 155, 156, 157, 158, 159, 164, 294, 295, 296, 297, 298, 299, 300, 307, 308, 309, 310, 311, 312, 313, 314, 315 & 316, PL 320 ; AVENUE C, PL 320 ; AVENUE B, PL 320 ; PT RIDEAU BLVD DI 320 - CEDAR PLACE DI 320 - ELM PLACE DI 320 - PT AVENUE A DI 320 - PT AVENUE D DI 320 -	AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	OT42230	Ottawa	ON	K1N 5A1
D	042550001			MINISTRY OF TRANSPORTATION AND COMMUNICATIONS	77 Wellesley Street West		Toronto	ON	M7A 2E3	TS 8, 9, 10, 11 & 12, PL 84 , S/S OF RDAL BTN LTS 10&11 ; LTS 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 151, 152, 153, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293 & 317, PL 320 ; PT LTS 3, 4, 27, 28, 29, 30, 145, 146, 147, 148, 149, 150, 154, 155, 156, 157, 158, 159, 164, 294, 295, 296, 297, 298, 299, 300, 307, 308, 309, 310, 311, 312, 313, 314, 315 & 316, PL 320 ; AVENUE C, PL 320 ; AVENUE B, PL 320 ; PT RIDEAU BLVD, PL 320 ; CEDAR PLACE, PL 320 ; ELM PLACE, PL 320 ; PT AVENUE A, PL 320 ; PT AVENUE D, PL 320 ; LTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 29, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 53, 54, 55, 56, 57, 69 & 70, PL 330 ; PT LTS 21, 26, 27, 28, 31, 32, 45, 46, 58, 59, 60, 71, 72, 74, 75, 76, 77 & 78, PL 330 ; HOLLY AV, PL 330 ; SEVERN ST, PL 330 ; PT FAIRVIEW ST, PL 330 ; PT CARLISLE ST, PL 330 ; PT ETHEL AV, PL 330 ; PT LT 10, CON JG ; PT RDAL BTN LTS 10&11, CON JG ; ALL BEING PT OF PT 2, SR5421, LYING E OF A LINE CONNECTING THE IRON BARS IN LT 4 AND 159, PL 320 AS SHOWN ON SR5421 AND W OF THE W LIMIT OF BELFAST ROAD ; LTS 31, 32, 306, 318, 319 & 320, PL 320 ; PT LTS 27, 28, 29, 30, 33, 34, 35, 36, 37, 38, 39, 40, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 321, 322, 323, 324, 325, 326, 327, 348, 349, 350 & 351, PL 320 ; PT AVENUE D, PL 320 ; PT AVENUE E, PL 320 ; LTS 11, 12 & 13, PL 84 , S/S TREMBLAY RD ; PT LTS 10 & 14, PL 84 , S/S TREMBLAY RD ; PT LTS 8, 9, 10, 11, 15, 16, 17, 18, 19, 20 & 21, PL 108 ; ALL BEING PT 5, SR5421 ; PT AVENUE E, PL 320 , PART 6 , SR5421 ; PT AVENUE D, PL 320 , PART 7 , SR5421 ; PT LTS 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 & 18, PL 108 , PART 8 , SR5421 ; PT ETHEL AV, PL 330 , PART 9 , SR5421 ; PT FAIRVIEW ST, PL 330 , PART 10 , SR5421 ; PT CARLISLE ST, PL 330 , PART 11 , SR5421 ; PT RDAL BTN LTS 10&11, CON JG ; PT AVENUE A, PL 320 , PT 12, SR5421 ; PT AVENUE A, PL 320 , PART 13 , SR5421 ; PT LT 3, PL 747 , PART 1 & 2 , SR9075 ; S/T THE INTEREST IN OT42230, IF ANY ; S/T CT191806, CT252655, NS81450 OTTAWA/GLOUCESTER	TRANSFER EASEMENT - THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA	2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4	CT191806	Ottawa	ON	K1G3S4

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042550001			MINISTRY OF TRANSPORTATION AND COMMUNICATIONS	77 Wellesley Street West		Toronto	ON	M7A 2E3	TS 8, 9, 10, 11 & 12, PL 84, S/S OF RDAL BTN LTS 10&11; LTS 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 151, 152, 153, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293 & 317, PL 320; PT LTS 3, 4, 27, 28, 29, 30, 145, 146, 147, 148, 149, 150, 154, 155, 156, 157, 158, 159, 164, 294, 295, 296, 297, 298, 299, 300, 307, 308, 309, 310, 311, 312, 313, 314, 315 & 316, PL 320; AVENUE C, PL 320; AVENUE B, PL 320; PT RIDEAU BLVD, PL 320; CEDAR PLACE, PL 320; ELM PLACE, PL 320; PT AVENUE A, PL 320; PT AVENUE D, PL 320; LTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 29, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 53, 54, 55, 56, 57, 69 & 70, PL 330; PT LTS 21, 26, 27, 28, 31, 32, 45, 46, 58, 59, 60, 71, 72, 74, 75, 76, 77 & 78, PL 330; HOLLY AV, PL 330; SEVERN ST, PL 330; PT FAIRVIEW ST, PL 330; PT CARLISLE ST, PL 330; PT ETHEL AV, PL 330; PT LT 10, CON JG; PT RDAL BTN LTS 10&11, CON JG; ALL BEING PT OF PT 2, SR5421, LYING E OF A LINE CONNECTING THE IRON BARS IN LT 4 AND 159, PL 320 AS SHOWN ON SR5421 AND W OF THE W LIMIT OF BELFAST ROAD; LTS 31, 32, 306, 318, 319 & 320, PL 320; PT LTS 27, 28, 29, 30, 33, 34, 35, 36, 37, 38, 39, 40, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 321, 322, 323, 324, 325, 326, 327, 348, 349, 350 & 351, PL 320; PT AVENUE D, PL 320; PT AVENUE E, PL 320; LTS 11, 12 & 13, PL 84, S/S TREMBLAY RD; PT LTS 10 & 14, PL 84, S/S TREMBLAY RD; PT LTS 8, 9, 10, 11, 15, 16, 17, 18, 19, 20 & 21, PL 108; ALL BEING PT 5, SR5421; PT AVENUE E, PL 320, PART 6, SR5421; PT AVENUE D, PL 320, PART 7, SR5421; PT LTS 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 & 18, PL 108, PART 8, SR5421; PT ETHEL AV, PL 330, PART 9, SR5421; PT FAIRVIEW ST, PL 330, PART 10, SR5421; PT CARLISLE ST, PL 330, PART 11, SR5421; PT RDAL BTN LTS 10&11, CON JG, PT AVENUE A, PL 320, PT 12, SR5421; PT AVENUE A, PL 320, PART 13, SR5421; PT LT 3, PL 747, PART 1 & 2, SR9075; S/T THE INTEREST IN OT42230, IF ANY; S/T CT191806, CT252655, NS81450 OTTAWA/GLOUCESTER	TRANSFER EASEMENT - BELL CANADA	1 CARREFOUR ALEXANDRE-GRAHAM-BELL, BUILD A	CT252655	VERDUN	QC	H3E3B3
D	042550001			MINISTRY OF TRANSPORTATION AND COMMUNICATIONS	77 Wellesley Street West		Toronto	ON	M7A 2E3	TS 8, 9, 10, 11 & 12, PL 84, S/S OF RDAL BTN LTS 10&11; LTS 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 151, 152, 153, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293 & 317, PL 320; PT LTS 3, 4, 27, 28, 29, 30, 145, 146, 147, 148, 149, 150, 154, 155, 156, 157, 158, 159, 164, 294, 295, 296, 297, 298, 299, 300, 307, 308, 309, 310, 311, 312, 313, 314, 315 & 316, PL 320; AVENUE C, PL 320; AVENUE B, PL 320; PT RIDEAU BLVD, PL 320; CEDAR PLACE, PL 320; ELM PLACE, PL 320; PT AVENUE A, PL 320; PT AVENUE D, PL 320; LTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 29, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 53, 54, 55, 56, 57, 69 & 70, PL 330; PT LTS 21, 26, 27, 28, 31, 32, 45, 46, 58, 59, 60, 71, 72, 74, 75, 76, 77 & 78, PL 330; HOLLY AV, PL 330; SEVERN ST, PL 330; PT FAIRVIEW ST, PL 330; PT CARLISLE ST, PL 330; PT ETHEL AV, PL 330; PT LT 10, CON JG; PT RDAL BTN LTS 10&11, CON JG; ALL BEING PT OF PT 2, SR5421, LYING E OF A LINE CONNECTING THE IRON BARS IN LT 4 AND 159, PL 320 AS SHOWN ON SR5421 AND W OF THE W LIMIT OF BELFAST ROAD; LTS 31, 32, 306, 318, 319 & 320, PL 320; PT LTS 27, 28, 29, 30, 33, 34, 35, 36, 37, 38, 39, 40, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 321, 322, 323, 324, 325, 326, 327, 348, 349, 350 & 351, PL 320; PT AVENUE D, PL 320; PT AVENUE E, PL 320; LTS 11, 12 & 13, PL 84, S/S TREMBLAY RD; PT LTS 10 & 14, PL 84, S/S TREMBLAY RD; PT LTS 8, 9, 10, 11, 15, 16, 17, 18, 19, 20 & 21, PL 108; ALL BEING PT 5, SR5421; PT AVENUE E, PL 320, PART 6, SR5421; PT AVENUE D, PL 320, PART 7, SR5421; PT LTS 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 & 18, PL 108, PART 8, SR5421; PT ETHEL AV, PL 330, PART 9, SR5421; PT FAIRVIEW ST, PL 330, PART 10, SR5421; PT CARLISLE ST, PL 330, PART 11, SR5421; PT RDAL BTN LTS 10&11, CON JG, PT AVENUE A, PL 320, PT 12, SR5421; PT AVENUE A, PL 320, PART 13, SR5421; PT LT 3, PL 747, PART 1 & 2, SR9075; S/T THE INTEREST IN OT42230, IF ANY; S/T CT191806, CT252655, NS81450 OTTAWA/GLOUCESTER	TRANSFER EASEMENT - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	NS81450	Ottawa	ON	K2P 2L7

Directly/In directly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042550001			MINISTRY OF TRANSPORTATION AND COMMUNICATIONS	77 Wellesley Street West		Toronto	ON	M7A 2E3	TS 8, 9, 10, 11 & 12, PL 84, S/S OF RDAL BTN LTS 10&11; LTS 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 151, 152, 153, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293 & 317, PL 320; PT LTS 3, 4, 27, 28, 29, 30, 145, 146, 147, 148, 149, 150, 154, 155, 156, 157, 158, 159, 164, 294, 295, 296, 297, 298, 299, 300, 307, 308, 309, 310, 311, 312, 313, 314, 315 & 316, PL 320; AVENUE C, PL 320; AVENUE B, PL 320; PT RIDEAU BLVD, PL 320; CEDAR PLACE, PL 320; ELM PLACE, PL 320; PT AVENUE A, PL 320; PT AVENUE D, PL 320; LTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 29, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 53, 54, 55, 56, 57, 69 & 70, PL 330; PT LTS 21, 26, 27, 28, 31, 32, 45, 46, 58, 59, 60, 71, 72, 74, 75, 76, 77 & 78, PL 330; HOLLY AV, PL 330; SEVERN ST, PL 330; PT FAIRVIEW ST, PL 330; PT CARLISLE ST, PL 330; PT ETHEL AV, PL 330; PT LT 10, CON JG; PT RDAL BTN LTS 10&11, CON JG; ALL BEING PT OF PT 2, SR5421, LYING E OF A LINE CONNECTING THE IRON BARS IN LT 4 AND 159, PL 320 AS SHOWN ON SR5421 AND W OF THE W LIMIT OF BELFAST ROAD; LTS 31, 32, 306, 318, 319 & 320, PL 320; PT LTS 27, 28, 29, 30, 33, 34, 35, 36, 37, 38, 39, 40, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 321, 322, 323, 324, 325, 326, 327, 348, 349, 350 & 351, PL 320; PT AVENUE D, PL 320; PT AVENUE E, PL 320; LTS 11, 12 & 13, PL 84, S/S TREMBLAY RD; PT LTS 10 & 14, PL 84, S/S TREMBLAY RD; PT LTS 8, 9, 10, 11, 15, 16, 17, 18, 19, 20 & 21, PL 108; ALL BEING PT 5, SR5421; PT AVENUE E, PL 320, PART 6, SR5421; PT AVENUE D, PL 320, PART 7, SR5421; PT LTS 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 & 18, PL 108, PART 8, SR5421; PT ETHEL AV, PL 330, PART 9, SR5421; PT FAIRVIEW ST, PL 330, PART 10, SR5421; PT CARLISLE ST, PL 330, PART 11, SR5421; PT RDAL BTN LTS 10&11, CON JG, PT AVENUE A, PL 320, PT 12, SR5421; PT AVENUE A, PL 320, PART 13, SR5421; PT LT 3, PL 747, PART 1 & 2, SR9075; S/T THE INTEREST IN OT42230, IF ANY; S/T CT191806, CT252655, NS81450 OTTAWA/GLOUCESTER	NOTICE - MINISTRY OF TRANSPORTATION AND COMMUNICATIONS	777 Bay Street, 5 th floor	NS180672	Toronto	ON	M7A 1Z8

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code	
D	042620209			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PCLSTREETS-1, SEC 4M-119; LANCASTER RD, PL 4M-119, EXCEPT PT 10, 4R1687; PCL O-4, SEC 4M-119; PT BLK O, PL 4M-119, PART 9 & 11, 4R1687; PCL N-1, SEC 4M-119; PT BLK N, P & Q, PL 4M-119, PART 5, 4R1687; PCL Q1-1, SEC 4M-119; PT BLK Q1, PL 4M-119, PART 7, 4R1687; PCL 6699, SEC OTTAWA; LANCASTER RD, PL 4M-121; BLK E, PL 4M-121; PT LTS 25 & 26, CON 30F, ALL BEING PT 4, CAR186; S/T LTR2022 OTTAWA/GLOUCESTER	NOTICE - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	LT79006	Ottawa	ON	K1N 5A1	
D	042620209			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PCLSTREETS-1, SEC 4M-119; LANCASTER RD, PL 4M-119, EXCEPT PT 10, 4R1687; PCL O-4, SEC 4M-119; PT BLK O, PL 4M-119, PART 9 & 11, 4R1687; PCL N-1, SEC 4M-119; PT BLK N, P & Q, PL 4M-119, PART 5, 4R1687; PCL Q1-1, SEC 4M-119; PT BLK Q1, PL 4M-119, PART 7, 4R1687; PCL 6699, SEC OTTAWA; LANCASTER RD, PL 4M-121; BLK E, PL 4M-121; PT LTS 25 & 26, CON 30F, ALL BEING PT 4, CAR186; S/T LTR2022 OTTAWA/GLOUCESTER	NOTICE AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	LT81871	Ottawa	ON	K1N 5A2	
D	042620209			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PCLSTREETS-1, SEC 4M-119; LANCASTER RD, PL 4M-119, EXCEPT PT 10, 4R1687; PCL O-4, SEC 4M-119; PT BLK O, PL 4M-119, PART 9 & 11, 4R1687; PCL N-1, SEC 4M-119; PT BLK N, P & Q, PL 4M-119, PART 5, 4R1687; PCL Q1-1, SEC 4M-119; PT BLK Q1, PL 4M-119, PART 7, 4R1687; PCL 6699, SEC OTTAWA; LANCASTER RD, PL 4M-121; BLK E, PL 4M-121; PT LTS 25 & 26, CON 30F, ALL BEING PT 4, CAR186; S/T LTR2022 OTTAWA/GLOUCESTER	TRANSFER EASEMENT - THE HYDRO-ELECTRIC COMMISSION OF THE CITY OF OTTAWA THE BELL TELEPHONE COMPANY OF CANADA	TO: 1) OTTAWA HYDRO- 2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4. 2)Bell Canada : 1 CARREFOUR ALEXANDRE-GRAHAM-BELL, BUILD A, VERDUN, QC, H3E3B3	LT82022				
D	042620209			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PCLSTREETS-1, SEC 4M-119; LANCASTER RD, PL 4M-119, EXCEPT PT 10, 4R1687; PCL O-4, SEC 4M-119; PT BLK O, PL 4M-119, PART 9 & 11, 4R1687; PCL N-1, SEC 4M-119; PT BLK N, P & Q, PL 4M-119, PART 5, 4R1687; PCL Q1-1, SEC 4M-119; PT BLK Q1, PL 4M-119, PART 7, 4R1687; PCL 6699, SEC OTTAWA; LANCASTER RD, PL 4M-121; BLK E, PL 4M-121; PT LTS 25 & 26, CON 30F, ALL BEING PT 4, CAR186; S/T LTR2022 OTTAWA/GLOUCESTER	LR'S ORDER - LAND REGISTRAR, OTTAWA-CARLETON LAND REGISTRY OFFICE	161 Elgin Street, 4th Floor	OC1621569	Ottawa	ON	K2P 2K1	
D	042620209			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PCLSTREETS-1, SEC 4M-119; LANCASTER RD, PL 4M-119, EXCEPT PT 10, 4R1687; PCL O-4, SEC 4M-119; PT BLK O, PL 4M-119, PART 9 & 11, 4R1687; PCL N-1, SEC 4M-119; PT BLK N, P & Q, PL 4M-119, PART 5, 4R1687; PCL Q1-1, SEC 4M-119; PT BLK Q1, PL 4M-119, PART 7, 4R1687; PCL 6699, SEC OTTAWA; LANCASTER RD, PL 4M-121; BLK E, PL 4M-121; PT LTS 25 & 26, CON 30F, ALL BEING PT 4, CAR186; S/T LTR2022 OTTAWA/GLOUCESTER	BYLAW - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	LT591129	Ottawa	ON	K1N 5A1	
D	042620208			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PT LT 26, CON 30F, PART 2 & 7, 5R94, PART 1, 5R473; BEING PT LANCASTER RD; S/T OT74958; OTTAWA/GLOUCESTER	NOTICE AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	OT80719	Ottawa	ON	K1N 5A1	
D	042620208			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PT LT 26, CON 30F, PART 2 & 7, 5R94, PART 1, 5R473; BEING PT LANCASTER RD; S/T OT74958; OTTAWA/GLOUCESTER	AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	CT125471	Ottawa	ON	K1N 5A1	
D	042620208			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PT LT 26, CON 30F, PART 2 & 7, 5R94, PART 1, 5R473; BEING PT LANCASTER RD; S/T OT74958; OTTAWA/GLOUCESTER	BYLAW - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	CT190646	Ottawa	ON	K1N 5A1	
D	042620208			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PT LT 26, CON 30F, PART 2 & 7, 5R94, PART 1, 5R473; BEING PT LANCASTER RD; S/T OT74958; OTTAWA/GLOUCESTER	RELEASE - FREEBRO Leashold limited	N/A	NS278630	N/A	N/A	N/A	
D	042620207			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PCL 4-1, SEC 4D-31; UNIT 4, PL 4D-31, EXCEPT 4R3539; PCL 5-1, SEC 4D-31; UNITS 5 & 6, PL 4D-31; PCL 27-25, SEC GL-30F; PT LT 27, CON 30F, PART 11, CAR176, PT 2, CAR116, EXCEPT 4R3539; PCL 27-27, SEC GL-30F; PT LT 27, CON 30F, PART 12, CAR176; OTTAWA/GLOUCESTER	NOTICE AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	LT70211	Ottawa	ON	K1N 5A1	
D	042620207			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PCL 4-1, SEC 4D-31; UNIT 4, PL 4D-31, EXCEPT 4R3539; PCL 5-1, SEC 4D-31; UNITS 5 & 6, PL 4D-31; PCL 27-25, SEC GL-30F; PT LT 27, CON 30F, PART 11, CAR176, PT 2, CAR116, EXCEPT 4R3539; PCL 27-27, SEC GL-30F; PT LT 27, CON 30F, PART 12, CAR176; OTTAWA/GLOUCESTER	NOTICE OF LEASE - HER MAJESTY THE QUEEN IN RIGHT OF CANADA REPRESENTED BY THE MINISTER OF PUBLIC WORKS	191 Promenade du Portage, 4th Floor	LT71266	HULT	QC	K1A 0S5	
D	042620207			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PCL 4-1, SEC 4D-31; UNIT 4, PL 4D-31, EXCEPT 4R3539; PCL 5-1, SEC 4D-31; UNITS 5 & 6, PL 4D-31; PCL 27-25, SEC GL-30F; PT LT 27, CON 30F, PART 11, CAR176, PT 2, CAR116, EXCEPT 4R3539; PCL 27-27, SEC GL-30F; PT LT 27, CON 30F, PART 12, CAR176; OTTAWA/GLOUCESTER	NO ASS LESSEE INT - GERKU INVESTMENTS LIMITED	N/A	LT79610	N/A	N/A	N/A	
D	042620207			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PCL 4-1, SEC 4D-31; UNIT 4, PL 4D-31, EXCEPT 4R3539; PCL 5-1, SEC 4D-31; UNITS 5 & 6, PL 4D-31; PCL 27-25, SEC GL-30F; PT LT 27, CON 30F, PART 11, CAR176, PT 2, CAR116, EXCEPT 4R3539; PCL 27-27, SEC GL-30F; PT LT 27, CON 30F, PART 12, CAR176; OTTAWA/GLOUCESTER	NOTICE AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	LT302850	Ottawa	ON	K1N 5A1	
D	042620207			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PCL 4-1, SEC 4D-31; UNIT 4, PL 4D-31, EXCEPT 4R3539; PCL 5-1, SEC 4D-31; UNITS 5 & 6, PL 4D-31; PCL 27-25, SEC GL-30F; PT LT 27, CON 30F, PART 11, CAR176, PT 2, CAR116, EXCEPT 4R3539; PCL 27-27, SEC GL-30F; PT LT 27, CON 30F, PART 12, CAR176; OTTAWA/GLOUCESTER	BYLAW - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	LT302850	Ottawa	ON	K1N 5A1	
D	042620210			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF ST-LAURENT BLVD BEING; PT RDAL BTN JG&OF, S OF HINES RD & N OF A LINE DRAWN BTN THE SW ANGLE OF PT 1 PL OR 94 TO THE MOST ELY ANGLE OF PT 6 EXPRO PL CT211448; PT LT 27, CON 30F, AS IN OT57587; PT LTS 14 & 15, CON JG, PTS 1 & 2 EXPRO PL CT216577; PTS 1 TO 5 ON EXPRO PL CT211448 SAVE & EXCEPT PART 2 ON 4R2997; PTS 7 & 8 ON 5R1533; PART OF LOT 27, CONCESSION 3 GLOUCESTER OTTAWA FRONT, BEING PART 2 ON PLAN SR-4933; S/T CT143979; S/T CT125648, OT61131, OTTAWA	TRANSFER EASEMENT - THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA	2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4	OT61131	CT125648	Ottawa	ON	K1G3S4

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code	
D	042620210			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF ST-LAURENT BLVD BEING ; PT RDAL BTN JG&OF, S OF INNES RD & N OF A LINE DRAWN BTN THE SW ANGLE OF PT 11 PL OR 94 TO THE MOST ELY ANGLE OF PT 6 EXPRO PL CT211448 ; PT LT 27, CON 30F, AS IN OT57387 ; PT LTS 14 & 15, CON JG, PTS 1 & 2 EXPRO PL CT216577; PTS 1 TO 5 ON EXPRO PL CT211448 SAVE & EXCEPT PART 2 ON 4R2997; PTS 7 & 8 ON 5R1533;PART OF LOT 27, CONCESSION 3 GLOUCESTER OTTAWA FRONT, BEING PART 2 ON PLAN SR-4933; S/T CT143979; S/T CT125648, OT61131, OTTAWA	BYLAW - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	OT63784	Ottawa	ON	K1N 5A1	
D	042620210			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF ST-LAURENT BLVD BEING ; PT RDAL BTN JG&OF, S OF INNES RD & N OF A LINE DRAWN BTN THE SW ANGLE OF PT 11 PL OR 94 TO THE MOST ELY ANGLE OF PT 6 EXPRO PL CT211448 ; PT LT 27, CON 30F, AS IN OT57387 ; PT LTS 14 & 15, CON JG, PTS 1 & 2 EXPRO PL CT216577; PTS 1 TO 5 ON EXPRO PL CT211448 SAVE & EXCEPT PART 2 ON 4R2997; PTS 7 & 8 ON 5R1533;PART OF LOT 27, CONCESSION 3 GLOUCESTER OTTAWA FRONT, BEING PART 2 ON PLAN SR-4933; S/T CT143979; S/T CT125648, OT61131, OTTAWA	LR'S ORDER - LAND REGISTRAR FOR THE LAND TITLES DIVISION OF C OTTAWA-CARLETON NO. 4	161 Elgin Street, 4th Floor	OC24464 OC172207	Ottawa	ON	K2P 2K1	
D	042620210			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF ST-LAURENT BLVD BEING ; PT RDAL BTN JG&OF, S OF INNES RD & N OF A LINE DRAWN BTN THE SW ANGLE OF PT 11 PL OR 94 TO THE MOST ELY ANGLE OF PT 6 EXPRO PL CT211448 ; PT LT 27, CON 30F, AS IN OT57387 ; PT LTS 14 & 15, CON JG, PTS 1 & 2 EXPRO PL CT216577; PTS 1 TO 5 ON EXPRO PL CT211448 SAVE & EXCEPT PART 2 ON 4R2997; PTS 7 & 8 ON 5R1533;PART OF LOT 27, CONCESSION 3 GLOUCESTER OTTAWA FRONT, BEING PART 2 ON PLAN SR-4933; S/T CT143979; S/T CT125648, OT61131, OTTAWA	NOTICE - CITY OF OTTAWA	110 Laurier Ave. W.	OC1015068	Ottawa	ON	K1P 1J1	
D	042620210			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF ST-LAURENT BLVD BEING ; PT RDAL BTN JG&OF, S OF INNES RD & N OF A LINE DRAWN BTN THE SW ANGLE OF PT 11 PL OR 94 TO THE MOST ELY ANGLE OF PT 6 EXPRO PL CT211448 ; PT LT 27, CON 30F, AS IN OT57387 ; PT LTS 14 & 15, CON JG, PTS 1 & 2 EXPRO PL CT216577; PTS 1 TO 5 ON EXPRO PL CT211448 SAVE & EXCEPT PART 2 ON 4R2997; PTS 7 & 8 ON 5R1533;PART OF LOT 27, CONCESSION 3 GLOUCESTER OTTAWA FRONT, BEING PART 2 ON PLAN SR-4933; S/T CT143979; S/T CT125648, OT61131, OTTAWA	BYLAW - CITY OF OTTAWA	110 Laurier Ave. W.	OC1870948	Ottawa	ON	K1P 1J1	
D	042620197			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PT LT 27, CON 30F, PART 31, 4R217, EXCEPT PT 3, 4R3611; PCL 14-1, SEC 4M-126; PT LT 14, PL 4M-126, PART 2 & 8, 4R3611; PCL 27-25, SEC GL30F; PT LT 27, CON 30F, PART 1, 4R2782, PART 1, 4R3539; PCL 4-1, SEC 4D-31; PART UNIT 4, PL 4D-31; PT 2, 4R3539; ALL BEING GLADWIN CR; PCL 27-1, SEC GL30F; S/T LT63550,LT86357 OTTAWA	TRANSFER EASEMENT - THE HYDRO-ELECTRIC COMMISSION OF THE CITY OF OTTAWA	2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4	LT63550	Ottawa	ON	K1G3S4	
D	042620197			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PT LT 27, CON 30F, PART 31, 4R217, EXCEPT PT 3, 4R3611; PCL 14-1, SEC 4M-126; PT LT 14, PL 4M-126, PART 2 & 8, 4R3611; PCL 27-25, SEC GL30F; PT LT 27, CON 30F, PART 1, 4R2782, PART 1, 4R3539; PCL 4-1, SEC 4D-31; PART UNIT 4, PL 4D-31; PT 2, 4R3539; ALL BEING GLADWIN CR; PCL 27-1, SEC GL30F; S/T LT63550,LT86357 OTTAWA	BYLAW - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	LT237637	Ottawa	ON	K1N 5A1	
D	042620224			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PART OF ST-LAURENT BLVD BEING ; PCL 27-25, SEC GL-30F; PT LT 27, CON 30F, PART 1, CAR121; OTTAWA	BYLAW - CITY OF OTTAWA	110 Laurier Ave. W.	OC1870948	Ottawa	ON	K1P 1J1	
D	042610211			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF LOT 15, CON JG, BEING PART 1 ON PLAN 4R24095 CITY OF OTTAWA	AGREEMENT - THE CITY OF OTTAWA	110 Laurier Ave. W.	N329265	Ottawa	ON	K1P 1J1	
D	042610211			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF LOT 15, CON JG, BEING PART 1 ON PLAN 4R24095 CITY OF OTTAWA	NOTICE - ROGERS CABLE COMMUNICATIONS INC.	1 Mount Pleasant Rd	OC959697 OC1015067	OC959698 OC1015068	Toronto	ON	M4Y 2Y5
D	042610211			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF LOT 15, CON JG, BEING PART 1 ON PLAN 4R24095 CITY OF OTTAWA	BYLAW PUB HWY - CITY OF OTTAWA	110 Laurier Ave. W.	OC1076874	Ottawa	ON	K1P 1J1	
D	042610211			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PART OF LOT 15, CON JG, BEING PART 1 ON PLAN 4R24095 CITY OF OTTAWA	BYLAW - CITY OF OTTAWA	110 Laurier Ave. W.	OC1870948	Ottawa	ON	K1P 1J1	
D	042620211			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Liggar St		OTTAWA	ON	K2P 2L7	PCL 27-2, SEC GL-30F; PT LT 27, CON 30F, PT 2, 4R5159 & PT 25, 4R217, EXCEPT PT 5, 4R5218; PCL 1-1, SEC 4D-31; UNIT 1, 4D31; PCL 2-1, SEC 4D-31; UNIT 2, 4D31; PCL 1-2, SEC 4M-126; PT LT 1, PL 4M-126, PTS 1 & 2, 4R1881; PCL 27-15, SEC GL-30F; PT LT 27, CON 30F, PTS 3, 4, 5 & 6, 4R1881; PCL 3-1, SEC 4D-31; UNIT 3, 4D31; ALL BEING PART OF ST-LAURENT BLVD ; S/T LT63550,LT86357 OTTAWA	BYLAW - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	GL54451	Ottawa	ON	K1N 5A1	

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042620211			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	PCL 27-2, SEC GL-30F; PT LT 27, CON 30F, PT 2, 4RS159 & PT 25, 4R217, EXCEPT PT 5, 4RS218; PCL 1-1, SEC 4D-31; UNIT 1, 4D31; PCL 2-1, SEC 4D-31; UNIT 2, 4D31; PCL 1-2, SEC 4M-126; PT LT 1, PL 4M-126, PTS 1 & 2, 4R1881; PCL 27-15, SEC GL-30F; PT LT 27, CON 30F, PTS 3, 4, 5 & 6, 4R1881; PCL 3-1, SEC 4D-31; UNIT 3, 4D31; ALL BEING PART OF ST-LAURENT BLVD; S/T LT63550,LT86357	TRANSFER EASEMENT - THE HYDRO-ELECTRIC COMMISSION OF THE CITY OF OTTAWA	2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4	LT63550	Ottawa	ON	K1G3S4
D	042620211			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	PCL 27-2, SEC GL-30F; PT LT 27, CON 30F, PT 2, 4RS159 & PT 25, 4R217, EXCEPT PT 5, 4RS218; PCL 1-1, SEC 4D-31; UNIT 1, 4D31; PCL 2-1, SEC 4D-31; UNIT 2, 4D31; PCL 1-2, SEC 4M-126; PT LT 1, PL 4M-126, PTS 1 & 2, 4R1881; PCL 27-15, SEC GL-30F; PT LT 27, CON 30F, PTS 3, 4, 5 & 6, 4R1881; PCL 3-1, SEC 4D-31; UNIT 3, 4D31; ALL BEING PART OF ST-LAURENT BLVD; S/T LT63550,LT86357	NOTICE AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	LT86312	Ottawa	ON	K1N 5A1
D	042620211			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	PCL 27-2, SEC GL-30F; PT LT 27, CON 30F, PT 2, 4RS159 & PT 25, 4R217, EXCEPT PT 5, 4RS218; PCL 1-1, SEC 4D-31; UNIT 1, 4D31; PCL 2-1, SEC 4D-31; UNIT 2, 4D31; PCL 1-2, SEC 4M-126; PT LT 1, PL 4M-126, PTS 1 & 2, 4R1881; PCL 27-15, SEC GL-30F; PT LT 27, CON 30F, PTS 3, 4, 5 & 6, 4R1881; PCL 3-1, SEC 4D-31; UNIT 3, 4D31; ALL BEING PART OF ST-LAURENT BLVD; S/T LT63550,LT86357	TRANSFER EASEMENT - THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA	TO: 1) OTTAWA HYDRO- 2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4, 2)Bell Canada : 1 CARREFOUR ALEXANDRE-GRAHAM-BELL, BULD A, VERDUN, QC, H3E3B8	LT86357			
D	042620211			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	PCL 27-2, SEC GL-30F; PT LT 27, CON 30F, PT 2, 4RS159 & PT 25, 4R217, EXCEPT PT 5, 4RS218; PCL 1-1, SEC 4D-31; UNIT 1, 4D31; PCL 2-1, SEC 4D-31; UNIT 2, 4D31; PCL 1-2, SEC 4M-126; PT LT 1, PL 4M-126, PTS 1 & 2, 4R1881; PCL 27-15, SEC GL-30F; PT LT 27, CON 30F, PTS 3, 4, 5 & 6, 4R1881; PCL 3-1, SEC 4D-31; UNIT 3, 4D31; ALL BEING PART OF ST-LAURENT BLVD; S/T LT63550,LT86357	NOTICE - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	LT98191	Ottawa	ON	K1N 5A1
D	042620211			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	PCL 27-2, SEC GL-30F; PT LT 27, CON 30F, PT 2, 4RS159 & PT 25, 4R217, EXCEPT PT 5, 4RS218; PCL 1-1, SEC 4D-31; UNIT 1, 4D31; PCL 2-1, SEC 4D-31; UNIT 2, 4D31; PCL 1-2, SEC 4M-126; PT LT 1, PL 4M-126, PTS 1 & 2, 4R1881; PCL 27-15, SEC GL-30F; PT LT 27, CON 30F, PTS 3, 4, 5 & 6, 4R1881; PCL 3-1, SEC 4D-31; UNIT 3, 4D31; ALL BEING PART OF ST-LAURENT BLVD; S/T LT63550,LT86357	MTG - THE CANADA LIFE ASSURANCE COMPANY	330 University Ave	LT113399	Toronto	ON	M5G 1R8
D	042620211			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	PCL 27-2, SEC GL-30F; PT LT 27, CON 30F, PT 2, 4RS159 & PT 25, 4R217, EXCEPT PT 5, 4RS218; PCL 1-1, SEC 4D-31; UNIT 1, 4D31; PCL 2-1, SEC 4D-31; UNIT 2, 4D31; PCL 1-2, SEC 4M-126; PT LT 1, PL 4M-126, PTS 1 & 2, 4R1881; PCL 27-15, SEC GL-30F; PT LT 27, CON 30F, PTS 3, 4, 5 & 6, 4R1881; PCL 3-1, SEC 4D-31; UNIT 3, 4D31; ALL BEING PART OF ST-LAURENT BLVD; S/T LT63550,LT86357	BYLAW - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	LT614320 LT820508	Ottawa	ON	K2P 2L7
D	042620211			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	PCL 27-2, SEC GL-30F; PT LT 27, CON 30F, PT 2, 4RS159 & PT 25, 4R217, EXCEPT PT 5, 4RS218; PCL 1-1, SEC 4D-31; UNIT 1, 4D31; PCL 2-1, SEC 4D-31; UNIT 2, 4D31; PCL 1-2, SEC 4M-126; PT LT 1, PL 4M-126, PTS 1 & 2, 4R1881; PCL 27-15, SEC GL-30F; PT LT 27, CON 30F, PTS 3, 4, 5 & 6, 4R1881; PCL 3-1, SEC 4D-31; UNIT 3, 4D31; ALL BEING PART OF ST-LAURENT BLVD; S/T LT63550,LT86357	BYLAW - CITY OF OTTAWA	110 Laurier AVE W	OC1870948	OTTAWA	ON	K1P1J1
D	042620238			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	PCL 15-5, SEC JG-GL, PT N 1/2 LT 15, JG, PT 2, 4R2997; GLOUCESTER	BYLAW - CITY OF OTTAWA	110 Laurier AVE W	OC1870948	OTTAWA	ON	K1P1J1
D	042620238			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	PCL 15-5, SEC JG-GL, PT N 1/2 LT 15, JG, PT 2, 4R2997; GLOUCESTER	NOTICE - ROGERS CABLE COMMUNICATIONS INC.	1 Mount Pleasant Rd.	OC1015068	Toronto	ON	M4Y 2Y5
D	042620238			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	PCL 15-5, SEC JG-GL, PT N 1/2 LT 15, JG, PT 2, 4R2997; GLOUCESTER	BYLAW - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	LT623512	Ottawa	ON	K2P 2L7
D	042620198			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PCL 27-1, SEC GL-30F; PT LT 27, CON 30F, PART 30, 4R217, BEING PT OF BOURASSA ST; OTTAWA	BYLAW - CITY OF OTTAWA	110 Laurier AVE W	OT54451	OTTAWA	ON	K1P1J1
D	042620233			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	CONSOLIDATION OF VARIOUS PROPERTIES PART OF LOT 27, CONCESSION 3, OTTAWA FRONT BEING PART 5 PLAN 4RS218, OTTAWA	BYLAW - CITY OF OTTAWA	110 Laurier AVE W	OC1870948	OTTAWA	ON	K1P1J1

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code	
D	042560292			CITY OF OTTAWA	110 Laurier Avenue West	(INDUSTRIAL/ST-LAURENT)	OTTAWA	ON	K1P1J1	PART OF INDUSTRIAL AVENUE, BEING : PART LOT 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 2 AND 3, SR-10088, PART 1, SR-11187, PARTS 11 AND 16 AND 15, SR-1282, PARTS 1 AND 2, SR-5527, PART 6, SR-9532, PART 1, SR-9904, PART 1 AND 4, CT239998; PART LOTS 13 AND 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 7, SR-9532, PART 5, CT239998; PART LOT 13, CONCESSION JUNCTION GORE, GLOUCESTER, PART 4, SR-1282, PART 3 AND 7, CT239998; AS IN GL31690 LYING BETWEEN PARTS 1 AND 2, SR-6942 AND PARTS 1 AND 4, SR-5644; INDUSTRIAL AVENUE, PLAN 560, EXCEPT PART PARTS 1 AND 4, SR-5644; PART LOTS 4, 5 AND 6, PLAN 560, PART 1 AND 2, SR-10203, PART LOTS 1, 2 AND 3, PLAN 560, PART 1 TO 5, SR-10645, PART LOTS 9, 10 AND 11, PLAN 560, PART 1, SR-11760; PART LOTS 6, 7 AND 8, PLAN 560, AS IN N346849; PART LOT 21, PLAN 560, PART 1, SR-10210, PART LOTS 13 AND 14, PLAN 560, PART 1 AND 2, SR-9867; PART LOT 34, PLAN 560, PART 2 AND 3, SR-2491, PART LOTS 35 AND 36, PLAN 560, PART 1 TO 4, SR-6778; PART LOTS 54, 55 AND 56, PLAN 560, PART 1, SR-10344, PART LOTS 56, 57 AND 58, PLAN 560, PART 2, SR-12630; PART LOTS 70, 71 AND 72, PLAN 560, PART 1, SR-1282, PART LOTS 67, 68, 69 AND 70, PLAN 560, PART 8, 9 AND 10, SR-6661, PART LOT 73, PLAN 560, PART 2, CT239998; PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, AS IN OT39546; SUBJECT TO THE INTEREST IN OT69777; PART BLK B, PLAN 560, PART NORTH EAST ST, PLAN 560, (CLOSED BY BYLAW CT129919); PART STATION BOULEVARD, PLAN 560, (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, PART OF ALOTA VISTA DRIVE FORMERLY CHURCHILL DRIVE (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, PART PARCEL A, PLAN 561, ALL BEING PARTS 3 AND 39, SR-236; SUBJECT TO CT167363, CT167364, OT54308, OT64149, OT73756 CITY OF OTTAWA	AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA	Laurier AVE W, OTTAWA/ON/K1P1J1 2) OTTAWA HYDRO: 2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4,	1) 110	OT5757	OTTAWA	ON	
D	042560292			CITY OF OTTAWA	110 Laurier Avenue West	(INDUSTRIAL/ST-LAURENT)	OTTAWA	ON	K1P1J1	PART OF INDUSTRIAL AVENUE, BEING : PART LOT 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 2 AND 3, SR-10088, PART 1, SR-11187, PARTS 11 AND 16 AND 15, SR-1282, PARTS 1 AND 2, SR-5527, PART 6, SR-9532, PART 1, SR-9904, PART 1 AND 4, CT239998; PART LOTS 13 AND 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 7, SR-9532, PART 5, CT239998; PART LOT 13, CONCESSION JUNCTION GORE, GLOUCESTER, PART 4, SR-1282, PART 3 AND 7, CT239998; AS IN GL31690 LYING BETWEEN PARTS 1 AND 2, SR-6942 AND PARTS 1 AND 4, SR-5644; INDUSTRIAL AVENUE, PLAN 560, EXCEPT PART PARTS 1 AND 4, SR-5644; PART LOTS 4, 5 AND 6, PLAN 560, PART 1 AND 2, SR-10203, PART LOTS 1, 2 AND 3, PLAN 560, PART 1 TO 5, SR-10645, PART LOTS 9, 10 AND 11, PLAN 560, PART 1, SR-11760; PART LOTS 6, 7 AND 8, PLAN 560, AS IN N346849; PART LOT 21, PLAN 560, PART 1, SR-10210, PART LOTS 13 AND 14, PLAN 560, PART 1 AND 2, SR-9867; PART LOT 34, PLAN 560, PART 2 AND 3, SR-2491, PART LOTS 35 AND 36, PLAN 560, PART 1 TO 4, SR-6778; PART LOTS 54, 55 AND 56, PLAN 560, PART 1, SR-10344, PART LOTS 56, 57 AND 58, PLAN 560, PART 2, SR-12630; PART LOTS 70, 71 AND 72, PLAN 560, PART 1, SR-1282, PART LOTS 67, 68, 69 AND 70, PLAN 560, PART 8, 9 AND 10, SR-6661, PART LOT 73, PLAN 560, PART 2, CT239998; PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, AS IN OT39546; SUBJECT TO THE INTEREST IN OT69777; PART BLK B, PLAN 560, PART NORTH EAST ST, PLAN 560, (CLOSED BY BYLAW CT129919); PART STATION BOULEVARD, PLAN 560, (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, PART OF ALOTA VISTA DRIVE FORMERLY CHURCHILL DRIVE (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, PART PARCEL A, PLAN 561, ALL BEING PARTS 3 AND 39, SR-236; SUBJECT TO CT167363, CT167364, OT54308, OT64149, OT73756 CITY OF OTTAWA	AGREEMENT THE HYDRO-ELECTRIC COMMISSION OF THE CITY OF OTTAWA	2711 Hunt Club Rd, PO Box 8700	OT15308	OTTAWA	ON	K1G3S4,	

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042560292			CITY OF OTTAWA	110 Laurier Avenue West	(INDUSTRIAL/ST-LAURENT)	OTTAWA	ON	K1P1J1	PART OF INDUSTRIAL AVENUE, BEING : PART LOT 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 2 AND 3, SR-10088, PART 1, SR-11197, PARTS 11 AND 16 AND 15, SR-1282, PARTS 1 AND 2, SR-5527, PART 6, SR-9532, PART 1, SR-9904, PART 1 AND 4, CT239998; PART LOTS 13 AND 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 7, SR-9532, PART 5, CT239998; PART LOT 13, CONCESSION JUNCTION GORE, GLOUCESTER, PART 4, SR-1282, PART 3 AND 7, CT239998; AS IN GL31690 LYING BETWEEN PARTS 1 AND 2, SR-6942 AND PARTS 1 AND 4, SR-5644; INDUSTRIAL AVENUE, PLAN 560, EXCEPT PART PARTS 1 AND 4, SR-5644; PART LOTS 4, 5 AND 6, PLAN 560, PART 1 AND 2, SR-10203, PART LOTS 1, 2 AND 3, PLAN 560, PART 1 TO 5, SR-10645, PART LOTS 9, 10 AND 11, PLAN 560, PART 1, SR-11760; PART LOTS 6, 7 AND 8, PLAN 560, AS IN N346849; PART LOT 21, PLAN 560, PART 1, SR-10210, PART LOTS 13 AND 14, PLAN 560, PART 1 AND 2, SR-9867; PART LOT 34, PLAN 560, PART 2 AND 3, SR-2491, PART LOTS 35 AND 36, PLAN 560, PART 1 TO 4, SR-6778; PART LOTS 54, 55 AND 56, PLAN 560, PART 1, SR-10344, PART LOTS 56, 57 AND 58, PLAN 560, PART 2, SR-12630; PART LOTS 70, 71 AND 72, PLAN 560, PART 1, SR-1282, PART LOTS 67, 68, 69 AND 70, PLAN 560, PART 8, 9 AND 10, SR-6661, PART LOT 73, PLAN 560, PART 2, CT239998; PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, AS IN OT39546; SUBJECT TO THE INTEREST IN OT69777; PART BLK B, PLAN 560, PART NORTH EAST ST, PLAN 560, (CLOSED BY BYLAW CT129919); PART STATION BOULEVARD, PLAN 560, (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, PART OF ALOTA VISTA DRIVE FORMERLY CHURCHILL DRIVE (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, PART PARCEL A, PLAN 561, ALL BEING PARTS 3 AND 39, SR-236; SUBJECT TO CT167363, CT167364, OT54308, OT64149, OT73756 CITY OF OTTAWA	ASSIGNMENT GENERAL - Investors Group Trust Co. Ltd	280 Broadway	N326958 NS189378	Winnipeg	MB	R3C 3B6
D	042560292			CITY OF OTTAWA	110 Laurier Avenue West	(INDUSTRIAL/ST-LAURENT)	OTTAWA	ON	K1P1J1	PART OF INDUSTRIAL AVENUE, BEING : PART LOT 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 2 AND 3, SR-10088, PART 1, SR-11197, PARTS 11 AND 16 AND 15, SR-1282, PARTS 1 AND 2, SR-5527, PART 6, SR-9532, PART 1, SR-9904, PART 1 AND 4, CT239998; PART LOTS 13 AND 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 7, SR-9532, PART 5, CT239998; PART LOT 13, CONCESSION JUNCTION GORE, GLOUCESTER, PART 4, SR-1282, PART 3 AND 7, CT239998; AS IN GL31690 LYING BETWEEN PARTS 1 AND 2, SR-6942 AND PARTS 1 AND 4, SR-5644; INDUSTRIAL AVENUE, PLAN 560, EXCEPT PART PARTS 1 AND 4, SR-5644; PART LOTS 4, 5 AND 6, PLAN 560, PART 1 AND 2, SR-10203, PART LOTS 1, 2 AND 3, PLAN 560, PART 1 TO 5, SR-10645, PART LOTS 9, 10 AND 11, PLAN 560, PART 1, SR-11760; PART LOTS 6, 7 AND 8, PLAN 560, AS IN N346849; PART LOT 21, PLAN 560, PART 1, SR-10210, PART LOTS 13 AND 14, PLAN 560, PART 1 AND 2, SR-9867; PART LOT 34, PLAN 560, PART 2 AND 3, SR-2491, PART LOTS 35 AND 36, PLAN 560, PART 1 TO 4, SR-6778; PART LOTS 54, 55 AND 56, PLAN 560, PART 1, SR-10344, PART LOTS 56, 57 AND 58, PLAN 560, PART 2, SR-12630; PART LOTS 70, 71 AND 72, PLAN 560, PART 1, SR-1282, PART LOTS 67, 68, 69 AND 70, PLAN 560, PART 8, 9 AND 10, SR-6661, PART LOT 73, PLAN 560, PART 2, CT239998; PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, AS IN OT39546; SUBJECT TO THE INTEREST IN OT69777; PART BLK B, PLAN 560, PART NORTH EAST ST, PLAN 560, (CLOSED BY BYLAW CT129919); PART STATION BOULEVARD, PLAN 560, (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, PART OF ALOTA VISTA DRIVE FORMERLY CHURCHILL DRIVE (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, PART PARCEL A, PLAN 561, ALL BEING PARTS 3 AND 39, SR-236; SUBJECT TO CT167363, CT167364, OT54308, OT64149, OT73756 CITY OF OTTAWA	ASSIGNMENT GENERAL	N/A	OT19940	OTTAWA	ON	

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D	042560292			CITY OF OTTAWA	110 Laurier Avenue West	(INDUSTRIAL/ST-LAURENT)	OTTAWA	ON	K1P1J1	PART OF INDUSTRIAL AVENUE, BEING: PART LOT 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 2 AND 3, SR-10088, PART 1, SR-11197, PARTS 11 AND 16 AND 15, SR-1282, PARTS 1 AND 2, SR-5527, PART 6, SR-9532, PART 1, SR-9904, PART 1 AND 4, CT239998; PART LOTS 13 AND 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 7, SR-9532, PART 5, CT239998; PART LOT 13, CONCESSION JUNCTION GORE, GLOUCESTER, PART 4, SR-1282, PART 3 AND 7, CT239998; AS IN GL31690 LYING BETWEEN PARTS 1 AND 2, SR-6942 AND PARTS 1 AND 4, SR-5644; INDUSTRIAL AVENUE, PLAN 560, EXCEPT PART PARTS 1 AND 4, SR-5644; PART LOTS 4, 5 AND 6, PLAN 560, PART 1 AND 2, SR-10203, PART LOTS 1, 2 AND 3, PLAN 560, PART 1 TO 5, SR-10645, PART LOTS 9, 10 AND 11, PLAN 560, PART 1, SR-11760; PART LOTS 6, 7 AND 8, PLAN 560, AS IN N346849; PART LOT 21, PLAN 560, PART 1, SR-10210, PART LOTS 13 AND 14, PLAN 560, PART 1 AND 2, SR-9867; PART LOT 34, PLAN 560, PART 2 AND 3, SR-2491, PART LOTS 35 AND 36, PLAN 560, PART 1 TO 4, SR-6778; PART LOTS 54, 55 AND 56, PLAN 560, PART 1, SR-10344, PART LOTS 56, 57 AND 58, PLAN 560, PART 2, SR-12630; PART LOTS 70, 71 AND 72, PLAN 560, PART 1, SR-1282, PART LOTS 67, 68, 69 AND 70, PLAN 560, PART 8, 9 AND 10, SR-6661, PART LOT 73, PLAN 560, PART 2, CT239998; PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, AS IN OT39546; SUBJECT TO THE INTEREST IN OT69777; PART BLK B, PLAN 560, PART NORTH EAST ST, PLAN 560, (CLOSED BY BYLAW CT129919); PART STATION BOULEVARD, PLAN 560, (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, PART OF ALOTA VISTA DRIVE FORMERLY CHURCHILL DRIVE (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, PART PARCEL A, PLAN 561, ALL BEING PARTS 3 AND 39, SR-236; SUBJECT TO CT167363, CT167364, OT54308, OT64149, OT73756 CITY OF OTTAWA	BYLAW	111 Usagar St	OT39400 NS110505 NS110508 NS133972 N376813 N376814 N381918 N391970 N419921 N429874 N439204 N463778 N471496 N501435 NS95602	OTTAWA	ON	K2P 2L7
D	042560292			CITY OF OTTAWA	110 Laurier Avenue West	(INDUSTRIAL/ST-LAURENT)	OTTAWA	ON	K1P1J1	PART OF INDUSTRIAL AVENUE, BEING: PART LOT 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 2 AND 3, SR-10088, PART 1, SR-11197, PARTS 11 AND 16 AND 15, SR-1282, PARTS 1 AND 2, SR-5527, PART 6, SR-9532, PART 1, SR-9904, PART 1 AND 4, CT239998; PART LOTS 13 AND 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 7, SR-9532, PART 5, CT239998; PART LOT 13, CONCESSION JUNCTION GORE, GLOUCESTER, PART 4, SR-1282, PART 3 AND 7, CT239998; AS IN GL31690 LYING BETWEEN PARTS 1 AND 2, SR-6942 AND PARTS 1 AND 4, SR-5644; INDUSTRIAL AVENUE, PLAN 560, EXCEPT PART PARTS 1 AND 4, SR-5644; PART LOTS 4, 5 AND 6, PLAN 560, PART 1 AND 2, SR-10203, PART LOTS 1, 2 AND 3, PLAN 560, PART 1 TO 5, SR-10645, PART LOTS 9, 10 AND 11, PLAN 560, PART 1, SR-11760; PART LOTS 6, 7 AND 8, PLAN 560, AS IN N346849; PART LOT 21, PLAN 560, PART 1, SR-10210, PART LOTS 13 AND 14, PLAN 560, PART 1 AND 2, SR-9867; PART LOT 34, PLAN 560, PART 2 AND 3, SR-2491, PART LOTS 35 AND 36, PLAN 560, PART 1 TO 4, SR-6778; PART LOTS 54, 55 AND 56, PLAN 560, PART 1, SR-10344, PART LOTS 56, 57 AND 58, PLAN 560, PART 2, SR-12630; PART LOTS 70, 71 AND 72, PLAN 560, PART 1, SR-1282, PART LOTS 67, 68, 69 AND 70, PLAN 560, PART 8, 9 AND 10, SR-6661, PART LOT 73, PLAN 560, PART 2, CT239998; PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, AS IN OT39546; SUBJECT TO THE INTEREST IN OT69777; PART BLK B, PLAN 560, PART NORTH EAST ST, PLAN 560, (CLOSED BY BYLAW CT129919); PART STATION BOULEVARD, PLAN 560, (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, PART OF ALOTA VISTA DRIVE FORMERLY CHURCHILL DRIVE (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, PART PARCEL A, PLAN 561, ALL BEING PARTS 3 AND 39, SR-236; SUBJECT TO CT167363, CT167364, OT54308, OT64149, OT73756 CITY OF OTTAWA	LEASE - LIQUID CARBONIC CANADIAN CORPORATION LIMITED	255 Brimley Rd Suite 1	OT39758	SCARBOROUGH	ON	M1M 3J2

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042560292			CITY OF OTTAWA	110 Laurier Avenue West	(INDUSTRIAL/ST-LAURENT)	OTTAWA	ON	K1P1J1	PART OF INDUSTRIAL AVENUE, BEING: PART LOT 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 2 AND 3, SR-10088, PART 1, SR-11197, PARTS 11 AND 16 AND 15, SR-1282, PARTS 1 AND 2, SR-5527, PART 6, SR-9532, PART 1, SR-9904, PART 1 AND 4, CT239998; PART LOTS 13 AND 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 7, SR-9532, PART 5, CT239998; PART LOT 13, CONCESSION JUNCTION GORE, GLOUCESTER, PART 4, SR-1282, PART 3 AND 7, CT239998; AS IN GL31690 LYING BETWEEN PARTS 1 AND 2, SR-6982 AND PARTS 1 AND 4, SR-5644; INDUSTRIAL AVENUE, PLAN 560, EXCEPT PART PARTS 1 AND 4, SR-5644; PART LOTS 4, 5 AND 6, PLAN 560, PART 1 AND 2, SR-10203, PART LOTS 1, 2 AND 3, PLAN 560, PART 1 TO 5, SR-10645, PART LOTS 9, 10 AND 11, PLAN 560, PART 1, SR-11760; PART LOTS 6, 7 AND 8, PLAN 560, AS IN N346849; PART LOT 21, PLAN 560, PART 1, SR-10210, PART LOTS 13 AND 14, PLAN 560, PART 1 AND 2, SR-9867; PART LOT 34, PLAN 560, PART 2 AND 3, SR-2491, PART LOTS 35 AND 36, PLAN 560, PART 1 TO 4, SR-6778; PART LOTS 54, 55 AND 56, PLAN 560, PART 1, SR-10344, PART LOTS 56, 57 AND 58, PLAN 560, PART 2, SR-12630; PART LOTS 70, 71 AND 72, PLAN 560, PART 1, SR-1282, PART LOTS 67, 68, 69 AND 70, PLAN 560, PART 8, 9 AND 10, SR-6661, PART LOT 73, PLAN 560, PART 2, CT239998; PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, AS IN OT39546; SUBJECT TO THE INTEREST IN OT69777; PART BLK B, PLAN 560, PART NORTH EAST ST, PLAN 560, (CLOSED BY BYLAW CT129919); PART STATION BOULEVARD, PLAN 560, (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, PART OF ALOTA VISTA DRIVE FORMERLY CHURCHILL DRIVE (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, PART PARCEL A, PLAN 561, ALL BEING PARTS 3 AND 39, SR-236; SUBJECT TO CT167363, CT167364, OT54308, OT64149, OT73756 CITY OF OTTAWA		OTTAWA	ON			
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Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code	
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D	042560292			CITY OF OTTAWA	110 Laurier Avenue West	(INDUSTRIAL/ST-LAURENT)	OTTAWA	ON	K1P1J1	PART OF INDUSTRIAL AVENUE, BEING : PART LOT 14, CONCESSION JUNCTION GORE , GLOUCESTER, PART 2 AND 3 , SR-10088 , PART 1 , SR-11197 , PARTS 11 AND 16 AND 15 , SR-1282 , PARTS 1 AND 2 , SR-5527 , PART 6 , SR-9532 , PART 1 , SR-9904 , PART 1 AND 4 , CT239998 ; PART LOTS 13 AND 14 , CONCESSION JUNCTION GORE , GLOUCESTER, PART 7 , SR-9532 , PART 5 , CT239998 ; PART LOT 13, CONCESSION JUNCTION GORE , GLOUCESTER, PART 4 , SR-1282 , PART 3 AND 7 , CT239998 ; AS IN GL31690 LYING BETWEEN PARTS 1 AND 2, SR-6942 AND PARTS 1 AND 4, SR-5644 ; INDUSTRIAL AVENUE, PLAN 560 , EXCEPT PART PARTS 1 AND 4, SR-5644 ; PART LOTS 4, 5 AND 6, PLAN 560 , PART 1 AND 2 , SR-10203 , PART LOTS 1, 2 AND 3, PLAN 560 , PART 1 TO 5 , SR-10645 , PART LOTS 9, 10 AND 11, PLAN 560 , PART 1 , SR-11760 , PART LOTS 6, 7 AND 8, PLAN 560 , AS IN N346849 ; PART LOT 21, PLAN 560 , PART 1 , SR-10210 , PART LOTS 13 AND 14, PLAN 560 , PART 1 AND 2 , SR-9867 ; PART LOT 34, PLAN 560 , PART 2 AND 3 , SR-2491 , PART LOTS 35 AND 36, PLAN 560 , PART 1 TO 4 , SR-6778 ; PART LOTS 54, 55 AND 56, PLAN 560 , PART 1 , SR-10344 , PART LOTS 56, 57 AND 58, PLAN 560 , PART 2 , SR-12630 ; PART LOTS 70, 71 AND 72, PLAN 560 , PART 1 , SR-1282 , PART LOTS 67, 68, 69 AND 70, PLAN 560 , PART 8, 9 AND 10 , SR-6661 , PART LOT 73, PLAN 560 , PART 2 , CT239998 ; PART LOT 12, CONCESSION JUNCTION GORE , GLOUCESTER, AS IN OT39546 ; SUBJECT TO THE INTEREST IN OT69777 ; PART BLK B, PLAN 560 , PART NORTH EAST ST, PLAN 560 , (CLOSED BY BYLAW CT129919) ; PART STATION BOULEVARD, PLAN 560 , (CLOSED BY BYLAW CT129919) ; PART LOT 12, CONCESSION JUNCTION GORE , PART OF ALOTA VISTA DRIVE FORMERLY CHURCHILL DRIVE (CLOSED BY BYLAW CT129919) ; PART LOT 12, CONCESSION JUNCTION GORE , GLOUCESTER, PART PARCEL A, PLAN 561 , ALL BEING PARTS 3 AND 39, SR-236 ; SUBJECT TO CT167363, CT167364, OT54308, OT64149, OT73756 CITY OF OTTAWA	TRANSFER EASEMENT - BELL CANADA	1 CARREFOUR ALEXANDRE- GRAHAM-BELL, BULD A	CT167364		VERDUN	QC	H3E3B3

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042560292			CITY OF OTTAWA	110 Laurier Avenue West	(INDUSTRIAL/ST-LAURENT)	OTTAWA	ON	K1P1J1	PART OF INDUSTRIAL AVENUE, BEING : PART LOT 14, CONCESSION JUNCTION GORE , GLOUCESTER, PART 2 AND 3 , SR-10088 , PART 1 , SR-11197 , PARTS 11 AND 16 AND 15 , SR-1282 , PARTS 1 AND 2 , SR-5527 , PART 6 , SR-9532 , PART 1 , SR-9904 , PART 1 AND 4 , CT239998 ; PART LOTS 13 AND 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 7 , SR-9532 , PART 5 , CT239998 ; PART LOT 13, CONCESSION JUNCTION GORE , GLOUCESTER, PART 4 , SR-1282 , PART 3 AND 7 , CT239998 ; AS IN GL31690 LYING BETWEEN PARTS 1 AND 2, SR-6942 AND PARTS 1 AND 4, SR-5644 ; INDUSTRIAL AVENUE, PLAN 560 , EXCEPT PART PARTS 1 AND 4, SR-5644 ; PART LOTS 4, 5 AND 6, PLAN 560 , PART 1 AND 2 , SR-10203 , PART LOTS 1, 2 AND 3, PLAN 560 , PART 1 TO 5 , SR-10645 , PART LOTS 9, 10 AND 11, PLAN 560 , PART 1 , SR-11760 ; PART LOTS 6, 7 AND 8, PLAN 560 , AS IN N346849 ; PART LOT 21, PLAN 560 , PART 1 , SR-10210 , PART LOTS 13 AND 14, PLAN 560 , PART 1 AND 2 , SR-9867 ; PART LOT 34, PLAN 560 , PART 2 AND 3 , SR-2491 , PART LOTS 35 AND 36, PLAN 560 , PART 1 TO 4 , SR-6778 ; PART LOTS 54, 55 AND 56, PLAN 560 , PART 1 , SR-10344 , PART LOTS 56, 57 AND 58, PLAN 560 , PART 2 , SR-12630 ; PART LOTS 70, 71 AND 72, PLAN 560 , PART 1 , SR-1282 , PART LOTS 67, 68, 69 AND 70, PLAN 560 , PART 8, 9 AND 10 , SR-6661 , PART LOT 73, PLAN 560 , PART 2 , CT239998 ; PART LOT 12, CONCESSION JUNCTION GORE , GLOUCESTER, AS IN OT39546 ; SUBJECT TO THE INTEREST IN OT69777 ; PART BLK B, PLAN 560 , PART NORTH EAST ST, PLAN 560 , (CLOSED BY BYLAW CT129919) ; PART STATION BOULEVARD, PLAN 560 , (CLOSED BY BYLAW CT129919) ; PART LOT 12, CONCESSION JUNCTION GORE , PART OF ALOTA VISTA DRIVE FORMERLY CHURCHILL DRIVE (CLOSED BY BYLAW CT129919) ; PART LOT 12, CONCESSION JUNCTION GORE , GLOUCESTER, PART PARCEL A, PLAN 561 , ALL BEING PARTS 3 AND 39, SR-236 ; SUBJECT TO CT167363, CT167364, OT54308, OT64149, OT73756 CITY OF OTTAWA	NOTICE OF LEASE - LIQUID CARBONIC CANADA LTD.	255 Brimley Rd Suite 1	CT201732	SCARBOROUGH	ON	M1M 3J2
D	042560292			CITY OF OTTAWA	110 Laurier Avenue West	(INDUSTRIAL/ST-LAURENT)	OTTAWA	ON	K1P1J1	PART OF INDUSTRIAL AVENUE, BEING : PART LOT 14, CONCESSION JUNCTION GORE , GLOUCESTER, PART 2 AND 3 , SR-10088 , PART 1 , SR-11197 , PARTS 11 AND 16 AND 15 , SR-1282 , PARTS 1 AND 2 , SR-5527 , PART 6 , SR-9532 , PART 1 , SR-9904 , PART 1 AND 4 , CT239998 ; PART LOTS 13 AND 14, CONCESSION JUNCTION GORE , GLOUCESTER, PART 7 , SR-9532 , PART 5 , CT239998 ; PART LOT 13, CONCESSION JUNCTION GORE, GLOUCESTER, PART 4 , SR-1282 , PART 3 AND 7 , CT239998 ; AS IN GL31690 LYING BETWEEN PARTS 1 AND 2, SR-6942 AND PARTS 1 AND 4, SR-5644 ; INDUSTRIAL AVENUE, PLAN 560 , EXCEPT PART PARTS 1 AND 4, SR-5644 ; PART LOTS 4, 5 AND 6, PLAN 560 , PART 1 AND 2 , SR-10203 , PART LOTS 1, 2 AND 3, PLAN 560 , PART 1 TO 5 , SR-10645 , PART LOTS 9, 10 AND 11, PLAN 560 , PART 1 , SR-11760 ; PART LOTS 6, 7 AND 8, PLAN 560 , AS IN N346849 ; PART LOT 21, PLAN 560 , PART 1 , SR-10210 , PART LOTS 13 AND 14, PLAN 560 , PART 1 AND 2 , SR-9867 ; PART LOT 34, PLAN 560 , PART 2 AND 3 , SR-2491 , PART LOTS 35 AND 36, PLAN 560 , PART 1 TO 4 , SR-6778 ; PART LOTS 54, 55 AND 56, PLAN 560 , PART 1 , SR-10344 , PART LOTS 56, 57 AND 58, PLAN 560 , PART 2 , SR-12630 ; PART LOTS 70, 71 AND 72, PLAN 560 , PART 1 , SR-1282 , PART LOTS 67, 68, 69 AND 70, PLAN 560 , PART 8, 9 AND 10 , SR-6661 , PART LOT 73, PLAN 560 , PART 2 , CT239998 ; PART LOT 12, CONCESSION JUNCTION GORE , GLOUCESTER, AS IN OT39546 ; SUBJECT TO THE INTEREST IN OT69777 ; PART BLK B, PLAN 560 , PART NORTH EAST ST, PLAN 560 , (CLOSED BY BYLAW CT129919) ; PART STATION BOULEVARD, PLAN 560 , (CLOSED BY BYLAW CT129919) ; PART LOT 12, CONCESSION JUNCTION GORE , PART OF ALOTA VISTA DRIVE FORMERLY CHURCHILL DRIVE (CLOSED BY BYLAW CT129919) ; PART LOT 12, CONCESSION JUNCTION GORE , GLOUCESTER, PART PARCEL A, PLAN 561 , ALL BEING PARTS 3 AND 39, SR-236 ; SUBJECT TO CT167363, CT167364, OT54308, OT64149, OT73756 CITY OF OTTAWA	NOTICE OF LEASE - ROMAY AUTOMOTIVE LTD. EARLE W. TROUTEN LTD.	N/A	NS178322	N/A	N/A	N/A

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042560292			CITY OF OTTAWA	110 Laurier Avenue West	(INDUSTRIAL/ST-LAURENT)	OTTAWA	ON	K1P1J1	PART OF INDUSTRIAL AVENUE, BEING: PART LOT 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 2 AND 3, SR-10088, PART 1, SR-11197, PARTS 11 AND 16 AND 15, SR-1282, PARTS 1 AND 2, SR-5527, PART 6, SR-9532, PART 1, SR-9904, PART 1 AND 4, CT239998; PART LOTS 13 AND 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 7, SR-9532, PART 5, CT239998; PART LOT 13, CONCESSION JUNCTION GORE, GLOUCESTER, PART 4, SR-1282, PART 3 AND 7, CT239998; AS IN GL31690 LYING BETWEEN PARTS 1 AND 2, SR-6942 AND PARTS 1 AND 4, SR-5644; INDUSTRIAL AVENUE, PLAN 560, EXCEPT PART PARTS 1 AND 4, SR-5644; PART LOTS 4, 5 AND 6, PLAN 560, PART 1 AND 2, SR-10203, PART LOTS 1, 2 AND 3, PLAN 560, PART 1 TO 5, SR-10645, PART LOTS 9, 10 AND 11, PLAN 560, PART 1, SR-11760; PART LOTS 6, 7 AND 8, PLAN 560, AS IN N346849; PART LOT 21, PLAN 560, PART 1, SR-10210, PART LOTS 13 AND 14, PLAN 560, PART 1 AND 2, SR-9867; PART LOT 34, PLAN 560, PART 2 AND 3, SR-2491, PART LOTS 35 AND 36, PLAN 560, PART 1 TO 4, SR-6778; PART LOTS 54, 55 AND 56, PLAN 560, PART 1, SR-10344, PART LOTS 56, 57 AND 58, PLAN 560, PART 2, SR-12630; PART LOTS 70, 71 AND 72, PLAN 560, PART 1, SR-1282, PART LOTS 67, 68, 69 AND 70, PLAN 560, PART 8, 9 AND 10, SR-6661, PART LOT 73, PLAN 560, PART 2, CT239998; PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, AS IN OT39546; SUBJECT TO THE INTEREST IN OT69777; PART BLK B, PLAN 560, PART NORTH EAST ST, PLAN 560, (CLOSED BY BYLAW CT129919); PART STATION BOULEVARD, PLAN 560, (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, PART OF ALOTA VISTA DRIVE FORMERLY CHURCHILL DRIVE (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, PART PARCEL A, PLAN 561, ALL BEING PARTS 3 AND 39, SR-236; SUBJECT TO CT167363, CT167364, OT54308, OT64149, OT73756 CITY OF OTTAWA	NOTICE OF LEASE MCKERUE-MILLEN INC.	246 Horton St	N414737	OTTAWA	ON	N6A 4L6
D	042560292			CITY OF OTTAWA	110 Laurier Avenue West	(INDUSTRIAL/ST-LAURENT)	OTTAWA	ON	K1P1J1	PART OF INDUSTRIAL AVENUE, BEING: PART LOT 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 2 AND 3, SR-10088, PART 1, SR-11197, PARTS 11 AND 16 AND 15, SR-1282, PARTS 1 AND 2, SR-5527, PART 6, SR-9532, PART 1, SR-9904, PART 1 AND 4, CT239998; PART LOTS 13 AND 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 7, SR-9532, PART 5, CT239998; PART LOT 13, CONCESSION JUNCTION GORE, GLOUCESTER, PART 4, SR-1282, PART 3 AND 7, CT239998; AS IN GL31690 LYING BETWEEN PARTS 1 AND 2, SR-6942 AND PARTS 1 AND 4, SR-5644; INDUSTRIAL AVENUE, PLAN 560, EXCEPT PART PARTS 1 AND 4, SR-5644; PART LOTS 4, 5 AND 6, PLAN 560, PART 1 AND 2, SR-10203, PART LOTS 1, 2 AND 3, PLAN 560, PART 1 TO 5, SR-10645, PART LOTS 9, 10 AND 11, PLAN 560, PART 1, SR-11760; PART LOTS 6, 7 AND 8, PLAN 560, AS IN N346849; PART LOT 21, PLAN 560, PART 1, SR-10210, PART LOTS 13 AND 14, PLAN 560, PART 1 AND 2, SR-9867; PART LOT 34, PLAN 560, PART 2 AND 3, SR-2491, PART LOTS 35 AND 36, PLAN 560, PART 1 TO 4, SR-6778; PART LOTS 54, 55 AND 56, PLAN 560, PART 1, SR-10344, PART LOTS 56, 57 AND 58, PLAN 560, PART 2, SR-12630; PART LOTS 70, 71 AND 72, PLAN 560, PART 1, SR-1282, PART LOTS 67, 68, 69 AND 70, PLAN 560, PART 8, 9 AND 10, SR-6661, PART LOT 73, PLAN 560, PART 2, CT239998; PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, AS IN OT39546; SUBJECT TO THE INTEREST IN OT69777; PART BLK B, PLAN 560, PART NORTH EAST ST, PLAN 560, (CLOSED BY BYLAW CT129919); PART STATION BOULEVARD, PLAN 560, (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, PART OF ALOTA VISTA DRIVE FORMERLY CHURCHILL DRIVE (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, PART PARCEL A, PLAN 561, ALL BEING PARTS 3 AND 39, SR-236; SUBJECT TO CT167363, CT167364, OT54308, OT64149, OT73756 CITY OF OTTAWA	NOTICE - 1663321 ONTARIO INC. 1414614 ONTARIO INC.	223 Colonnade Road Suite 100	OC626898 OC769801	OTTAWA	ON	K2E 7K3

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042560292			CITY OF OTTAWA	110 Laurier Avenue West	(INDUSTRIAL/ST-LAURENT)	OTTAWA	ON	K1P1J1	PART OF INDUSTRIAL AVENUE, BEING: PART LOT 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 2 AND 3, SR-10088, PART 1, SR-11197, PARTS 11 AND 16 AND 15, SR-1282, PARTS 1 AND 2, SR-5527, PART 6, SR-9532, PART 1, SR-9904, PART 1 AND 4, CT239998; PART LOTS 13 AND 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 7, SR-9532, PART 5, CT239998; PART LOT 13, CONCESSION JUNCTION GORE, GLOUCESTER, PART 4, SR-1282, PART 3 AND 7, CT239998; AS IN GL31690 LYING BETWEEN PARTS 1 AND 2, SR-6942 AND PARTS 1 AND 4, SR-5644; INDUSTRIAL AVENUE, PLAN 560, EXCEPT PART PARTS 1 AND 4, SR-5644; PART LOTS 4, 5 AND 6, PLAN 560, PART 1 AND 2, SR-10203, PART LOTS 1, 2 AND 3, PLAN 560, PART 1 TO 5, SR-10645, PART LOTS 9, 10 AND 11, PLAN 560, PART 1, SR-11760; PART LOTS 6, 7 AND 8, PLAN 560, AS IN N346849; PART LOT 21, PLAN 560, PART 1, SR-10210, PART LOTS 13 AND 14, PLAN 560, PART 1 AND 2, SR-9867; PART LOT 34, PLAN 560, PART 2 AND 3, SR-2491, PART LOTS 35 AND 36, PLAN 560, PART 1 TO 4, SR-6778; PART LOTS 54, 55 AND 56, PLAN 560, PART 1, SR-10344, PART LOTS 56, 57 AND 58, PLAN 560, PART 2, SR-12630; PART LOTS 70, 71 AND 72, PLAN 560, PART 1, SR-1282, PART LOTS 67, 68, 69 AND 70, PLAN 560, PART 8, 9 AND 10, SR-6661, PART LOT 73, PLAN 560, PART 2, CT239998; PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, AS IN OT39546; SUBJECT TO THE INTEREST IN OT69777; PART BLK B, PLAN 560, PART NORTH EAST ST, PLAN 560, (CLOSED BY BYLAW CT129919); PART STATION BOULEVARD, PLAN 560, (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, PART OF ALOTA VISTA DRIVE FORMERLY CHURCHILL DRIVE (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, PART PARCEL A, PLAN 561, ALL BEING PARTS 3 AND 39, SR-236; SUBJECT TO CT167363, CT167364, OT54308, OT64149, OT73756 CITY OF OTTAWA	NOTICE - 1663321 ONTARIO INC.	223 Colonnade Road Suite 100	OC1031627 OC1576030 OC1723538	OTTAWA	ON	K2E 7K3
D	042560292			CITY OF OTTAWA	110 Laurier Avenue West	(INDUSTRIAL/ST-LAURENT)	OTTAWA	ON	K1P1J1	PART OF INDUSTRIAL AVENUE, BEING: PART LOT 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 2 AND 3, SR-10088, PART 1, SR-11197, PARTS 11 AND 16 AND 15, SR-1282, PARTS 1 AND 2, SR-5527, PART 6, SR-9532, PART 1, SR-9904, PART 1 AND 4, CT239998; PART LOTS 13 AND 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 7, SR-9532, PART 5, CT239998; PART LOT 13, CONCESSION JUNCTION GORE, GLOUCESTER, PART 4, SR-1282, PART 3 AND 7, CT239998; AS IN GL31690 LYING BETWEEN PARTS 1 AND 2, SR-6942 AND PARTS 1 AND 4, SR-5644; INDUSTRIAL AVENUE, PLAN 560, EXCEPT PART PARTS 1 AND 4, SR-5644; PART LOTS 4, 5 AND 6, PLAN 560, PART 1 AND 2, SR-10203, PART LOTS 1, 2 AND 3, PLAN 560, PART 1 TO 5, SR-10645, PART LOTS 9, 10 AND 11, PLAN 560, PART 1, SR-11760; PART LOTS 6, 7 AND 8, PLAN 560, AS IN N346849; PART LOT 21, PLAN 560, PART 1, SR-10210, PART LOTS 13 AND 14, PLAN 560, PART 1 AND 2, SR-9867; PART LOT 34, PLAN 560, PART 2 AND 3, SR-2491, PART LOTS 35 AND 36, PLAN 560, PART 1 TO 4, SR-6778; PART LOTS 54, 55 AND 56, PLAN 560, PART 1, SR-10344, PART LOTS 56, 57 AND 58, PLAN 560, PART 2, SR-12630; PART LOTS 70, 71 AND 72, PLAN 560, PART 1, SR-1282, PART LOTS 67, 68, 69 AND 70, PLAN 560, PART 8, 9 AND 10, SR-6661, PART LOT 73, PLAN 560, PART 2, CT239998; PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, AS IN OT39546; SUBJECT TO THE INTEREST IN OT69777; PART BLK B, PLAN 560, PART NORTH EAST ST, PLAN 560, (CLOSED BY BYLAW CT129919); PART STATION BOULEVARD, PLAN 560, (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, PART OF ALOTA VISTA DRIVE FORMERLY CHURCHILL DRIVE (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, PART PARCEL A, PLAN 561, ALL BEING PARTS 3 AND 39, SR-236; SUBJECT TO CT167363, CT167364, OT54308, OT64149, OT73756 CITY OF OTTAWA	BYLAW PUB HIGHWY - CITY OF OTTAWA	110 Laurier AVE W	OC1066542	OTTAWA	ON	K1P1J1

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042560292			CITY OF OTTAWA	110 Laurier Avenue West	(INDUSTRIAL/ST-LAURENT)	OTTAWA	ON	K1P1J1	PART OF INDUSTRIAL AVENUE, BEING: PART LOT 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 2 AND 3, SR-10088, PART 1, SR-11197, PARTS 11 AND 16 AND 15, SR-1282, PARTS 1 AND 2, SR-5527, PART 6, SR-9532, PART 1, SR-9904, PART 1 AND 4, CT239998; PART LOTS 13 AND 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 7, SR-9532, PART 5, CT239998; PART LOT 13, CONCESSION JUNCTION GORE, GLOUCESTER, PART 4, SR-1282, PART 3 AND 7, CT239998; AS IN GL31600 LYING BETWEEN PARTS 1 AND 2, SR-6942 AND PARTS 1 AND 4, SR-5644; INDUSTRIAL AVENUE, PLAN 560, EXCEPT PART PARTS 1 AND 4, SR-5644; PART LOTS 4, 5 AND 6, PLAN 560, PART 1 AND 2, SR-10203, PART LOTS 1, 2 AND 3, PLAN 560, PART 1 TO 5, SR-10645, PART LOTS 9, 10 AND 11, PLAN 560, PART 1, SR-11760; PART LOTS 6, 7 AND 8, PLAN 560, AS IN N346849; PART LOT 21, PLAN 560, PART 1, SR-10210, PART LOTS 13 AND 14, PLAN 560, PART 1 AND 2, SR-9867; PART LOT 34, PLAN 560, PART 2 AND 3, SR-2491; PART LOTS 35 AND 36, PLAN 560, PART 1 TO 4, SR-6778; PART LOTS 54, 55 AND 56, PLAN 560, PART 1, SR-10344, PART LOTS 56, 57 AND 58, PLAN 560, PART 2, SR-12630; PART LOTS 70, 71 AND 72, PLAN 560, PART 1, SR-1282, PART LOTS 67, 68, 69 AND 70, PLAN 560, PART 8, 9 AND 10, SR-6661, PART LOT 73, PLAN 560, PART 2, CT239998; PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, AS IN OT39546; SUBJECT TO THE INTEREST IN OT69777; PART BLK B, PLAN 560, PART NORTH EAST ST, PLAN 560, (CLOSED BY BYLAW CT129919); PART STATION BOULEVARD, PLAN 560, (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, PART OF ALOTA VISTA DRIVE FORMERLY CHURCHILL DRIVE (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, PART PARCEL A, PLAN 561, ALL BEING PARTS 3 AND 39, SR-236; SUBJECT TO CT167363, CT167364, OT54308, OT64149, OT73756 CITY OF OTTAWA	LR'S ORDER LAND REGISTRAR, OTTAWA-CARLETON	161 Elgin Street, 4th Floor	OC197589	OTTAWA	ON	K2P 2K1
D	042560292			CITY OF OTTAWA	110 Laurier Avenue West	(INDUSTRIAL/ST-LAURENT)	OTTAWA	ON	K1P1J1	PART OF INDUSTRIAL AVENUE, BEING: PART LOT 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 2 AND 3, SR-10088, PART 1, SR-11197, PARTS 11 AND 16 AND 15, SR-1282, PARTS 1 AND 2, SR-5527, PART 6, SR-9532, PART 1, SR-9904, PART 1 AND 4, CT239998; PART LOTS 13 AND 14, CONCESSION JUNCTION GORE, GLOUCESTER, PART 7, SR-9532, PART 5, CT239998; PART LOT 13, CONCESSION JUNCTION GORE, GLOUCESTER, PART 4, SR-1282, PART 3 AND 7, CT239998; AS IN GL31600 LYING BETWEEN PARTS 1 AND 2, SR-6942 AND PARTS 1 AND 4, SR-5644; INDUSTRIAL AVENUE, PLAN 560, EXCEPT PART PARTS 1 AND 4, SR-5644; PART LOTS 4, 5 AND 6, PLAN 560, PART 1 AND 2, SR-10203, PART LOTS 1, 2 AND 3, PLAN 560, PART 1 TO 5, SR-10645, PART LOTS 9, 10 AND 11, PLAN 560, PART 1, SR-11760; PART LOTS 6, 7 AND 8, PLAN 560, AS IN N346849; PART LOT 21, PLAN 560, PART 1, SR-10210, PART LOTS 13 AND 14, PLAN 560, PART 1 AND 2, SR-9867; PART LOT 34, PLAN 560, PART 2 AND 3, SR-2491; PART LOTS 35 AND 36, PLAN 560, PART 1 TO 4, SR-6778; PART LOTS 54, 55 AND 56, PLAN 560, PART 1, SR-10344, PART LOTS 56, 57 AND 58, PLAN 560, PART 2, SR-12630; PART LOTS 70, 71 AND 72, PLAN 560, PART 1, SR-1282, PART LOTS 67, 68, 69 AND 70, PLAN 560, PART 8, 9 AND 10, SR-6661, PART LOT 73, PLAN 560, PART 2, CT239998; PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, AS IN OT39546; SUBJECT TO THE INTEREST IN OT69777; PART BLK B, PLAN 560, PART NORTH EAST ST, PLAN 560, (CLOSED BY BYLAW CT129919); PART STATION BOULEVARD, PLAN 560, (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, PART OF ALOTA VISTA DRIVE FORMERLY CHURCHILL DRIVE (CLOSED BY BYLAW CT129919); PART LOT 12, CONCESSION JUNCTION GORE, GLOUCESTER, PART PARCEL A, PLAN 561, ALL BEING PARTS 3 AND 39, SR-236; SUBJECT TO CT167363, CT167364, OT54308, OT64149, OT73756 CITY OF OTTAWA	NOTICE - 1221986 ONTARIO INC.	223 Colonnade Road South Suite 100	OC1836018	OTTAWA	ON	K2E 7K3
D	042560746			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT LT 14, CON JG, PART 1 ON 4R31954 CITY OF OTTAWA	AGREEMENT - CITY OF OTTAWA	110 Laurier AVE W	N339411	OTTAWA	ON	K1P1J1
D	042560746			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT LT 14, CON JG, PART 1 ON 4R31954 CITY OF OTTAWA	BYLAW PUB HIGHWAY - CITY OF OTTAWA	110 Laurier AVE W	OC2377371	OTTAWA	ON	K1P1J1
D	042560291			CITY OF OTTAWA	110 Laurier Avenue West	Site @901 INDUSTRIAL AVE	OTTAWA	ON	K1P1J1	PT LT 14, CON JG, PART 18, SR1282, PT LT 14, CON JG, PART 3, SR5527, EXCEPT PART 1, SR11197; PT LYS 13 & 14, CON JG, AS IN OT51108, S/T THE INTEREST IN GL45695; S/T OT73756 OTTAWA/GLOUCESTER SUBJECT TO AN EASEMENT IN GROSS OVER PT 1 4R28009 AS IN OC1861721 SUBJECT TO AN EASEMENT OVER PARTS 1, 2 & 3 4R31192 AS IN OC2022114	Transfer Easement - HYDRO OTTAWA LIMITED	1970 Merivale Road	OC1861721	OTTAWA	ON	K2G 6Y9
D	042560291			CITY OF OTTAWA	110 Laurier Avenue West	Site @901 INDUSTRIAL AVE	OTTAWA	ON	K1P1J1	PT LT 14, CON JG, PART 18, SR1282, PT LT 14, CON JG, PART 3, SR5527, EXCEPT PART 1, SR11197; PT LYS 13 & 14, CON JG, AS IN OT51108, S/T THE INTEREST IN GL45695; S/T OT73756 OTTAWA/GLOUCESTER SUBJECT TO AN EASEMENT IN GROSS OVER PT 1 4R28009 AS IN OC1861721 SUBJECT TO AN EASEMENT OVER PARTS 1, 2 & 3 4R31192 AS IN OC2022114	Transfer Easement - ENBRIDGE GAS DISTRIBUTION INC.	500 Consumers Road	OC2022114	North York	ON	M2J 1P8
D	042560291			CITY OF OTTAWA	110 Laurier Avenue West	Site @901 INDUSTRIAL AVE	OTTAWA	ON	K1P1J1	PT LT 14, CON JG, PART 18, SR1282, PT LT 14, CON JG, PART 3, SR5527, EXCEPT PART 1, SR11197; PT LYS 13 & 14, CON JG, AS IN OT51108, S/T THE INTEREST IN GL45695; S/T OT73756 OTTAWA/GLOUCESTER SUBJECT TO AN EASEMENT IN GROSS OVER PT 1 4R28009 AS IN OC1861721 SUBJECT TO AN EASEMENT OVER PARTS 1, 2 & 3 4R31192 AS IN OC2022114	TRANSFER EASEMENT - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	OT73756	Ottawa	ON	K1N 5A1

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042620025			FIERA REAL ESTATE SMALL CAP INDUSTRIAL FUND LP	2655 LANCASTER RD,		OTTAWA	ON	K1B4L5	PCL A-1, SEC 4M-121 ; PT BLK A, PL 4M-121 , PART 1 , 4R1125 ; S/T LT136219 OTTAWA/GLOUCESTER	Bylaw - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	OT54451	Ottawa	ON	K1N 5A1
D	042620025			FIERA REAL ESTATE SMALL CAP INDUSTRIAL FUND GP INC.	2655 LANCASTER RD,		OTTAWA	ON	K1B4L5	PCL A-1, SEC 4M-121 ; PT BLK A, PL 4M-121 , PART 1 , 4R1125 ; S/T LT136219 OTTAWA/GLOUCESTER	Bylaw - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	OT54451	Ottawa	ON	K1N 5A1
D	042620025			FIERA REAL ESTATE SMALL CAP INDUSTRIAL FUND LP	2655 LANCASTER RD,		OTTAWA	ON	K1B4L5	PCL A-1, SEC 4M-121 ; PT BLK A, PL 4M-121 , PART 1 , 4R1125 ; S/T LT136219 OTTAWA/GLOUCESTER	NOTICE - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	LT79006 LT111729	Ottawa	ON	K1N 5A1
D	042620025			FIERA REAL ESTATE SMALL CAP INDUSTRIAL FUND GP INC.	2655 LANCASTER RD,		OTTAWA	ON	K1B4L5	PCL A-1, SEC 4M-121 ; PT BLK A, PL 4M-121 , PART 1 , 4R1125 ; S/T LT136219 OTTAWA/GLOUCESTER	NOTICE - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	LT111729 LT79006 LT111729	Ottawa	ON	K1N 5A1
D	042620025			FIERA REAL ESTATE SMALL CAP INDUSTRIAL FUND LP	2655 LANCASTER RD,		OTTAWA	ON	K1B4L5	PCL A-1, SEC 4M-121 ; PT BLK A, PL 4M-121 , PART 1 , 4R1125 ; S/T LT136219 OTTAWA/GLOUCESTER	TRANSFER EASEMENT - THE HYDRO-ELECTRIC COMMISSION OF THE CITY OF OTTAWA	2711 Hunt Club Rd, PO Box 8700	LT136219	OTTAWA	ON	K1G3S4
D	042620025			FIERA REAL ESTATE SMALL CAP INDUSTRIAL FUND GP INC.	2655 LANCASTER RD,		OTTAWA	ON	K1B4L5	PCL A-1, SEC 4M-121 ; PT BLK A, PL 4M-121 , PART 1 , 4R1125 ; S/T LT136219 OTTAWA/GLOUCESTER	TRANSFER EASEMENT - THE HYDRO-ELECTRIC COMMISSION OF THE CITY OF OTTAWA	2711 Hunt Club Rd, PO Box 8700	LT136219	OTTAWA	ON	K1G3S4
D	042620025			FIERA REAL ESTATE SMALL CAP INDUSTRIAL FUND LP	2655 LANCASTER RD,		OTTAWA	ON	K1B4L5	PCL A-1, SEC 4M-121 ; PT BLK A, PL 4M-121 , PART 1 , 4R1125 ; S/T LT136219 OTTAWA/GLOUCESTER	NO CHNG ADDR OWNER - 2272807 ONTARIO LTD.	199 Bay Street, Suite 4900 P. O. Box 373	OC2180293	Toronto	ON	M5L 1G2
D	042620025			FIERA REAL ESTATE SMALL CAP INDUSTRIAL FUND GP INC.	2655 LANCASTER RD,		OTTAWA	ON	K1B4L5	PCL A-1, SEC 4M-121 ; PT BLK A, PL 4M-121 , PART 1 , 4R1125 ; S/T LT136219 OTTAWA/GLOUCESTER	NO CHNG ADDR OWNER - 2272807 ONTARIO LTD.	199 Bay Street, Suite 4900 P. O. Box 373	OC2180293	Toronto	ON	M5L 1G2
D	042620025			FIERA REAL ESTATE SMALL CAP INDUSTRIAL FUND LP	2655 LANCASTER RD,		OTTAWA	ON	K1B4L5	PCL A-1, SEC 4M-121 ; PT BLK A, PL 4M-121 , PART 1 , 4R1125 ; S/T LT136219 OTTAWA/GLOUCESTER	NOTICE OF LEASE - HIS MAJESTY THE KING IN RIGHT OF CANADA AS REPRESENTED BY THE MINISTER OF PUBLIC WORKS AND GOVERNMENT SERVICES	Department of Public Works and Government Services Real Property Branch Place des Explorateurs 191 Promenade du Portage	OC2639085	Gatineau	Quebec	K1A 0S5
D	042620025			FIERA REAL ESTATE SMALL CAP INDUSTRIAL FUND GP INC.	2655 LANCASTER RD,		OTTAWA	ON	K1B4L5	PCL A-1, SEC 4M-121 ; PT BLK A, PL 4M-121 , PART 1 , 4R1125 ; S/T LT136219 OTTAWA/GLOUCESTER	NOTICE OF LEASE - HIS MAJESTY THE KING IN RIGHT OF CANADA AS REPRESENTED BY THE MINISTER OF PUBLIC WORKS AND GOVERNMENT SERVICES	Department of Public Works and Government Services Real Property Branch Place des Explorateurs 191 Promenade du Portage	OC2639085	Gatineau	Quebec	K1A 0S5

Directly Affected (D) Indirectly Affected (I)	PIN	First Name	First Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042760081			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT LT 26, CON 10F ; PT BLK R, PL 622 ; PT BLK V, PL 622 ; PT BLK W, PL 622 ; PT QUARRY RD, PL 622 , (NOW CLOSED BY OT27843) ; PT HILLSIDE DR, PL 622 ; BLK 1, PL 85 , AS IN OT10634 LYING SOUTH OF MEADOW DR. ; PT BLK 2, PL 85 ; PT RDAL BTN CONS 10F&JG , LYING SOUTH OF THE WLY EXTENTION OF THE SLY LIMIT OF MEADOW DR & LYING NORTH OF MONTREAL RD ; PT LTS 3, 4 & 5, CON JG ; PT LT 6, PL 907 ; PT ST LAURENT BLVD, PL 622 , (NOW CLOSED BY OT27843) ; ALL BEING AS IN OT9588 & OT40544; PARTS 25 & 26 EXPROPRIATION PLAN CT133866; PARTS 8, 9 & 10, SR220; PARTS 1 & 2, SR9756; PART 1, SR208; PART1, SR313; PART 1, SR7600; PARTS 5, 10, 11, 12, 13 & 14, SR13933; PART 9 & 10, SR8143; PARTS 3, 7 & 12 , SR10540 ; S/T CT124970 OTTAWA/GLOUCESTER	BYLAW - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	OT28182 NS164823 N343882 CT108690 N330929 NS95603 N678624	Ottawa	ON	K1N 5A1
D	042760081			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT LT 26, CON 10F ; PT BLK R, PL 622 ; PT BLK V, PL 622 ; PT BLK W, PL 622 ; PT QUARRY RD, PL 622 , (NOW CLOSED BY OT27843) ; PT HILLSIDE DR, PL 622 ; BLK 1, PL 85 , AS IN OT10634 LYING SOUTH OF MEADOW DR. ; PT BLK 2, PL 85 ; PT RDAL BTN CONS 10F&JG , LYING SOUTH OF THE WLY EXTENTION OF THE SLY LIMIT OF MEADOW DR & LYING NORTH OF MONTREAL RD ; PT LTS 3, 4 & 5, CON JG ; PT LT 6, PL 907 ; PT ST LAURENT BLVD, PL 622 , (NOW CLOSED BY OT27843) ; ALL BEING AS IN OT9588 & OT40544; PARTS 25 & 26 EXPROPRIATION PLAN CT133866; PARTS 8, 9 & 10, SR220; PARTS 1 & 2, SR9756; PART 1, SR208; PART1, SR313; PART 1, SR7600; PARTS 5, 10, 11, 12, 13 & 14, SR13933; PART 9 & 10, SR8143; PARTS 3, 7 & 12 , SR10540 ; S/T CT124970 OTTAWA/GLOUCESTER	BYLAW - CITY OF OTTAWA	110 Laurier AVE W	OC1870948	OTTAWA	ON	K1P1J1
D	042760081			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT LT 26, CON 10F ; PT BLK R, PL 622 ; PT BLK V, PL 622 ; PT BLK W, PL 622 ; PT QUARRY RD, PL 622 , (NOW CLOSED BY OT27843) ; PT HILLSIDE DR, PL 622 ; BLK 1, PL 85 , AS IN OT10634 LYING SOUTH OF MEADOW DR. ; PT BLK 2, PL 85 ; PT RDAL BTN CONS 10F&JG , LYING SOUTH OF THE WLY EXTENTION OF THE SLY LIMIT OF MEADOW DR & LYING NORTH OF MONTREAL RD ; PT LTS 3, 4 & 5, CON JG ; PT LT 6, PL 907 ; PT ST LAURENT BLVD, PL 622 , (NOW CLOSED BY OT27843) ; ALL BEING AS IN OT9588 & OT40544; PARTS 25 & 26 EXPROPRIATION PLAN CT133866; PARTS 8, 9 & 10, SR220; PARTS 1 & 2, SR9756; PART 1, SR208; PART1, SR313; PART 1, SR7600; PARTS 5, 10, 11, 12, 13 & 14, SR13933; PART 9 & 10, SR8143; PARTS 3, 7 & 12 , SR10540 ; S/T CT124970 OTTAWA/GLOUCESTER	TRANSFER EASEMENT - THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA	2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4	CT124970	Ottawa	ON	K1G3S4

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D	042760081			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT LT 26, CON 10F ; PT BLK R, PL 622 ; PT BLK V, PL 622 ; PT BLK W, PL 622 ; PT QUARRY RD, PL 622 , (NOW CLOSED BY OT27843) ; PT HILLSIDE DR, PL 622 ; BLK 1, PL 85 , AS IN OT10634 LYING SOUTH OF MEADOW DR. ; PT BLK 2, PL 85 ; PT RDAL BTN CONS 10F&JG , LYING SOUTH OF THE WLY EXTENTION OF THE SLY LIMIT OF MEADOW DR & LYING NORTH OF MONTREAL RD ; PT LTS 3, 4 & 5, CON JG ; PT LT 6, PL 907 ; PT ST LAURENT BLVD, PL 622 , (NOW CLOSED BY OT27843) ; ALL BEING AS IN OT9588 & OT40544; PARTS 25 & 26 EXPROPRIATION PLAN CT133866; PARTS 8, 9 & 10, SR220; PARTS 1 & 2, SR9756; PART 1, SR208; PART1, SR313; PART 1, SR7600; PARTS 5, 10, 11, 12, 13 & 14, SR13933; PART 9 & 10, SR8143; PARTS 3, 7 & 12 , SR10540 ; S/T CT124970 OTTAWA/GLOUCESTER	Notice - 7947062 CANADA INC.	98 Lois, Gatineau, QC J8Y 3R7	OC1640167	Gatineau,	QC	J8Y 3R7
D	042760082			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	MONTREAL RD LYING E OF ST LAURENT BLVD & LYING W OF A LINE DRAWN BTWN THE SE ANGLE OF PART 15, SR3769 TO NE ANGLE OF PART 17, SR3769 ; PT LT 26, CON 10F ; PT LT 1, PL 26 ; PT BLKS A & B, PL 26 ; PT LTS 1, 2, 3 & 4, PL 34 ; PT BLK ST2, PL 622 ; PT BLK ST1, PL 622 ; ALL BEING AS IN GL37493 & BEING PARTS 1, TO 6 & 8 TO 13 ON EXPROPRIATION PLAN NS52315; BEING PART 5, SR314; BEING PARTS 1 & 2, SR4010; BEING PART 1 EXPROPRIATION PLAN NS64110 ; OTTAWA/GLOUCESTER	BYLAW PUB HGHWY - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	NS162530	Ottawa	ON	K2P 2L7
D	042760082			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	MONTREAL RD LYING E OF ST LAURENT BLVD & LYING W OF A LINE DRAWN BTWN THE SE ANGLE OF PART 15, SR3769 TO NE ANGLE OF PART 17, SR3769 ; PT LT 26, CON 10F ; PT LT 1, PL 26 ; PT BLKS A & B, PL 26 ; PT LTS 1, 2, 3 & 4, PL 34 ; PT BLK ST2, PL 622 ; PT BLK ST1, PL 622 ; ALL BEING AS IN GL37493 & BEING PARTS 1, TO 6 & 8 TO 13 ON EXPROPRIATION PLAN NS52315; BEING PART 5, SR314; BEING PARTS 1 & 2, SR4010; BEING PART 1 EXPROPRIATION PLAN NS64110 ; OTTAWA/GLOUCESTER	BYLAW - CITY OF OTTAWA	110 Laurier AVE W	OC2437239	OTTAWA	ON	K1P1J1
D	042760082			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	MONTREAL RD LYING E OF ST LAURENT BLVD & LYING W OF A LINE DRAWN BTWN THE SE ANGLE OF PART 15, SR3769 TO NE ANGLE OF PART 17, SR3769 ; PT LT 26, CON 10F ; PT LT 1, PL 26 ; PT BLKS A & B, PL 26 ; PT LTS 1, 2, 3 & 4, PL 34 ; PT BLK ST2, PL 622 ; PT BLK ST1, PL 622 ; ALL BEING AS IN GL37493 & BEING PARTS 1, TO 6 & 8 TO 13 ON EXPROPRIATION PLAN NS52315; BEING PART 5, SR314; BEING PARTS 1 & 2, SR4010; BEING PART 1 EXPROPRIATION PLAN NS64110 ; OTTAWA/GLOUCESTER	BYLAW - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	N377046 N685465 N717433	Ottawa	ON	K2P 2L7
D	042760082			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	MONTREAL RD LYING E OF ST LAURENT BLVD & LYING W OF A LINE DRAWN BTWN THE SE ANGLE OF PART 15, SR3769 TO NE ANGLE OF PART 17, SR3769 ; PT LT 26, CON 10F ; PT LT 1, PL 26 ; PT BLKS A & B, PL 26 ; PT LTS 1, 2, 3 & 4, PL 34 ; PT BLK ST2, PL 622 ; PT BLK ST1, PL 622 ; ALL BEING AS IN GL37493 & BEING PARTS 1, TO 6 & 8 TO 13 ON EXPROPRIATION PLAN NS52315; BEING PART 5, SR314; BEING PARTS 1 & 2, SR4010; BEING PART 1 EXPROPRIATION PLAN NS64110 ; OTTAWA/GLOUCESTER	Notice - CITY OF OTTAWA	110 Laurier AVE W	OC11170	OTTAWA	ON	K1P1J1

Directly Affected (D) Indirectly Affected (I)	PIN	First Name	First Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042760082			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	MONTREAL RD LYING E OF ST LAURENT BLVD & LYING W OF A LINE DRAWN BTWN THE SE ANGLE OF PART 15, 5R3769 TO NE ANGLE OF PART 17, 5R3769; PT LT 26, CON 10F; PT LT 1, PL 26; PT BLKS A & B, PL 26; PT LTS 1, 2, 3 & 4, PL 34; PT BLK ST2, PL 622; PT BLK ST1, PL 622; ALL BEING AS IN GL37493 & BEING PARTS 1, TO 6 & 8 TO 13 ON EXPROPRIATION PLAN NS52315; BEING PART 5, 5R314; BEING PARTS 1 & 2, 5R4010; BEING PART 1 EXPROPRIATION PLAN NS64110; OTTAWA/GLOUCESTER	Notice - 6834957 CANADA LIMITED	c/o 33 Bloor St. East Suite 1000	OC1086262	Toronto	ON	M4W 3H1
D	042760082			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	MONTREAL RD LYING E OF ST LAURENT BLVD & LYING W OF A LINE DRAWN BTWN THE SE ANGLE OF PART 15, 5R3769 TO NE ANGLE OF PART 17, 5R3769; PT LT 26, CON 10F; PT LT 1, PL 26; PT BLKS A & B, PL 26; PT LTS 1, 2, 3 & 4, PL 34; PT BLK ST2, PL 622; PT BLK ST1, PL 622; ALL BEING AS IN GL37493 & BEING PARTS 1, TO 6 & 8 TO 13 ON EXPROPRIATION PLAN NS52315; BEING PART 5, 5R314; BEING PARTS 1 & 2, 5R4010; BEING PART 1 EXPROPRIATION PLAN NS64110; OTTAWA/GLOUCESTER	Notice - MRAK HOLDINGS INC.	611 Montreal Rd.	OC1124719	OTTAWA	ON	K1K 0T8
D	042760082			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	MONTREAL RD LYING E OF ST LAURENT BLVD & LYING W OF A LINE DRAWN BTWN THE SE ANGLE OF PART 15, 5R3769 TO NE ANGLE OF PART 17, 5R3769; PT LT 26, CON 10F; PT LT 1, PL 26; PT BLKS A & B, PL 26; PT LTS 1, 2, 3 & 4, PL 34; PT BLK ST2, PL 622; PT BLK ST1, PL 622; ALL BEING AS IN GL37493 & BEING PARTS 1, TO 6 & 8 TO 13 ON EXPROPRIATION PLAN NS52315; BEING PART 5, 5R314; BEING PARTS 1 & 2, 5R4010; BEING PART 1 EXPROPRIATION PLAN NS64110; OTTAWA/GLOUCESTER	Notice - CHARTWELL PROPERTIES INC.	242 Main St. E. suite 200	OC1595259 & OC1590979	Hamilton	ON	L8N 1H5

Directly Affected (D) Indirectly Affected (I)	PIN	First Name	First Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042760082			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	MONTREAL RD LYING E OF ST LAURENT BLVD & LYING W OF A LINE DRAWN BTWN THE SE ANGLE OF PART 15, 5R3769 TO NE ANGLE OF PART 17, 5R3769 ; PT LT 26, CON IOF ; PT LT 1, PL 26 ; PT BLKS A & B, PL 26 ; PT LTS 1, 2, 3 & 4, PL 34 ; PT BLK ST2, PL 622 ; PT BLK ST1, PL 622 ; ALL BEING AS IN GL37493 & BEING PARTS 1, TO 6 & 8 TO 13 ON EXPROPRIATION PLAN NS52315; BEING PART 5, 5R314; BEING PARTS 1 & 2, 5R4010; BEING PART 1 EXPROPRIATION PLAN NS64110 ; OTTAWA/GLOUCESTER	Notice - 167892 CANADA INC.	2021 Union Avenue, Suite 888	OC1740297	Montreal	QC	H3A 259
D	042300295			CITY OF OTTAWA	110 Laurier AVE W		OTTAWA	ON	K1P1J1	PT LT 5, CON JG , BEING A FORCED RD,AKA MONTREAL RD , ; PT LT 3, PL 246 , BEING PART 4, EXPROP PL NS52313 ; PT LTS 1 & 2, PL 47 , PT LT A, PL 225 , PT LTS 1 & 2, PL 246 , BEING PART 1, 4R8086 ; PT LT G, PL 225 , BEING PART 2, EXPROP PL NS64111 ; PT LT G, PL 225 , BEING PART 1, 5R10960 ; PT LTS 6 & 7, PL 47 , BEING PARTS 7 & 8, EXPROP PL NS52313 ; PT LT 11, PL 47 , BEING PARTS 1 & 2, 5R2862 ; PT LT 97, PL 238 , BEING PART 3, EXPROP PL NS52313 ; PT LTS 97, 98 & 99, PL 238 , BEING PART 1, 5R10651 ; PT LT 5, CON JG , BEING PART 1, 5R4891 ; PT DUCHARME BLVD, PL 578 , BEING PART 1, 5R3998 ; PT LT 5, CON JG , BEING PART 14, 5R3998 ; PT LT 5, CON JG , BEING PART 5, 5R8461 ; PT LT 31, PL 334 , BEING PART 9, EXPROP PL NS52313 ; PT LT 5, CON JG , PT LT 33, PL 334 , AS IN CT163189 ; PT LT 5, CON JG , BEING PARTS 1,2 & 3, EXPROP PL CT172018 ; PT LT 5, CON JG , BEING PART 4, 5R314,ALL BEING MONTREAL RD BTN THE W LIMIT OF ST LAURENT BLVD AND THE SLY PRODUCTION OF THE W LIMIT OF GRANVILLE ST PL 246 ; PT LT 2, PL 334 , BEING PT 1, 4R4129 ; S/T V23923 OTTAWA AND VANIER	LEASE - EASTEND MEDICODENTAL SERVICES INC.	233 Gilmour St	NS132651	Ottawa	On	K2P 0P2
D	042300295			CITY OF OTTAWA	110 Laurier AVE W		OTTAWA	ON	K1P1J1	PT LT 5, CON JG , BEING A FORCED RD,AKA MONTREAL RD , ; PT LT 3, PL 246 , BEING PART 4, EXPROP PL NS52313 ; PT LTS 1 & 2, PL 47 , PT LT A, PL 225 , PT LTS 1 & 2, PL 246 , BEING PART 1, 4R8086 ; PT LT G, PL 225 , BEING PART 2, EXPROP PL NS64111 ; PT LT G, PL 225 , BEING PART 1, 5R10960 ; PT LTS 6 & 7, PL 47 , BEING PARTS 7 & 8, EXPROP PL NS52313 ; PT LT 11, PL 47 , BEING PARTS 1 & 2, 5R2862 ; PT LT 97, PL 238 , BEING PART 3, EXPROP PL NS52313 ; PT LTS 97, 98 & 99, PL 238 , BEING PART 1, 5R10651 ; PT LT 5, CON JG , BEING PART 1, 5R4891 ; PT DUCHARME BLVD, PL 578 , BEING PART 1, 5R3998 ; PT LT 5, CON JG , BEING PART 14, 5R3998 ; PT LT 5, CON JG , BEING PART 5, 5R8461 ; PT LT 31, PL 334 , BEING PART 9, EXPROP PL NS52313 ; PT LT 5, CON JG , PT LT 33, PL 334 , AS IN CT163189 ; PT LT 5, CON JG , BEING PARTS 1,2 & 3, EXPROP PL CT172018 ; PT LT 5, CON JG , BEING PART 4, 5R314,ALL BEING MONTREAL RD BTN THE W LIMIT OF ST LAURENT BLVD AND THE SLY PRODUCTION OF THE W LIMIT OF GRANVILLE ST PL 246 ; PT LT 2, PL 334 , BEING PT 1, 4R4129 ; S/T V23923 OTTAWA AND VANIER	NOTICE OF LEASE - MAC'S CONVENIENCE STORES, DIVISION SILVERWOOD INDUSTRIES LIMITED	9 Lapsley Rd	NS136369	Scarborough	ON	M1B 1K1

Directly Affected (D) Indirectly Affected (I)	PIN	First Name	First Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042300295			CITY OF OTTAWA	110 Laurier AVE W		OTTAWA	ON	K1P1J1	PT LT 5, CON JG , BEING A FORCED RD,AKA MONTREAL RD. ; PT LT 3, PL 246 , BEING PART 4, EXPROP PL NSS52313 ; PT LTS 1 & 2, PL 47 , PT LT A, PL 225 , PT LTS 1 & 2, PL 246 , BEING PART 1, 4R8086 ; PT LT G, PL 225 , BEING PART 2, EXPROP PL NS64111 ; PT LT G, PL 225 , BEING PART 1, 5R10960 ; PT LTS 6 & 7, PL 47 , BEING PARTS 7 & 8, EXPROP PL NSS52313 ; PT LT 11, PL 47 , BEING PARTS 1 & 2, 5R2862 ; PT LT 97, PL 238 , BEING PART 3, EXPROP PL NSS52313 ; PT LTS 97, 98 & 99, PL 238 , BEING PART 1, 5R10651 ; PT LT 5, CON JG , BEING PART 1, 5R4891 ; PT DUCHARME BLVD, PL 578 , BEING PART 1, 5R3998 ; PT LT 5, CON JG , BEING PART 14, 5R3998 ; PT LT 5, CON JG , BEING PART 5, 5R8461 ; PT LT 31, PL 334 , BEING PART 9, EXPROP PL NSS52313 ; PT LT 5, CON JG , PT LT 33, PL 334 , AS IN CT163189 ; PT LT 5, CON JG , BEING PARTS 1,2 & 3, EXPROP PL CT172018 ; PT LT 5, CON JG , BEING PART 4, 5R314,ALL BEING MONTREAL RD BTN THE W LIMIT OF ST LAURENT BLVD AND THE SLY PRODUCTION OF THE W LIMIT OF GRANVILLE ST PL 246 ; PT LT 2, PL 334 , BEING PT 1, 4R4129 ; S/T V23923 OTTAWA AND VANIER	NOTICE OF LEASE - NATIONAL BANK OF CANADA	255 Montreal Rd.	NS120165	OTTAWA	ON	K1L6C4
D	042300295			CITY OF OTTAWA	110 Laurier AVE W		OTTAWA	ON	K1P1J1	PT LT 5, CON JG , BEING A FORCED RD,AKA MONTREAL RD. ; PT LT 3, PL 246 , BEING PART 4, EXPROP PL NSS52313 ; PT LTS 1 & 2, PL 47 , PT LT A, PL 225 , PT LTS 1 & 2, PL 246 , BEING PART 1, 4R8086 ; PT LT G, PL 225 , BEING PART 2, EXPROP PL NS64111 ; PT LT G, PL 225 , BEING PART 1, 5R10960 ; PT LTS 6 & 7, PL 47 , BEING PARTS 7 & 8, EXPROP PL NSS52313 ; PT LT 11, PL 47 , BEING PARTS 1 & 2, 5R2862 ; PT LT 97, PL 238 , BEING PART 3, EXPROP PL NSS52313 ; PT LTS 97, 98 & 99, PL 238 , BEING PART 1, 5R10651 ; PT LT 5, CON JG , BEING PART 1, 5R4891 ; PT DUCHARME BLVD, PL 578 , BEING PART 1, 5R3998 ; PT LT 5, CON JG , BEING PART 14, 5R3998 ; PT LT 5, CON JG , BEING PART 5, 5R8461 ; PT LT 31, PL 334 , BEING PART 9, EXPROP PL NSS52313 ; PT LT 5, CON JG , PT LT 33, PL 334 , AS IN CT163189 ; PT LT 5, CON JG , BEING PARTS 1,2 & 3, EXPROP PL CT172018 ; PT LT 5, CON JG , BEING PART 4, 5R314,ALL BEING MONTREAL RD BTN THE W LIMIT OF ST LAURENT BLVD AND THE SLY PRODUCTION OF THE W LIMIT OF GRANVILLE ST PL 246 ; PT LT 2, PL 334 , BEING PT 1, 4R4129 ; S/T V23923 OTTAWA AND VANIER	EASEMENT - THE CORPORATION OF THE CITY OF OTTAWA	110 Laurier AVE W	V23923	OTTAWA	ON	K1P1J1

Directly Affected (D) Indirectly Affected (I)	PIN	First Name	First Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042300295			CITY OF OTTAWA	110 Laurier AVE W		OTTAWA	ON	K1P1J1	PT LT 5, CON JG , BEING A FORCED RD,AKA MONTREAL RD. ; PT LT 3, PL 246 , BEING PART 4, EXPROP PL NSS52313. ; PT LTS 1 & 2, PL 47 , PT LT A, PL 225 , PT LTS 1 & 2, PL 246 , BEING PART 1, 4R8086 ; PT LT G, PL 225 , BEING PART 2, EXPROP PL NS64111 ; PT LT G, PL 225 , BEING PART 1, 5R10960 ; PT LTS 6 & 7, PL 47 , BEING PARTS 7 & 8, EXPROP PL NSS52313 ; PT LT 11, PL 47 , BEING PARTS 1 & 2, 5R2862 ; PT LT 97, PL 238 , BEING PART 3, EXPROP PL NSS52313 ; PT LTS 97, 98 & 99, PL 238 , BEING PART 1, 5R10651 ; PT LT 5, CON JG , BEING PART 1, 5R4891 ; PT DUCHARME BLVD, PL 578 , BEING PART 1, 5R3998 ; PT LT 5, CON JG , BEING PART 14, 5R3998 ; PT LT 5, CON JG , BEING PART 5, 5R8461 ; PT LT 31, PL 334 , BEING PART 9, EXPROP PL NSS52313 ; PT LT 5, CON JG , PT LT 33, PL 334 , AS IN CT163189 ; PT LT 5, CON JG , BEING PARTS 1,2 & 3, EXPROP PL CT172018 ; PT LT 5, CON JG , BEING PART 4, 5R314,ALL BEING MONTREAL RD BTN THE W LIMIT OF ST LAURENT BLVD AND THE SLY PRODUCTION OF THE W LIMIT OF GRANVILLE ST PL 246 ; PT LT 2, PL 334 , BEING PT 1, 4R4129 ; S/T V23923 OTTAWA AND VANIER	MTG - BANK OF MONTREAL	1315 Richmond Rd	N609683	OTTAWA	ON	K2B 7Y4
D	042300295			CITY OF OTTAWA	110 Laurier AVE W		OTTAWA	ON	K1P1J1	PT LT 5, CON JG , BEING A FORCED RD,AKA MONTREAL RD. ; PT LT 3, PL 246 , BEING PART 4, EXPROP PL NSS52313. ; PT LTS 1 & 2, PL 47 , PT LT A, PL 225 , PT LTS 1 & 2, PL 246 , BEING PART 1, 4R8086 ; PT LT G, PL 225 , BEING PART 2, EXPROP PL NS64111 ; PT LT G, PL 225 , BEING PART 1, 5R10960 ; PT LTS 6 & 7, PL 47 , BEING PARTS 7 & 8, EXPROP PL NSS52313 ; PT LT 11, PL 47 , BEING PARTS 1 & 2, 5R2862 ; PT LT 97, PL 238 , BEING PART 3, EXPROP PL NSS52313 ; PT LTS 97, 98 & 99, PL 238 , BEING PART 1, 5R10651 ; PT LT 5, CON JG , BEING PART 1, 5R4891 ; PT DUCHARME BLVD, PL 578 , BEING PART 1, 5R3998 ; PT LT 5, CON JG , BEING PART 14, 5R3998 ; PT LT 5, CON JG , BEING PART 5, 5R8461 ; PT LT 31, PL 334 , BEING PART 9, EXPROP PL NSS52313 ; PT LT 5, CON JG , PT LT 33, PL 334 , AS IN CT163189 ; PT LT 5, CON JG , BEING PARTS 1,2 & 3, EXPROP PL CT172018 ; PT LT 5, CON JG , BEING PART 4, 5R314,ALL BEING MONTREAL RD BTN THE W LIMIT OF ST LAURENT BLVD AND THE SLY PRODUCTION OF THE W LIMIT OF GRANVILLE ST PL 246 ; PT LT 2, PL 334 , BEING PT 1, 4R4129 ; S/T V23923 OTTAWA AND VANIER	BYLAW - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	N748621	Ottawa	ON	K2P 2L7

Directly Affected (D) Indirectly Affected (I)	PIN	First Name	First Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042300295			CITY OF OTTAWA	110 Laurier AVE W		OTTAWA	ON	K1P1J1	PT LT 5, CON JG , BEING A FORCED RD,AKA MONTREAL RD , PT LT 3, PL 246 , BEING PART 4, EXPROP PL NSS52313 ; PT LTS 1 & 2, PL 47 , PT LT A, PL 225 , PT LTS 1 & 2, PL 246 , BEING PART 1, 4R8086 ; PT LT G, PL 225 , BEING PART 2, EXPROP PL NS64111 ; PT LT G, PL 225 , BEING PART 1, 5R10960 ; PT LTS 6 & 7, PL 47 , BEING PARTS 7 & 8, EXPROP PL NSS52313 ; PT LT 11, PL 47 , BEING PARTS 1 & 2, 5R2862 ; PT LT 97, PL 238 , BEING PART 3, EXPROP PL NSS52313 ; PT LTS 97, 98 & 99, PL 238 , BEING PART 1, 5R10651 ; PT LT 5, CON JG , BEING PART 1, 5R4891 ; PT DUCHARME BLVD, PL 578 , BEING PART 1, 5R3998 ; PT LT 5, CON JG , BEING PART 14, 5R3998 ; PT LT 5, CON JG , BEING PART 5, 5R8461 ; PT LT 31, PL 334 , BEING PART 9, EXPROP PL NSS52313 ; PT LT 5, CON JG , PT LT 33, PL 334 , AS IN CT163189 ; PT LT 5, CON JG , BEING PARTS 1,2 & 3, EXPROP PL CT172018 ; PT LT 5, CON JG , BEING PART 4, 5R314, ALL BEING MONTREAL RD BTN THE W LIMIT OF ST LAURENT BLVD AND THE SLY PRODUCTION OF THE W LIMIT OF GRANVILLE ST PL 246 ; PT LT 2, PL 334 , BEING PT 1, 4R4129 ; S/T V23923 OTTAWA AND VANIER	NOTICE - 1924523 ONTARIO INC. MRAK HOLDINGS INC.	611 Montreal Road,	OC2570169	OTTAWA	ON	K1K 0T8
D	042300295			CITY OF OTTAWA	110 Laurier AVE W		OTTAWA	ON	K1P1J1	PT LT 5, CON JG , BEING A FORCED RD,AKA MONTREAL RD , PT LT 3, PL 246 , BEING PART 4, EXPROP PL NSS52313 ; PT LTS 1 & 2, PL 47 , PT LT A, PL 225 , PT LTS 1 & 2, PL 246 , BEING PART 1, 4R8086 ; PT LT G, PL 225 , BEING PART 2, EXPROP PL NS64111 ; PT LT G, PL 225 , BEING PART 1, 5R10960 ; PT LTS 6 & 7, PL 47 , BEING PARTS 7 & 8, EXPROP PL NSS52313 ; PT LT 11, PL 47 , BEING PARTS 1 & 2, 5R2862 ; PT LT 97, PL 238 , BEING PART 3, EXPROP PL NSS52313 ; PT LTS 97, 98 & 99, PL 238 , BEING PART 1, 5R10651 ; PT LT 5, CON JG , BEING PART 1, 5R4891 ; PT DUCHARME BLVD, PL 578 , BEING PART 1, 5R3998 ; PT LT 5, CON JG , BEING PART 14, 5R3998 ; PT LT 5, CON JG , BEING PART 5, 5R8461 ; PT LT 31, PL 334 , BEING PART 9, EXPROP PL NSS52313 ; PT LT 5, CON JG , PT LT 33, PL 334 , AS IN CT163189 ; PT LT 5, CON JG , BEING PARTS 1,2 & 3, EXPROP PL CT172018 ; PT LT 5, CON JG , BEING PART 4, 5R314, ALL BEING MONTREAL RD BTN THE W LIMIT OF ST LAURENT BLVD AND THE SLY PRODUCTION OF THE W LIMIT OF GRANVILLE ST PL 246 ; PT LT 2, PL 334 , BEING PT 1, 4R4129 ; S/T V23923 OTTAWA AND VANIER	AGREEMENT - THE CITY OF VANIER	300 White Fathers Rd	N339564 N367250	VANIER	ON	K1L 7L5

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code	
D	042650031			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT ST. LAURENT BLVD BEING ; PT RDAL BTN JUNCTION GORE & OTTAWA FRONT ; LYING S OF A LINE DRAWN EXTENDING FROM THE SW CORNER OF PT 15, EXPROP CT181326 TO THE SE CORNER OF LOT 21, PL 576 AND N OF A LINE EXTENDING ACROSS ST, LAURENT BLVD FROM THE SLY BOUNDARY OF THE ORIGINAL ROAD ALLOWANCE BTN CON 10F&20F ; PT LTS 27 & 28, PL 26 , BEING PTS 3, 4, 5, 6, 12, 13 & 14 AS IN EXPROP OT76193 ; PT LT 28, PL 26 , AS WIDENED BY OT53004 LYING S OF CYRVILLE RD AND N OF THE ORIGINAL RDAL BTN CON10F&20F BEING OGILVIE RD ; PT LTS 9 & 10, PL 465 , PTS 1 & 2, EXPROP CT206445 ; PT LT 28, PL 26 , AS IN OT55995, S/T OT55995 ; PT LT 28, PL 26 , PART 1 , 5R1399 ; PT LT 28, PL 26 , PART 1 , 5R2831 , S/T CT257159 ; PT LT 28, PL 26 , BEING PT 1, EXPROP NS77211 ; PT LTS 27 & 28, PL 26 , AS IN GL39757 ; PT LTS 24, 25, 26 & 27, PL 26 , AS IN OT81362 ; PT 1 & PT 18, EXPROP GL79662 ; ROAD WIDENING, PL 613 ; PT LTS 2, 3, 4, 5, 6, 7, 8 & 9, PL 79 , BEING PTS 7, 8, 9 & 11 AS IN EXPROP OT76193 ; PT LTS 1 & 2, PL 79 , AS IN OT82460 ; PT LTS 2, 3 & 4, PL 79 , BEING PT 1, 5R11050 ; PT LTS 8 & 9, PL 333 , BEING PTS 9 & 10, EXPROP OT76193 ; PT LT 9, CON JG , FORMERLY QUEEN MARY STREET AS CLOSED BY BYLAW GL79262 ; PT LT 9, CON JG , PT LT 10, PL 79 , AS IN OT78073 ; PT LT 9, CON JG , AS IN OT79363, S/T OT79363 ; BLK C, PL 821 ; PT ROAD WIDENING, PL 747 ; PART OF LOT 1 PLAN 79, AS IN OT78524 ; GLOUCESTER	AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	OT76232 N418929	OT80668 N401025	Ottawa	ON	K1N 5A1
D	042650031			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT ST. LAURENT BLVD BEING ; PT RDAL BTN JUNCTION GORE & OTTAWA FRONT ; LYING S OF A LINE DRAWN EXTENDING FROM THE SW CORNER OF PT 15, EXPROP CT181326 TO THE SE CORNER OF LOT 21, PL 576 AND N OF A LINE EXTENDING ACROSS ST, LAURENT BLVD FROM THE SLY BOUNDARY OF THE ORIGINAL ROAD ALLOWANCE BTN CON 10F&20F ; PT LTS 27 & 28, PL 26 , BEING PTS 3, 4, 5, 6, 12, 13 & 14 AS IN EXPROP OT76193 ; PT LT 28, PL 26 , AS WIDENED BY OT53004 LYING S OF CYRVILLE RD AND N OF THE ORIGINAL RDAL BTN CON10F&20F BEING OGILVIE RD ; PT LTS 9 & 10, PL 465 , PTS 1 & 2, EXPROP CT206445 ; PT LT 28, PL 26 , AS IN OT55995, S/T OT55995 ; PT LT 28, PL 26 , PART 1 , 5R1399 ; PT LT 28, PL 26 , PART 1 , 5R2831 , S/T CT257159 ; PT LT 28, PL 26 , BEING PT 1, EXPROP NS77211 ; PT LTS 27 & 28, PL 26 , AS IN GL39757 ; PT LTS 24, 25, 26 & 27, PL 26 , AS IN OT81362 ; PT 1 & PT 18, EXPROP GL79662 ; ROAD WIDENING, PL 613 ; PT LTS 2, 3, 4, 5, 6, 7, 8 & 9, PL 79 , BEING PTS 7, 8, 9 & 11 AS IN EXPROP OT76193 ; PT LTS 1 & 2, PL 79 , AS IN OT82460 ; PT LTS 2, 3 & 4, PL 79 , BEING PT 1, 5R11050 ; PT LTS 8 & 9, PL 333 , BEING PTS 9 & 10, EXPROP OT76193 ; PT LT 9, CON JG , FORMERLY QUEEN MARY STREET AS CLOSED BY BYLAW GL79262 ; PT LT 9, CON JG , PT LT 10, PL 79 , AS IN OT78073 ; PT LT 9, CON JG , AS IN OT79363, S/T OT79363 ; BLK C, PL 821 ; PT ROAD WIDENING, PL 747 ; PART OF LOT 1 PLAN 79, AS IN OT78524 ; GLOUCESTER	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Ave. W.	OC208049	Ottawa	ON	K1P 1J1	

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code	
D	042650031			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT ST. LAURENT BLVD BEING ; PT RDAL BTN JUNCTION GORE & OTTAWA FRONT ; LYING S OF A LINE DRAWN EXTENDING FROM THE SW CORNER OF PT 15, EXPROP CT181326 TO THE SE CORNER OF LOT 21, PL 576 AND N OF A LINE EXTENDING ACROSS ST. LAURENT BLVD FROM THE SLY BOUNDARY OF THE ORIGINAL ROAD ALLOWANCE BTN CON 10F&20F ; PT LTS 27 & 28, PL 26 , BEING PTS 3, 4, 5, 6, 12, 13 & 14 AS IN EXPROP OT76193 ; PT LT 28, PL 26 , AS WIDENED BY OT53004 LYING S OF CYRVILLE RD AND N OF THE ORIGINAL RDAL BTN CON10F&20F BEING OGILVIE RD ; PT LTS 9 & 10, PL 465 , PTS 1 & 2, EXPROP CT206445 ; PT LT 28, PL 26 , AS IN OT55995, S/T OT55995 ; PT LT 28, PL 26 , PART 1 , 5R1399 ; PT LT 28, PL 26 , PART 1 , 5R2831 , S/T CT257159 ; PT LT 28, PL 26 , BEING PT 1, EXPROP NS77211 ; PT LTS 27 & 28, PL 26 , AS IN GL39757 ; PT LTS 24, 25, 26 & 27, PL 26 , AS IN OT81362 ; PT 1 & PT 18, EXPROP GL79662 ; ROAD WIDENING, PL 613 ; PT LTS 2, 3, 4, 5, 6, 7, 8 & 9, PL 79 , BEING PTS 7, 8, 9 & 11 AS IN EXPROP OT76193 ; PT LTS 1 & 2, PL 79 , AS IN OT82460 ; PT LTS 2, 3 & 4, PL 79 , BEING PT 1, 5R11050 ; PT LTS 8 & 9, PL 333 , BEING PTS 9 & 10, EXPROP OT76193 ; PT LT 9, CON JG , FORMERLY QUEEN MARY STREET AS CLOSED BY BYLAW GL79262 ; PT LT 9, CON JG , PT LT 10, PL 79 , AS IN OT78073 ; PT LT 9, CON JG , AS IN OT79363, S/T OT79363 ; BLK C, PL 821 ; PT ROAD WIDENING, PL 747 ; PART OF LOT 1 PLAN 79, AS IN OT78524 ; GLOUCESTER	NOTICE - OGILVIE REALTY LTD.	1475 Carling Ave.	OC658943 OC1401445	OC1290900 OC1534929	Ottawa	ON	K1Z 7L9

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D	042650031			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT ST. LAURENT BLVD BEING ; PT RDAL BTN JUNCTION GORE & OTTAWA FRONT ; LYING S OF A LINE DRAWN EXTENDING FROM THE SW CORNER OF PT 15, EXPROP CT181326 TO THE SE CORNER OF LOT 21, PL 576 AND N OF A LINE EXTENDING ACROSS ST, LAURENT BLVD FROM THE SLY BOUNDARY OF THE ORIGINAL ROAD ALLOWANCE BTN CON 1OF&2OF ; PT LTS 27 & 28, PL 26 , BEING PTS 3, 4, 5, 6, 12, 13 & 14 AS IN EXPROP OT76193 ; PT LT 28, PL 26 , AS WIDENED BY OT53004 LYING S OF CYRVILLE RD AND N OF THE ORIGINAL RDAL BTN CON1OF&2OF BEING OGILVIE RD ; PT LTS 9 & 10, PL 465, PTS 1 & 2, EXPROP CT206445 ; PT LT 28, PL 26, AS IN OT55995, S/T OT55995 ; PT LT 28, PL 26 , PART 1 , 5R1399 ; PT LT 28, PL 26 , PART 1 , 5R2831, S/T CT257159 ; PT LT 28, PL 26 , BEING PT 1, EXPROP NS77211 ; PT LTS 27 & 28, PL 26 , AS IN GL39757 ; PT LTS 24, 25, 26 & 27, PL 26 , AS IN OT81362 ; PT 1 & PT PT 18, EXPROP GL79662 ; ROAD WIDENING, PL 613 ; PT LTS 2, 3, 4, 5, 6, 7, 8 & 9, PL 79 , BEING PTS 7, 8, 9 & 11 AS IN EXPROP OT76193 ; PT LTS 1 & 2, PL 79 , AS IN OT82460 ; PT LTS 2, 3 & 4, PL 79 , BEING PT 1, 5R11050 ; PT LTS 8 & 9, PL 333 , BEING PTS 9 & 10, EXPROP OT76193 ; PT LT 9, CON JG , FORMERLY QUEEN MARY STREET AS CLOSED BY BYLAW GL79262 ; PT LT 9, CON JG , PT LT 10, PL 79 , AS IN OT78073 ; PT LT 9, CON JG , AS IN OT79363, S/T OT79363 ; BLK C, PL 821 ; PT ROAD WIDENING, PL 747 ; PART OF LOT 1 PLAN 79, AS IN OT78524 ; GLOUCESTER	NOTICE - 2069513 ONTARIO LIMITED RIOKIM HOLDINGS (ONTARIO) INC.	2300 Young St. suite 500 PO Box 2386	OC662773 OC1561705	Toronto	ON	
D	042650031			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT ST. LAURENT BLVD BEING ; PT RDAL BTN JUNCTION GORE & OTTAWA FRONT ; LYING S OF A LINE DRAWN EXTENDING FROM THE SW CORNER OF PT 15, EXPROP CT181326 TO THE SE CORNER OF LOT 21, PL 576 AND N OF A LINE EXTENDING ACROSS ST, LAURENT BLVD FROM THE SLY BOUNDARY OF THE ORIGINAL ROAD ALLOWANCE BTN CON 1OF&2OF ; PT LTS 27 & 28, PL 26 , BEING PTS 3, 4, 5, 6, 12, 13 & 14 AS IN EXPROP OT76193 ; PT LT 28, PL 26 , AS WIDENED BY OT53004 LYING S OF CYRVILLE RD AND N OF THE ORIGINAL RDAL BTN CON1OF&2OF BEING OGILVIE RD ; PT LTS 9 & 10, PL 465, PTS 1 & 2, EXPROP CT206445 ; PT LT 28, PL 26, AS IN OT55995, S/T OT55995 ; PT LT 28, PL 26 , PART 1 , 5R1399 ; PT LT 28, PL 26 , PART 1 , 5R2831, S/T CT257159 ; PT LT 28, PL 26 , BEING PT 1, EXPROP NS77211 ; PT LTS 27 & 28, PL 26 , AS IN GL39757 ; PT LTS 24, 25, 26 & 27, PL 26 , AS IN OT81362 ; PT 1 & PT PT 18, EXPROP GL79662 ; ROAD WIDENING, PL 613 ; PT LTS 2, 3, 4, 5, 6, 7, 8 & 9, PL 79 , BEING PTS 7, 8, 9 & 11 AS IN EXPROP OT76193 ; PT LTS 1 & 2, PL 79 , AS IN OT82460 ; PT LTS 2, 3 & 4, PL 79 , BEING PT 1, 5R11050 ; PT LTS 8 & 9, PL 333 , BEING PTS 9 & 10, EXPROP OT76193 ; PT LT 9, CON JG , FORMERLY QUEEN MARY STREET AS CLOSED BY BYLAW GL79262 ; PT LT 9, CON JG , PT LT 10, PL 79 , AS IN OT78073 ; PT LT 9, CON JG , AS IN OT79363, S/T OT79363 ; BLK C, PL 821 ; PT ROAD WIDENING, PL 747 ; PART OF LOT 1 PLAN 79, AS IN OT78524 ; GLOUCESTER			OC763447	Ottawa	ON	K1K 1L4

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042540084			THE CORPORATION OF THE CITY OF OTTAWA			OTTAWA	ON		PT QUEEN MARY ST, PL 79 , LYING W OF ST. LAURENT BLVD, E OF PT QUEEN MARY ST CLOSED BY BYLAW OT79242 AND S OF PT 9, OT76193 ; OTTAWA/GLOUCESTER	NOTICE - OGILVIE REALTY LTD.	1475 Carling Ave.	OC658943 OC1290900 OC1401445	Ottawa	ON	K1Z 7L9
D	042450139			THE CORPORATION OF THE CITY OF OTTAWA			OTTAWA	ON		DONALD ST LYING E OF SLY EXT OF TELFORD AV AND W OF ST. LAURENT BLVD ; PT LT 8, CON JG , AS IN OT4611, OT4916, OT5092, OT44857 & OT57241 ; PT LTS 17, 18, 19 & 20, PL 576 , PTS 3, 4, 5 & 6, EXPROP OT79662 ; LT 21, PL 576 , EXCEPT CT123467 ; PT LT 2, PL 610 , AS IN OT44857 ; PT TEN FOOT WIDENING, PL 595 , LYING E OF SLY EXT OF WLY LIMIT OF TELFORD AV PL 595 ; OTTAWA/GLOUCESTER	BYLAW - CITY OF OTTAWA	110 Laurier Ave. W.	OT79663	Ottawa	ON	K1P 1J1
D	042450139			THE CORPORATION OF THE CITY OF OTTAWA			OTTAWA	ON		DONALD ST LYING E OF SLY EXT OF TELFORD AV AND W OF ST. LAURENT BLVD ; PT LT 8, CON JG , AS IN OT4611, OT4916, OT5092, OT44857 & OT57241 ; PT LTS 17, 18, 19 & 20, PL 576 , PTS 3, 4, 5 & 6, EXPROP OT79662 ; LT 21, PL 576 , EXCEPT CT123467 ; PT LT 2, PL 610 , AS IN OT44857 ; PT TEN FOOT WIDENING, PL 595 , LYING E OF SLY EXT OF WLY LIMIT OF TELFORD AV PL 595 ; OTTAWA/GLOUCESTER			OC763447	Ottawa	ON	K1K 1L4
D	042530282			CITY OF OTTAWA			OTTAWA	ON		PART OF LOT 21, PLAN 576, BEING PARTS 1 AND 2 ON PLAN 4R-22240, OTTAWA, S/T EASEMENT OVER PART 2 ON PLAN 4R-22240 AS IN OT8145.			OC763446 OC763447 OC764064	Ottawa	ON	K1K 1L4
D	042530282			CITY OF OTTAWA			OTTAWA	ON		PART OF LOT 21, PLAN 576, BEING PARTS 1 AND 2 ON PLAN 4R-22240, OTTAWA, S/T EASEMENT OVER PART 2 ON PLAN 4R-22240 AS IN OT8145.	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Ave. W.	OC845734	Ottawa	ON	K1P 1J1
D	042530279			CITY OF OTTAWA	1048 ST LAURENT BLVD		OTTAWA	ON	K1K3B4	PART OF LOTS 83, 84, 85, 86, 87 AND 88 PLAN 613, OTTAWA, PARTS 1 TO 8 PLAN 4R14847. SUBJECT TO AN EASEMENT AS IN OT12181.	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Ave. W.	OC386023	Ottawa	ON	K1P 1J1
D	042530279			CITY OF OTTAWA	1048 ST LAURENT BLVD		OTTAWA	ON	K1K3B4	PART OF LOTS 83, 84, 85, 86, 87 AND 88 PLAN 613, OTTAWA, PARTS 1 TO 8 PLAN 4R14847. SUBJECT TO AN EASEMENT AS IN OT12181.	Notice - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	LT1196989	Ottawa	ON	K1N 5A1

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042530279			CITY OF OTTAWA	1048 ST LAURENT BLVD		OTTAWA	ON	K1K3B4	PART OF LOTS 83, 84, 85, 86, 87 AND 88 PLAN 613, OTTAWA, PARTS 1 TO 8 PLAN 4R14847. SUBJECT TO AN EASEMENT AS IN OT12181.	APL (GENERAL) - 990850 ONTARIO INC. ARTCO INC. MYSTIC INVESTMENTS INC.	185 Somerset St W	LT1248223	Ottawa	ON	K2P 0J2
D	042530279			CITY OF OTTAWA	1048 ST LAURENT BLVD		OTTAWA	ON	K1K3B4	PART OF LOTS 83, 84, 85, 86, 87 AND 88 PLAN 613, OTTAWA, PARTS 1 TO 8 PLAN 4R14847. SUBJECT TO AN EASEMENT AS IN OT12181.	Notice - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	LT1196884	Ottawa	ON	K2P 2L7
D	042530279			CITY OF OTTAWA	1048 ST LAURENT BLVD		OTTAWA	ON	K1K3B4	PART OF LOTS 83, 84, 85, 86, 87 AND 88 PLAN 613, OTTAWA, PARTS 1 TO 8 PLAN 4R14847. SUBJECT TO AN EASEMENT AS IN OT12181.	TRANSFER EASEMENT - THE CORPORATION OF THE CITY OF OTTAWA THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA THE BELL TELEPHONE CO. OF CANADA	TO: 1) the corp city of Ottawa - 111 Sussex Drive, Ottawa ON K1N 5A1 2) OTTAWA HYDRO: 2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4 , 3)Bell Canada : 1 CARREFOUR ALEXANDRE-GRAHAM-BELL, BULD A, VERDUN, QC, H3E3B3	OT12181	Ottawa	ON	
D	042540092			CITY OF OTTAWA			OTTAWA	ON		PART OF LOTS 7, 8, 9 AND 10 PLAN 79, PART QUEEN MARY ST PLAN 79, CLOSED BY BYLAW OT79242, AND PART OF LOT 9 CONCESSION JUNCTION GORE, PARTS 1, 2, 3 AND 4 PLAN 4R21522; OTTAWA.	Notice - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	LT1346952	Ottawa	ON	K1N 5A1
D	042540092			CITY OF OTTAWA			OTTAWA	ON		PART OF LOTS 7, 8, 9 AND 10 PLAN 79, PART QUEEN MARY ST PLAN 79, CLOSED BY BYLAW OT79242, AND PART OF LOT 9 CONCESSION JUNCTION GORE, PARTS 1, 2, 3 AND 4 PLAN 4R21522; OTTAWA.	NOTICE - OGILVIE REALTY LTD.	1475 Carling Ave.	OC658942 OC658943 OC1290900 OC1401445 OC1534929	Ottawa	ON	K1Z 7L9
D	042540092			CITY OF OTTAWA			OTTAWA	ON		PART OF LOTS 7, 8, 9 AND 10 PLAN 79, PART QUEEN MARY ST PLAN 79, CLOSED BY BYLAW OT79242, AND PART OF LOT 9 CONCESSION JUNCTION GORE, PARTS 1, 2, 3 AND 4 PLAN 4R21522; OTTAWA.	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Ave. W.	OC740741	Ottawa	ON	K1P 1J1
D	042540092			CITY OF OTTAWA			OTTAWA	ON		PART OF LOTS 7, 8, 9 AND 10 PLAN 79, PART QUEEN MARY ST PLAN 79, CLOSED BY BYLAW OT79242, AND PART OF LOT 9 CONCESSION JUNCTION GORE, PARTS 1, 2, 3 AND 4 PLAN 4R21522; OTTAWA.	LR'S ORDER - LAND REGISTRAR LRO 4	161 ELGIN STREET 4TH FLOOR	OC1494703	Ottawa	ON	K2P 2K1
D	042540094			CITY OF OTTAWA			OTTAWA	ON		PART OF LOTS 7,8 & 9 PLAN 79 AND PART OF QUEEN MARY STREET PLAN 79 CLOSED BY BYLAW OT79242 PARTS 1,2,3,4,5 & 6 PLAN 4R25618 CITY OF OTTAWA	Notice - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	LT1346952	Ottawa	ON	K1N 5A1
D	042540094			CITY OF OTTAWA			OTTAWA	ON		PART OF LOTS 7,8 & 9 PLAN 79 AND PART OF QUEEN MARY STREET PLAN 79 CLOSED BY BYLAW OT79242 PARTS 1,2,3,4,5 & 6 PLAN 4R25618 CITY OF OTTAWA	NOTICE - OGILVIE REALTY LTD.	1475 Carling Ave.	OC658942 OC658943 OC1290900 OC1401445 OC1534929	Ottawa	ON	K1Z 7L9
D	042540094			CITY OF OTTAWA			OTTAWA	ON		PART OF LOTS 7,8 & 9 PLAN 79 AND PART OF QUEEN MARY STREET PLAN 79 CLOSED BY BYLAW OT79242 PARTS 1,2,3,4,5 & 6 PLAN 4R25618 CITY OF OTTAWA	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Ave. W.	OC1318594	Ottawa	ON	K1P 1J1
D	042540095			CITY OF OTTAWA			OTTAWA	ON		PART LOT 10 PLAN 79 AND PART OF LOT 9 CONCESSION JUNCTION GORE GLOUCESTER PART 7 PLAN 4R25618 CITY OF OTTAWA	Notice - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	LT1346952	Ottawa	ON	K1N 5A1
D	042540095			CITY OF OTTAWA			OTTAWA	ON		PART LOT 10 PLAN 79 AND PART OF LOT 9 CONCESSION JUNCTION GORE GLOUCESTER PART 7 PLAN 4R25618 CITY OF OTTAWA	NOTICE - OGILVIE REALTY LTD.	1475 Carling Ave.	OC658942 OC658943 OC1290900 OC1401445 OC1534929	Ottawa	ON	K1Z 7L9

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042540095			CITY OF OTTAWA			OTTAWA	ON		PART LOT 10 PLAN 79 AND PART OF LOT 9 CONCESSION JUNCTION GORE GLOUCESTER PART 7 PLAN 4R25618 CITY OF OTTAWA	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Ave. W.	OC1318594	Ottawa	ON	K1P 1J1
D	042660079			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT ST. LAURENT BLVD ; PT RDAL BTN JUNCTION GORE & CON 10F, BOUNDED ON THE N BY A LINE EXTENDING FROM THE NE CORNER OF PT 17, EXPROP CT133866 TO THE NW CORNER OF PT 31, EXPROP CT133866 & ON THE S BY A LINE EXTENDING FROM THE SE CORNER OF LT 21, PL 576 TO THE SW CORNER OF PT 15, EXPROP CT181326 ; PT LTS 14, 15, 16, 17, 18 & 19, PL 26, BEING PTS 31 TO 36, EXPROP CT133866 ; PT LTS 20, 21, 22 & 23, PL 26, BEING PTS 12 TO 17 & PT PT 18, EXPROP OT79662 ; PT LTS 15 & 16, PL 26, AS IN CT138110 ; PT LT 19, PL 26, AS IN CT134973; S/T CT134973 ; PT LT 20, PL 26, AS IN CT133676 ; PT LTS 101, 102, 104, 105 & 106, PL 300, BEING PTS 17 & 18, EXPROP CT133866 ; PT LTS 102 & 103, PL 300, AS IN CT129306 ; PT LT M, PL 131, BEING PTS 20 TO 22, EXPROP CT133866 ; PT LT N, PL 131, AS IN CT134770 ; PT LT N, PL 131, BEING PTS 23 & 24, EXPROP CT133866 ; PT LT 8, CON JG, PT LT N, PL 131, AS IN CT141265 ; PT LT 8, CON JG, PT BLK A, PL 610, PT LT N, PL 131, BEING PTS 1 & 2, 5R6664 ; ROAD WIDENING, PL 610 ; PT LT 8, CON JG, BEING; PT 11, AS IN EXPROP OT79662 ; PT LTS 1 & 2, PL 610, BEING PTS 7 TO 10, EXPROP OT79662 ; T/W CT168240; S/T OT11974E OTTAWA AND GLOUCESTER	AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA THE HYDRO ELECTRIC COMMISSION CITY OF OTTAWA THE BELL TELEPHONE CO. OF CANADA	TO: 1) the corp city of Ottawa - 111 Sussex Drive, Ottawa ON K1N 5A1 2) OTTAWA HYDRO: 2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4, 3)Bell Canada : 1 CARREFOUR ALEXANDRE-GRAHAM-BELL, BULD A, VERDUN, QC, H3E3B3	OT11974			
D	042660079			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT ST. LAURENT BLVD ; PT RDAL BTN JUNCTION GORE & CON 10F, BOUNDED ON THE N BY A LINE EXTENDING FROM THE NE CORNER OF PT 17, EXPROP CT133866 TO THE NW CORNER OF PT 31, EXPROP CT133866 & ON THE S BY A LINE EXTENDING FROM THE SE CORNER OF LT 21, PL 576 TO THE SW CORNER OF PT 15, EXPROP CT181326 ; PT LTS 14, 15, 16, 17, 18 & 19, PL 26, BEING PTS 31 TO 36, EXPROP CT133866 ; PT LTS 20, 21, 22 & 23, PL 26, BEING PTS 12 TO 17 & PT PT 18, EXPROP OT79662 ; PT LTS 15 & 16, PL 26, AS IN CT138110 ; PT LT 19, PL 26, AS IN CT134973; S/T CT134973 ; PT LT 20, PL 26, AS IN CT133676 ; PT LTS 101, 102, 104, 105 & 106, PL 300, BEING PTS 17 & 18, EXPROP CT133866 ; PT LTS 102 & 103, PL 300, AS IN CT129306 ; PT LT M, PL 131, BEING PTS 20 TO 22, EXPROP CT133866 ; PT LT N, PL 131, AS IN CT134770 ; PT LT N, PL 131, BEING PTS 23 & 24, EXPROP CT133866 ; PT LT 8, CON JG, PT LT N, PL 131, AS IN CT141265 ; PT LT 8, CON JG, PT BLK A, PL 610, PT LT N, PL 131, BEING PTS 1 & 2, 5R6664 ; ROAD WIDENING, PL 610 ; PT LT 8, CON JG, BEING; PT 11, AS IN EXPROP OT79662 ; PT LTS 1 & 2, PL 610, BEING PTS 7 TO 10, EXPROP OT79662 ; T/W CT168240; S/T OT11974E OTTAWA AND GLOUCESTER	AGREEMENT - THE BRITISH AMERICAN OIL CO. LIMITED THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	OT51856	Ottawa	ON	K1N 5A1

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042660079			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT ST. LAURENT BLVD ; PT RDAL BTN JUNCTION GORE & CON 10F, BOUNDED ON THE N BY A LINE EXTENDING FROM THE NE CORNER OF PT 17, EXPROP CT133866 TO THE NW CORNER OF PT 31, EXPROP CT133866 & ON THE S BY A LINE EXTENDING FROM THE SE CORNER OF LT 21, PL 576 TO THE SW CORNER OF PT 15, EXPROP CT181326 ; PT LTS 14, 15, 16, 17, 18 & 19, PL 26, BEING PTS 31 TO 36, EXPROP CT133866 ; PT LTS 20, 21, 22 & 23, PL 26, BEING PTS 12 TO 17 & PT 18, EXPROP OT79662 ; PT LTS 15 & 16, PL 26, AS IN CT138110 ; PT LT 19, PL 26, AS IN CT134973 ; S/T CT134973 ; PT LT 20, PL 26, AS IN CT133676 ; PT LTS 101, 102, 104, 105 & 106, PL 300, BEING PTS 17 & 18, EXPROP CT133866 ; PT LTS 102 & 103, PL 300, AS IN CT129306 ; PT LT M, PL 131, BEING PTS 20 TO 22, EXPROP CT133866 ; PT LT N, PL 131, AS IN CT134770 ; PT LT N, PL 131, BEING PTS 23 & 24, EXPROP CT133866 ; PT LT 8, CON JG, PT LT N, PL 131, AS IN CT141265 ; PT LT 8, CON JG, PT BLK A, PL 610, PT LT N, PL 131, BEING PTS 1 & 2, 5R6664 ; ROAD WIDENING, PL 610 ; PT LT 8, CON JG, BEING; PT 11, AS IN EXPROP OT79662 ; PT LTS 1 & 2, PL 610, BEING PTS 7 TO 10, EXPROP OT79662 ; T/W CT168240; S/T OT11974E OTTAWA AND GLOUCESTER	TRANSFER EASEMENT - THE CORPORATION CITY OF OTTAWA C THE HYDRO ELECTRIC COMMISSION CITY OF OTTAWA THE BELL TELEPHONE CO. OF CANADA	TO: 1) the corp city of Ottawa - 111 Sussex Drive, Ottawa ON K1N 5A1 2) OTTAWA HYDRO: 2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4, 3)Bell Canada : 1 CARREFOUR ALEXANDRE-GRAHAM-BELL, BULD A, VERDUN, QC, H3E3B3	OT11974E			
D	042660079			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT ST. LAURENT BLVD ; PT RDAL BTN JUNCTION GORE & CON 10F, BOUNDED ON THE N BY A LINE EXTENDING FROM THE NE CORNER OF PT 17, EXPROP CT133866 TO THE NW CORNER OF PT 31, EXPROP CT133866 & ON THE S BY A LINE EXTENDING FROM THE SE CORNER OF LT 21, PL 576 TO THE SW CORNER OF PT 15, EXPROP CT181326 ; PT LTS 14, 15, 16, 17, 18 & 19, PL 26, BEING PTS 31 TO 36, EXPROP CT133866 ; PT LTS 20, 21, 22 & 23, PL 26, BEING PTS 12 TO 17 & PT 18, EXPROP OT79662 ; PT LTS 15 & 16, PL 26, AS IN CT138110 ; PT LT 19, PL 26, AS IN CT134973 ; S/T CT134973 ; PT LT 20, PL 26, AS IN CT133676 ; PT LTS 101, 102, 104, 105 & 106, PL 300, BEING PTS 17 & 18, EXPROP CT133866 ; PT LTS 102 & 103, PL 300, AS IN CT129306 ; PT LT M, PL 131, BEING PTS 20 TO 22, EXPROP CT133866 ; PT LT N, PL 131, AS IN CT134770 ; PT LT N, PL 131, BEING PTS 23 & 24, EXPROP CT133866 ; PT LT 8, CON JG, PT LT N, PL 131, AS IN CT141265 ; PT LT 8, CON JG, PT BLK A, PL 610, PT LT N, PL 131, BEING PTS 1 & 2, 5R6664 ; ROAD WIDENING, PL 610 ; PT LT 8, CON JG, BEING; PT 11, AS IN EXPROP OT79662 ; PT LTS 1 & 2, PL 610, BEING PTS 7 TO 10, EXPROP OT79662 ; T/W CT168240; S/T OT11974E OTTAWA AND GLOUCESTER	AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	NS150312 NS150313 NS174438	Ottawa	ON	K1N 5A1

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042660079			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT ST. LAURENT BLVD ; PT RDAL BTN JUNCTION GORE & CON 10F, BOUNDED ON THE N BY A LINE EXTENDING FROM THE NE CORNER OF PT 17, EXPROP CT133866 TO THE NW CORNER OF PT 31, EXPROP CT133866 & ON THE S BY A LINE EXTENDING FROM THE SE CORNER OF LT 21, PL 576 TO THE SW CORNER OF PT 15, EXPROP CT181326 ; PT LTS 14, 15, 16, 17, 18 & 19, PL 26, BEING PTS 31 TO 36, EXPROP CT133866 ; PT LTS 20, 21, 22 & 23, PL 26, BEING PTS 12 TO 17 & PT PT 18, EXPROP OT79662 ; PT LTS 15 & 16, PL 26, AS IN CT138110 ; PT LT 19, PL 26, AS IN CT134973 ; S/T CT134973 ; PT LT 20, PL 26, AS IN CT133676 ; PT LTS 101, 102, 104, 105 & 106, PL 300, BEING PTS 17 & 18, EXPROP CT133866 ; PT LTS 102 & 103, PL 300, AS IN CT129306 ; PT LT M, PL 131, BEING PTS 20 TO 22, EXPROP CT133866 ; PT LT N, PL 131, AS IN CT134770 ; PT LT N, PL 131, BEING PTS 23 & 24, EXPROP CT133866 ; PT LT 8, CON JG, PT LT N, PL 131, AS IN CT141265 ; PT LT 8, CON JG, PT BLK A, PL 610, PT LT N, PL 131, BEING PTS 1 & 2, 5R6664 ; ROAD WIDENING, PL 610 ; PT LT 8, CON JG, BEING ; PT 11, AS IN EXPROP OT79662 ; PT LTS 1 & 2, PL 610, BEING PTS 7 TO 10, EXPROP OT79662 ; T/W CT168240 ; S/T OT11974E OTTAWA AND GLOUCESTER	NOTICE - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	LT1222129 NS25540	Ottawa	ON	K2P 2L7
D	042660079			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT ST. LAURENT BLVD ; PT RDAL BTN JUNCTION GORE & CON 10F, BOUNDED ON THE N BY A LINE EXTENDING FROM THE NE CORNER OF PT 17, EXPROP CT133866 TO THE NW CORNER OF PT 31, EXPROP CT133866 & ON THE S BY A LINE EXTENDING FROM THE SE CORNER OF LT 21, PL 576 TO THE SW CORNER OF PT 15, EXPROP CT181326 ; PT LTS 14, 15, 16, 17, 18 & 19, PL 26, BEING PTS 31 TO 36, EXPROP CT133866 ; PT LTS 20, 21, 22 & 23, PL 26, BEING PTS 12 TO 17 & PT PT 18, EXPROP OT79662 ; PT LTS 15 & 16, PL 26, AS IN CT138110 ; PT LT 19, PL 26, AS IN CT134973 ; S/T CT134973 ; PT LT 20, PL 26, AS IN CT133676 ; PT LTS 101, 102, 104, 105 & 106, PL 300, BEING PTS 17 & 18, EXPROP CT133866 ; PT LTS 102 & 103, PL 300, AS IN CT129306 ; PT LT M, PL 131, BEING PTS 20 TO 22, EXPROP CT133866 ; PT LT N, PL 131, AS IN CT134770 ; PT LT N, PL 131, BEING PTS 23 & 24, EXPROP CT133866 ; PT LT 8, CON JG, PT LT N, PL 131, AS IN CT141265 ; PT LT 8, CON JG, PT BLK A, PL 610, PT LT N, PL 131, BEING PTS 1 & 2, 5R6664 ; ROAD WIDENING, PL 610 ; PT LT 8, CON JG, BEING ; PT 11, AS IN EXPROP OT79662 ; PT LTS 1 & 2, PL 610, BEING PTS 7 TO 10, EXPROP OT79662 ; T/W CT168240 ; S/T OT11974E OTTAWA AND GLOUCESTER	NOTICE - DANPAT LIMITED	939 St. Laurent Blvd.	OC510383 OC1307793	Ottawa	ON	K1P 1J1

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	Province	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042660079			CITY OF OTTAWA	110 Laurier Avenue West		OTTAWA	ON	K1P1J1	PT ST. LAURENT BLVD ; PT RDAL BTN JUNCTION GORE & CON 10F, BOUNDED ON THE N BY A LINE EXTENDING FROM THE NE CORNER OF PT 17, EXPROP CT133866 TO THE NW CORNER OF PT 31, EXPROP CT133866 & ON THE S BY A LINE EXTENDING FROM THE SE CORNER OF LT 21, PL 576 TO THE SW CORNER OF PT 15, EXPROP CT181326 ; PT LTS 14, 15, 16, 17, 18 & 19, PL 26, BEING PTS 31 TO 36, EXPROP CT133866 ; PT LTS 20, 21, 22 & 23, PL 26, BEING PTS 12 TO 17 & PT 18, EXPROP OT79662 ; PT LTS 15 & 16, PL 26, AS IN CT138110 ; PT LT 19, PL 26, AS IN CT134973 ; S/T CT134973 ; PT LT 20, PL 26, AS IN CT133676 ; PT LTS 101, 102, 104, 105 & 106, PL 300, BEING PTS 17 & 18, EXPROP CT133866 ; PT LTS 102 & 103, PL 300, AS IN CT129306 ; PT LT M, PL 131, BEING PTS 20 TO 22, EXPROP CT133866 ; PT LT N, PL 131, AS IN CT134770 ; PT LT N, PL 131, BEING PTS 23 & 24, EXPROP CT133866 ; PT LT 8, CON JG, PT LT N, PL 131, AS IN CT141265 ; PT LT 8, CON JG, PT BLK A, PL 610, PT LT N, PL 131, BEING PTS 1 & 2, 5R6664 ; ROAD WIDENING, PL 610 ; PT LT 8, CON JG, BEING ; PT 11, AS IN EXPROP OT79662 ; PT LTS 1 & 2, PL 610, BEING PTS 7 TO 10, EXPROP OT79662 ; T/W CT168240 ; S/T OT11974E OTTAWA AND GLOUCESTER	BYLAW PUB HGHWY - CITY OF OTTAWA	110 Laurier Ave. W.	OC517182	Ottawa	ON	K1P 1J1
D	042530282			CITY OF OTTAWA			OTTAWA	ON		PART OF LOT 21, PLAN 576, BEING PARTS 1 AND 2 ON PLAN 4R-22240. OTTAWA. S/T EASEMENT OVER PART 2 ON PLAN 4R-22240 AS IN OT8145.	TRANSFER EASEMENT - THE CORPORATION OF THE CITY OF OTTAWA THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA THE BELL TELEPHONE CO. OF CANADA	TO: 1) the corp city of Ottawa - 111 Sussex Drive, Ottawa ON K1N 5A1 2) OTTAWA HYDRO: 2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4, 3)Bell Canada : 1 CARREFOUR ALEXANDRE GRAHAM BELL, BUILD A, VERDUN, QC, H3E3B3	OT8145	Ottawa	ON	

Decommissioned

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	PRV	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042680034			PUBLIC AUTHORITY HAVING JURISDICTION	111 Lisgar St		OTTAWA	ON	K2P 2L7	PT ST. LAURENT BLVD LYING S OF MONTREAL RD BY OT37493 AND N OF A LINE CONNECTING THE NW ANGLE OF PT 3, 5R207 AND THE SE ANGLE OF PT 3, 5R5294 (NEAR CLARKE ST); PT RDAL BTN CONS 1OF&JG; PT RDAL BTN LTS 5&6, CON JG; PT LT 1, PL 26, PT 2, EXPROP PL OT81141, PT 1, 5R917, PT 27 & 28, EXPROP PL CT133866, PT 4, 5R2540; PT LT 4, PL 520, PT 29, EXPROP PL CT133866; PT LT 3, PL 520, AS IN CT135880; PT LT 2, PL 520, AS IN CT139823; PT LT 1, PL 520, PT 30, EXPROP PL CT133866; PT LT 4, PL 26, AS IN CT133166; PT LT 7, PL 26, PART 2, 5R207, AND AS IN CT133319; PT LTS 5 & 6, PL 26, PART 1, 5R207; PT LT 5, CON JG, PT 1, EXPROP PL 81141, PT 1 & 2, EXPROP PL CT133866, PT 1, 5R10705, AS IN CT127809, PT 1, EXPROP PL CT147962, PT 2, 5R10705, AS IN CT127718 EXCEPT PT 2, 5R2540, PT 1, EXPROP PL CT147963, AS IN CT154347, CT125249, PT 3, 4, 5 & 6, EXPROP PL CT133866, AS IN CT129609, CT126018, CT124997, CT134747; PT LTS 5 & 6, CON JG, AS IN OT38705, CT128582; PT LT 6, CON JG, AS IN OT 38704, CT150320, PT 7, EXPROP PL CT133866, AS IN CT133811, PT 8, 9, 10, 11 & 12, EXPROP PL CT133866, AS IN OT35828; PT RD WIDENING, PL 750; PT LTS 1 & 2, PL 750, PART 3, 5R5294; S/T OT43047E,OT78884E,OT78885 OTTAWA	AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	OT1836	Ottawa	ON	K1N 5A1
D	042680034			PUBLIC AUTHORITY HAVING JURISDICTION	111 Lisgar St		OTTAWA	ON	K2P 2L7	PT ST. LAURENT BLVD LYING S OF MONTREAL RD BY OT37493 AND N OF A LINE CONNECTING THE NW ANGLE OF PT 3, 5R207 AND THE SE ANGLE OF PT 3, 5R5294 (NEAR CLARKE ST); PT RDAL BTN CONS 1OF&JG; PT RDAL BTN LTS 5&6, CON JG; PT LT 1, PL 26, PT 2, EXPROP PL OT81141, PT 1, 5R917, PT 27 & 28, EXPROP PL CT133866, PT 4, 5R2540; PT LT 4, PL 520, PT 29, EXPROP PL CT133866; PT LT 3, PL 520, AS IN CT135880; PT LT 2, PL 520, AS IN CT139823; PT LT 1, PL 520, PT 30, EXPROP PL CT133866; PT LT 4, PL 26, AS IN CT133166; PT LT 7, PL 26, PART 2, 5R207, AND AS IN CT133319; PT LTS 5 & 6, PL 26, PART 1, 5R207; PT LT 5, CON JG, PT 1, EXPROP PL 81141, PT 1 & 2, EXPROP PL CT133866, PT 1, 5R10705, AS IN CT127809, PT 1, EXPROP PL CT147962, PT 2, 5R10705, AS IN CT127718 EXCEPT PT 2, 5R2540, PT 1, EXPROP PL CT147963, AS IN CT154347, CT125249, PT 3, 4, 5 & 6, EXPROP PL CT133866, AS IN CT129609, CT126018, CT124997, CT134747; PT LTS 5 & 6, CON JG, AS IN OT38705, CT128582; PT LT 6, CON JG, AS IN OT 38704, CT150320, PT 7, EXPROP PL CT133866, AS IN CT133811, PT 8, 9, 10, 11 & 12, EXPROP PL CT133866, AS IN OT35828; PT RD WIDENING, PL 750; PT LTS 1 & 2, PL 750, PART 3, 5R5294; S/T OT43047E,OT78884E,OT78885 OTTAWA	AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA C THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA THE BELL TELEPHONE COMPANY OF CANADA	TO: 1) the corp city of Ottawa - 111 Sussex Drive, Ottawa ON K1N 5A1 2) OTTAWA HYDRO: 2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4, 3)Bell Canada : 1 CARREFOUR ALEXANDRE-GRAHAM-BELL, BUILD A, VERDUN, QC, H3E3B3	OT43047			
D	042680034			PUBLIC AUTHORITY HAVING JURISDICTION	111 Lisgar St		OTTAWA	ON	K2P 2L7	PT ST. LAURENT BLVD LYING S OF MONTREAL RD BY OT37493 AND N OF A LINE CONNECTING THE NW ANGLE OF PT 3, 5R207 AND THE SE ANGLE OF PT 3, 5R5294 (NEAR CLARKE ST); PT RDAL BTN CONS 1OF&JG; PT RDAL BTN LTS 5&6, CON JG; PT LT 1, PL 26, PT 2, EXPROP PL OT81141, PT 1, 5R917, PT 27 & 28, EXPROP PL CT133866, PT 4, 5R2540; PT LT 4, PL 520, PT 29, EXPROP PL CT133866; PT LT 3, PL 520, AS IN CT135880; PT LT 2, PL 520, AS IN CT139823; PT LT 1, PL 520, PT 30, EXPROP PL CT133866; PT LT 4, PL 26, AS IN CT133166; PT LT 7, PL 26, PART 2, 5R207, AND AS IN CT133319; PT LTS 5 & 6, PL 26, PART 1, 5R207; PT LT 5, CON JG, PT 1, EXPROP PL 81141, PT 1 & 2, EXPROP PL CT133866, PT 1, 5R10705, AS IN CT127809, PT 1, EXPROP PL CT147962, PT 2, 5R10705, AS IN CT127718 EXCEPT PT 2, 5R2540, PT 1, EXPROP PL CT147963, AS IN CT154347, CT125249, PT 3, 4, 5 & 6, EXPROP PL CT133866, AS IN CT129609, CT126018, CT124997, CT134747; PT LTS 5 & 6, CON JG, AS IN OT38705, CT128582; PT LT 6, CON JG, AS IN OT 38704, CT150320, PT 7, EXPROP PL CT133866, AS IN CT133811, PT 8, 9, 10, 11 & 12, EXPROP PL CT133866, AS IN OT35828; PT RD WIDENING, PL 750; PT LTS 1 & 2, PL 750, PART 3, 5R5294; S/T OT43047E,OT78884E,OT78885 OTTAWA	TRANSFER EASEMENT - THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA C THE BELL TELEPHONE COMPANY OF CANADA	TO: 1) the corp city of Ottawa - 111 Sussex Drive, Ottawa ON K1N 5A1 2) OTTAWA HYDRO: 2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4, 3)Bell Canada : 1 CARREFOUR ALEXANDRE-GRAHAM-BELL, BUILD A, VERDUN, QC, H3E3B3	OT43047E			

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	PRV	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042680034			PUBLIC AUTHORITY HAVING JURISDICTION	111 Lisgar St		OTTAWA	ON	K2P 2L7	PT ST. LAURENT BLVD LYING S OF MONTREAL RD BY OT37493 AND N OF A LINE CONNECTING THE NW ANGLE OF PT 3, 5R207 AND THE SE ANGLE OF PT 3, 5R5294 (NEAR CLARKE ST); PT RDAL BTN CONS 1OF&IG; PT RDAL BTN LTS 5&6, CON JG; PT LT 1, PL 26, PT 2, EXPROP PL OT81141, PT 1, 5R917, PT 27 & 28, EXPROP PL CT133866, PT 4, 5R2540; PT LT 4, PL 520, PT 29, EXPROP PL CT133866; PT LT 3, PL 520, AS IN CT135880; PT LT 2, PL 520, AS IN CT139823; PT LT 1, PL 520, PT 30, EXPROP PL CT133866; PT LT 4, PL 26, AS IN CT133166; PT LT 7, PL 26, PART 2, 5R207, AND AS IN CT133319; PT LTS 5 & 6, PL 26, PART 1, 5R207; PT LT 5, CON JG, PT 1, EXPROP PL 81141, PT 1 & 2, EXPROP PL CT133866, PT 1, 5R10705, AS IN CT127809, PT 1, EXPROP PL CT147962, PT 2, 5R10705, AS IN CT127718 EXCEPT PT 2, 5R2540, PT 1, EXPROP PL CT147963, AS IN CT154347, CT125249, PT 3, 4, 5 & 6, EXPROP PL CT133866, AS IN CT129609, CT126018, CT124997, CT134747; PT LTS 5 & 6, CON JG, AS IN OT38705, CT128582; PT LT 6, CON JG, AS IN OT 38704, CT150320, PT 7, EXPROP PL CT133866, AS IN CT133811, PT 8, 9, 10, 11 & 12, EXPROP PL CT133866, AS IN OT35828; PT RD WIDENING, PL 750; PT LTS 1 & 2, PL 750, PART 3, 5R5294; S/T OT43047E,OT78884E,OT78885 OTTAWA	TRANSFER EASEMENT - THE BELL TELEPHONE COMPANY OF CANADA	1 CARREFOUR ALEXANDRE-GRAHAM-BELL, BUILD A	OT78884 OT78884E	VERDUN	QC	H3E3B3
D	042680034			PUBLIC AUTHORITY HAVING JURISDICTION	111 Lisgar St		OTTAWA	ON	K2P 2L7	PT ST. LAURENT BLVD LYING S OF MONTREAL RD BY OT37493 AND N OF A LINE CONNECTING THE NW ANGLE OF PT 3, 5R207 AND THE SE ANGLE OF PT 3, 5R5294 (NEAR CLARKE ST); PT RDAL BTN CONS 1OF&IG; PT RDAL BTN LTS 5&6, CON JG; PT LT 1, PL 26, PT 2, EXPROP PL OT81141, PT 1, 5R917, PT 27 & 28, EXPROP PL CT133866, PT 4, 5R2540; PT LT 4, PL 520, PT 29, EXPROP PL CT133866; PT LT 3, PL 520, AS IN CT135880; PT LT 2, PL 520, AS IN CT139823; PT LT 1, PL 520, PT 30, EXPROP PL CT133866; PT LT 4, PL 26, AS IN CT133166; PT LT 7, PL 26, PART 2, 5R207, AND AS IN CT133319; PT LTS 5 & 6, PL 26, PART 1, 5R207; PT LT 5, CON JG, PT 1, EXPROP PL 81141, PT 1 & 2, EXPROP PL CT133866, PT 1, 5R10705, AS IN CT127809, PT 1, EXPROP PL CT147962, PT 2, 5R10705, AS IN CT127718 EXCEPT PT 2, 5R2540, PT 1, EXPROP PL CT147963, AS IN CT154347, CT125249, PT 3, 4, 5 & 6, EXPROP PL CT133866, AS IN CT129609, CT126018, CT124997, CT134747; PT LTS 5 & 6, CON JG, AS IN OT38705, CT128582; PT LT 6, CON JG, AS IN OT 38704, CT150320, PT 7, EXPROP PL CT133866, AS IN CT133811, PT 8, 9, 10, 11 & 12, EXPROP PL CT133866, AS IN OT35828; PT RD WIDENING, PL 750; PT LTS 1 & 2, PL 750, PART 3, 5R5294; S/T OT43047E,OT78884E,OT78885 OTTAWA	TRANSFER EASEMENT - THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA	2711 Hunt Club Rd, PO Box 8700	OT78885	OTTAWA	ON	K1G3S4
D	042680034			PUBLIC AUTHORITY HAVING JURISDICTION	111 Lisgar St		OTTAWA	ON	K2P 2L7	PT ST. LAURENT BLVD LYING S OF MONTREAL RD BY OT37493 AND N OF A LINE CONNECTING THE NW ANGLE OF PT 3, 5R207 AND THE SE ANGLE OF PT 3, 5R5294 (NEAR CLARKE ST); PT RDAL BTN CONS 1OF&IG; PT RDAL BTN LTS 5&6, CON JG; PT LT 1, PL 26, PT 2, EXPROP PL OT81141, PT 1, 5R917, PT 27 & 28, EXPROP PL CT133866, PT 4, 5R2540; PT LT 4, PL 520, PT 29, EXPROP PL CT133866; PT LT 3, PL 520, AS IN CT135880; PT LT 2, PL 520, AS IN CT139823; PT LT 1, PL 520, PT 30, EXPROP PL CT133866; PT LT 4, PL 26, AS IN CT133166; PT LT 7, PL 26, PART 2, 5R207, AND AS IN CT133319; PT LTS 5 & 6, PL 26, PART 1, 5R207; PT LT 5, CON JG, PT 1, EXPROP PL 81141, PT 1 & 2, EXPROP PL CT133866, PT 1, 5R10705, AS IN CT127809, PT 1, EXPROP PL CT147962, PT 2, 5R10705, AS IN CT127718 EXCEPT PT 2, 5R2540, PT 1, EXPROP PL CT147963, AS IN CT154347, CT125249, PT 3, 4, 5 & 6, EXPROP PL CT133866, AS IN CT129609, CT126018, CT124997, CT134747; PT LTS 5 & 6, CON JG, AS IN OT38705, CT128582; PT LT 6, CON JG, AS IN OT 38704, CT150320, PT 7, EXPROP PL CT133866, AS IN CT133811, PT 8, 9, 10, 11 & 12, EXPROP PL CT133866, AS IN OT35828; PT RD WIDENING, PL 750; PT LTS 1 & 2, PL 750, PART 3, 5R5294; S/T OT43047E,OT78884E,OT78885 OTTAWA	BYLAW - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLTON	111 Lisgar St	OT81142 NS114383 N346374 N418299 N678624 N717433	Ottawa	ON	K2P 2L7

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	PRV	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042680034			PUBLIC AUTHORITY HAVING JURISDICTION	111 Lisgar St		OTTAWA	ON	K2P 2L7	PT ST. LAURENT BLVD LYING S OF MONTREAL RD BY OT37493 AND N OF A LINE CONNECTING THE NW ANGLE OF PT 3, 5R207 AND THE SE ANGLE OF PT 3, 5R5294 (NEAR CLARKE ST) ; PT RDAL BTN CONS 1OF&JG ; PT RDAL BTN LTS 5&6, CON JG ; PT LT 1, PL 26, PT 2, EXPROP PL OT81141, PT 1, 5R917, PT 27 & 28, EXPROP PL CT133866, PT 4, 5R2540 ; PT LT 4, PL 520, PT 29, EXPROP PL CT133866 ; PT LT 3, PL 520, AS IN CT135880 ; PT LT 2, PL 520, AS IN CT139823 ; PT LT 1, PL 520, PT 30, EXPROP PL CT133866 ; PT LT 4, PL 26, AS IN CT133166 ; PT LT 7, PL 26, PART 2, 5R207, AND AS IN CT133319 ; PT LTS 5 & 6, PL 26, PART 1, 5R207 ; PT LT 5, CON JG, PT 1, EXPROP PL 81141, PT 1 & 2, EXPROP PL CT133866, PT 1, 5R10705, AS IN CT127809, PT 1, EXPROP PL CT147962, PT 2, 5R10705, AS IN CT127718 EXCEPT PT 2, 5R2540, PT 1, EXPROP PL CT147963, AS IN CT154347, CT125249, PT 3, 4, 5 & 6, EXPROP PL CT133866, AS IN CT129609, CT126018, CT124997, CT134747 ; PT LTS 5 & 6, CON JG, AS IN OT38705, CT128582 ; PT LT 6, CON JG, AS IN OT 38704, CT150320, PT 7, EXPROP PL CT133866, AS IN CT133811, PT 8, 9, 10, 11 & 12, EXPROP PL CT133866, AS IN OT35828 ; PT RD WIDENING, PL 750 ; PT LTS 1 & 2, PL 750, PART 3, 5R5294 ; S/T OT43047E,OT78884E,OT78885 OTTAWA	BYLAW - CITY OF OTTAWA	110 Laurier Ave. W.	OC1870948	Ottawa	ON	K1P 1J1
D	042680034			PUBLIC AUTHORITY HAVING JURISDICTION	111 Lisgar St		OTTAWA	ON	K2P 2L7	PT ST. LAURENT BLVD LYING S OF MONTREAL RD BY OT37493 AND N OF A LINE CONNECTING THE NW ANGLE OF PT 3, 5R207 AND THE SE ANGLE OF PT 3, 5R5294 (NEAR CLARKE ST) ; PT RDAL BTN CONS 1OF&JG ; PT RDAL BTN LTS 5&6, CON JG ; PT LT 1, PL 26, PT 2, EXPROP PL OT81141, PT 1, 5R917, PT 27 & 28, EXPROP PL CT133866, PT 4, 5R2540 ; PT LT 4, PL 520, PT 29, EXPROP PL CT133866 ; PT LT 3, PL 520, AS IN CT135880 ; PT LT 2, PL 520, AS IN CT139823 ; PT LT 1, PL 520, PT 30, EXPROP PL CT133866 ; PT LT 4, PL 26, AS IN CT133166 ; PT LT 7, PL 26, PART 2, 5R207, AND AS IN CT133319 ; PT LTS 5 & 6, PL 26, PART 1, 5R207 ; PT LT 5, CON JG, PT 1, EXPROP PL 81141, PT 1 & 2, EXPROP PL CT133866, PT 1, 5R10705, AS IN CT127809, PT 1, EXPROP PL CT147962, PT 2, 5R10705, AS IN CT127718 EXCEPT PT 2, 5R2540, PT 1, EXPROP PL CT147963, AS IN CT154347, CT125249, PT 3, 4, 5 & 6, EXPROP PL CT133866, AS IN CT129609, CT126018, CT124997, CT134747 ; PT LTS 5 & 6, CON JG, AS IN OT38705, CT128582 ; PT LT 6, CON JG, AS IN OT 38704, CT150320, PT 7, EXPROP PL CT133866, AS IN CT133811, PT 8, 9, 10, 11 & 12, EXPROP PL CT133866, AS IN OT35828 ; PT RD WIDENING, PL 750 ; PT LTS 1 & 2, PL 750, PART 3, 5R5294 ; S/T OT43047E,OT78884E,OT78885 OTTAWA	LR'S ORDER - LAND REGISTRAR FOR THE LAND TITLES DIVISION OF OTTAWA-CARLETON NO. 4	Court House, 161 Elgin St., 4th Floor,.,	OC334649	Ottawa	ON	K2P 2K1
D	042670259			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	PT ST. LAURENT BLVD LYING S OF A LINE CONNECTING THE NW ANGLE OF PT 3, 5R207 AND THE SE ANGLE OF PT 3, 5R5294,(NEAR CLARKE ST), AND N OF A LINE CONNECTING THE NW ANGLE OF PT 31, EXPROP PL CT133866 AND THE NE ANGLE OF PT 17, EXPROP PL CT133866 (MUTUAL ST) ; PT RDAL BTN CONS 1OF&JG ; PT LTS 8, 9, 10, 11, 12 & 13, PL 26, PART 3, 5R207 ; PT LT 13, PL 26, AS IN CT171825 ; PT LT 14, PL 26, AS IN CT136085 ; PT RD WIDENING, PL 750, ADJOINING LTS 2 TO 5 AND BLK C, PL 750 ; PT LT 5, PL 750, PT BLK C, PL 750, PART 1, 2 & 3, 5R1730, AND PT 13, EXPROP PL CT133866 ; PT LT 16, PL 222, PT 14, EXPROP PL CT133866, AND AS IN CT130503, CT132898, CT125701 ; PT LTS 1, 2 & 3, PL 300, PT 15 & 16, EXPROP PL CT133866 ; PT LTS 34, 35, 36, 38 & 39, PL 300, AS IN CT127283, CT127284, CT124504 ; PT LTS 37 & 38, PL 300, AS IN CT124511 EXCEPT PT 2, 5R4815, S/T NS161364 ; S/T OT17161,OT33926,OT43047E OTTAWA	TRANSFER EASEMENT - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	OT17161 OT33926	Ottawa	ON	K1N 5A1

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	PRV	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042670259			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	PT ST. LAURENT BLVD LYING S OF A LINE CONNECTING THE NW ANGLE OF PT 3, 5R207 AND THE SE ANGLE OF PT 3, 5R5294, (NEAR CLARKE ST), AND N OF A LINE CONNECTING THE NW ANGLE OF PT 31, EXPROP PL CT133866 AND THE NE ANGLE OF PT 17, EXPROP PL CT133866 (MUTUAL ST) ; PT RDAL BTN CONS 10F&G ; PT LTS 8, 9, 10, 11, 12 & 13, PL 26, PART 3, 5R207 ; PT LT 13, PL 26, AS IN CT171825 ; PT LT 14, PL 26, AS IN CT136085 ; PT RD WIDENING, PL 750, ADJOINING LTS 2 TO 5 AND BLK C, PL 750 ; PT LT 5, PL 750, PT BLK C, PL 750, PART 1, 2 & 3, SR1730, AND PT 13, EXPROP PL CT133866 ; PT LT 16, PL 222, PT 14, EXPROP PL CT133866, AND AS IN CT130503, CT132898, CT125701 ; PT LTS 1, 2 & 3, PL 300, PT 15 & 16, EXPROP PL CT133866 ; PT LTS 34, 35, 36, 38 & 39, PL 300, AS IN CT127283, CT127284, CT124504 ; PT LTS 37 & 38, PL 300, AS IN CT124511 EXCEPT PT 2, 5R4815, /S/T NS161364 ; S/T OT17161,OT33926,OT43047E OTTAWA	AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	OT43047 CT235306	Ottawa	ON	K1N 5A1
D	042670259			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	PT ST. LAURENT BLVD LYING S OF A LINE CONNECTING THE NW ANGLE OF PT 3, 5R207 AND THE SE ANGLE OF PT 3, 5R5294, (NEAR CLARKE ST), AND N OF A LINE CONNECTING THE NW ANGLE OF PT 31, EXPROP PL CT133866 AND THE NE ANGLE OF PT 17, EXPROP PL CT133866 (MUTUAL ST) ; PT RDAL BTN CONS 10F&G ; PT LTS 8, 9, 10, 11, 12 & 13, PL 26, PART 3, 5R207 ; PT LT 13, PL 26, AS IN CT171825 ; PT LT 14, PL 26, AS IN CT136085 ; PT RD WIDENING, PL 750, ADJOINING LTS 2 TO 5 AND BLK C, PL 750 ; PT LT 5, PL 750, PT BLK C, PL 750, PART 1, 2 & 3, SR1730, AND PT 13, EXPROP PL CT133866 ; PT LT 16, PL 222, PT 14, EXPROP PL CT133866, AND AS IN CT130503, CT132898, CT125701 ; PT LTS 1, 2 & 3, PL 300, PT 15 & 16, EXPROP PL CT133866 ; PT LTS 34, 35, 36, 38 & 39, PL 300, AS IN CT127283, CT127284, CT124504 ; PT LTS 37 & 38, PL 300, AS IN CT124511 EXCEPT PT 2, 5R4815, /S/T NS161364 ; S/T OT17161,OT33926,OT43047E OTTAWA	TRANSFER EASEMENT - THE HYDRO ELECTRIC COMMISSION OF THE CITY OF OTTAWA THE BELL TELEPHONE COMPANY OF CANADA	TO: 1) the corp city of Ottawa - 111 Sussex Drive, Ottawa ON K1N 5A1 2) OTTAWA HYDRO: 2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4, 3)Bell Canada : 1 CARREFOUR ALEXANDRE-GRAHAM-BELL, BULD A, VERDUN, QC, H3E3B3	OT43047E			
D	042670259			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	PT ST. LAURENT BLVD LYING S OF A LINE CONNECTING THE NW ANGLE OF PT 3, 5R207 AND THE SE ANGLE OF PT 3, 5R5294, (NEAR CLARKE ST), AND N OF A LINE CONNECTING THE NW ANGLE OF PT 31, EXPROP PL CT133866 AND THE NE ANGLE OF PT 17, EXPROP PL CT133866 (MUTUAL ST) ; PT RDAL BTN CONS 10F&G ; PT LTS 8, 9, 10, 11, 12 & 13, PL 26, PART 3, 5R207 ; PT LT 13, PL 26, AS IN CT171825 ; PT LT 14, PL 26, AS IN CT136085 ; PT RD WIDENING, PL 750, ADJOINING LTS 2 TO 5 AND BLK C, PL 750 ; PT LT 5, PL 750, PT BLK C, PL 750, PART 1, 2 & 3, SR1730, AND PT 13, EXPROP PL CT133866 ; PT LT 16, PL 222, PT 14, EXPROP PL CT133866, AND AS IN CT130503, CT132898, CT125701 ; PT LTS 1, 2 & 3, PL 300, PT 15 & 16, EXPROP PL CT133866 ; PT LTS 34, 35, 36, 38 & 39, PL 300, AS IN CT127283, CT127284, CT124504 ; PT LTS 37 & 38, PL 300, AS IN CT124511 EXCEPT PT 2, 5R4815, /S/T NS161364 ; S/T OT17161,OT33926,OT43047E OTTAWA	AGREEMENT - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	CT204368 NS161365	Ottawa	ON	K2P 2L7

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	PRV	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042670259			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	PT ST. LAURENT BLVD LYING S OF A LINE CONNECTING THE NW ANGLE OF PT 3, 5R207 AND THE SE ANGLE OF PT 3, 5R5294,(NEAR CLARKE ST), AND N OF A LINE CONNECTING THE NW ANGLE OF PT 31, EXPROP PL CT133866 AND THE NE ANGLE OF PT 17, EXPROP PL CT133866 (MUTUAL ST); PT RDAL BTN CONS 10F&IG; PT LTS 8, 9, 10, 11, 12 & 13, PL 26, PART 3, 5R207; PT LT 13, PL 26, AS IN CT171825; PT LT 14, PL 26, AS IN CT136085; PT RD WIDENING, PL 750, ADJOINING LTS 2 TO 5 AND BLK C, PL 750; PT LT 5, PL 750, PT BLK C, PL 750, PART 1, 2 & 3, 5R1730, AND PT 13, EXPROP PL CT133866; PT LT 16, PL 222, PT 14, EXPROP PL CT133866, AND AS IN CT130503, CT132898, CT125701; PT LTS 1, 2 & 3, PL 300, PT 15 & 16, EXPROP PL CT133866; PT LTS 34, 35, 36, 38 & 39, PL 300, AS IN CT127283, CT127284, CT124504; PT LTS 37 & 38, PL 300, AS IN CT124511 EXCEPT PT 2, 5R4815, S/T NS161364; S/T OT17161,OT33926,OT43047E OTTAWA	NOTICE - 1252066 ONTARIO INC. 1799781 ONTARIO INC.	231 Brittany Drive, Suite D	OC2135718	Ottawa	ON	K1K 0R8
D	042670259			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	PT ST. LAURENT BLVD LYING S OF A LINE CONNECTING THE NW ANGLE OF PT 3, 5R207 AND THE SE ANGLE OF PT 3, 5R5294,(NEAR CLARKE ST), AND N OF A LINE CONNECTING THE NW ANGLE OF PT 31, EXPROP PL CT133866 AND THE NE ANGLE OF PT 17, EXPROP PL CT133866 (MUTUAL ST); PT RDAL BTN CONS 10F&IG; PT LTS 8, 9, 10, 11, 12 & 13, PL 26, PART 3, 5R207; PT LT 13, PL 26, AS IN CT171825; PT LT 14, PL 26, AS IN CT136085; PT RD WIDENING, PL 750, ADJOINING LTS 2 TO 5 AND BLK C, PL 750; PT LT 5, PL 750, PT BLK C, PL 750, PART 1, 2 & 3, 5R1730, AND PT 13, EXPROP PL CT133866; PT LT 16, PL 222, PT 14, EXPROP PL CT133866, AND AS IN CT130503, CT132898, CT125701; PT LTS 1, 2 & 3, PL 300, PT 15 & 16, EXPROP PL CT133866; PT LTS 34, 35, 36, 38 & 39, PL 300, AS IN CT127283, CT127284, CT124504; PT LTS 37 & 38, PL 300, AS IN CT124511 EXCEPT PT 2, 5R4815, S/T NS161364; S/T OT17161,OT33926,OT43047E OTTAWA	BYLAW -THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	N330930	Ottawa	ON	K2P 2L7
D	042670259			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St		OTTAWA	ON	K2P 2L7	PT ST. LAURENT BLVD LYING S OF A LINE CONNECTING THE NW ANGLE OF PT 3, 5R207 AND THE SE ANGLE OF PT 3, 5R5294,(NEAR CLARKE ST), AND N OF A LINE CONNECTING THE NW ANGLE OF PT 31, EXPROP PL CT133866 AND THE NE ANGLE OF PT 17, EXPROP PL CT133866 (MUTUAL ST); PT RDAL BTN CONS 10F&IG; PT LTS 8, 9, 10, 11, 12 & 13, PL 26, PART 3, 5R207; PT LT 13, PL 26, AS IN CT171825; PT LT 14, PL 26, AS IN CT136085; PT RD WIDENING, PL 750, ADJOINING LTS 2 TO 5 AND BLK C, PL 750; PT LT 5, PL 750, PT BLK C, PL 750, PART 1, 2 & 3, 5R1730, AND PT 13, EXPROP PL CT133866; PT LT 16, PL 222, PT 14, EXPROP PL CT133866, AND AS IN CT130503, CT132898, CT125701; PT LTS 1, 2 & 3, PL 300, PT 15 & 16, EXPROP PL CT133866; PT LTS 34, 35, 36, 38 & 39, PL 300, AS IN CT127283, CT127284, CT124504; PT LTS 37 & 38, PL 300, AS IN CT124511 EXCEPT PT 2, 5R4815, S/T NS161364; S/T OT17161,OT33926,OT43047E OTTAWA	BYLAW - CITY OF OTTAWA	110 Laurier Ave. W.	OC1870948	Ottawa	ON	K1P 1J1

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D	042440052			PUBLIC AUTHORITY HAVING JURISDICTION	111 Lisgar St		OTTAWA	ON	K2P 2L7	PT LT 1, PL 772, BEING PT 6, EXPRO CT193430; PT BLOCK G, PL 131, AS IN GL33405 & GL33445; PT LT H, PL 131, AS IN GL33414; PT LT I, PL 131, AS IN V3900; PT BLK D, PL 772, LYING E OF THE W LIMIT OF MOORVALE ST; PT LT 7, CON JG, BEING PT 3, EXPRO CT193430; PT LT 7, CON JG, BEING PT 2, EXPRO CT193430, EXCEPT PT 1, SR6116; PT BLK A, PL 846, BEING PT 2, SR412; WIDENING, PL 778; PT LT L, PL 131, AS IN GL33404; PT LT M, PL 131, AS IN GL33507; PT BLK B, PL 846; DESCRIPTION MAY NOT BE ACCEPTABLE IN FUTURE AS IN CT112784, RE: PT LT 7, JG; PT MCARTHUR AV, PL 131; PT LT 155, PL 300, BEING PT 5, EXPRO CT193430; PT LT 154, PL 300, BEING PT 4, EXPRO CT193430; PT LT 7, CON JG, BEING PTS 1 & 2, SR3846; PT LT 7, CON JG, BEING FORCED RD LYING SLY OF SR-3896 & WLY OF THE SLY EXT OF THE ELY LIMIT OF CHURCH ST; PT LT 7, CON JG, AS IN V3732, ALL BEING MCARTHUR AV LYING W OF ST LAURENT BLVD AND E OF THE SLY EXT OF THE WLY LIMIT OF CHURCH ST; S/T CT112776 OTTAWA/GLOUCESTER	BYLAW - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	V3732	Ottawa	ON	K1N 5A1
D	042440052			PUBLIC AUTHORITY HAVING JURISDICTION	111 Lisgar St		OTTAWA	ON	K2P 2L7	PT LT 1, PL 772, BEING PT 6, EXPRO CT193430; PT BLOCK G, PL 131, AS IN GL33405 & GL33445; PT LT H, PL 131, AS IN GL33414; PT LT I, PL 131, AS IN V3900; PT BLK D, PL 772, LYING E OF THE W LIMIT OF MOORVALE ST; PT LT 7, CON JG, BEING PT 3, EXPRO CT193430; PT LT 7, CON JG, BEING PT 2, EXPRO CT193430, EXCEPT PT 1, SR6116; PT BLK A, PL 846, BEING PT 2, SR412; WIDENING, PL 778; PT LT L, PL 131, AS IN GL33404; PT LT M, PL 131, AS IN GL33507; PT BLK B, PL 846; DESCRIPTION MAY NOT BE ACCEPTABLE IN FUTURE AS IN CT112784, RE: PT LT 7, JG; PT MCARTHUR AV, PL 131; PT LT 155, PL 300, BEING PT 5, EXPRO CT193430; PT LT 154, PL 300, BEING PT 4, EXPRO CT193430; PT LT 7, CON JG, BEING PTS 1 & 2, SR3846; PT LT 7, CON JG, BEING FORCED RD LYING SLY OF SR-3896 & WLY OF THE SLY EXT OF THE ELY LIMIT OF CHURCH ST; PT LT 7, CON JG, AS IN V3732, ALL BEING MCARTHUR AV LYING W OF ST LAURENT BLVD AND E OF THE SLY EXT OF THE WLY LIMIT OF CHURCH ST; S/T CT112776 OTTAWA/GLOUCESTER	TRANSFER EASEMENT - THE CORPORATION OF THE CITY OF OTTAWA THE HYDRO-ELECTRIC COMMISSION OF THE CITY OF OTTAWA THE BELL TELEPHONE COMPANY OF CANADA	TO: 1) the corp city of Ottawa - 111 Sussex Drive, Ottawa ON K4N 5A1 2) OTTAWA HYDRO: 2711 Hunt Club Rd, PO Box 8700 Ottawa ON, K1G3S4, 3)Bell Canada : 1 CARREFOUR ALEXANDRE-GRAHAM-BELL, BULD A, VERDUN, QC, H3E3B3	CT112776			
D	042440052			PUBLIC AUTHORITY HAVING JURISDICTION	111 Lisgar St		OTTAWA	ON	K2P 2L7	PT LT 1, PL 772, BEING PT 6, EXPRO CT193430; PT BLOCK G, PL 131, AS IN GL33405 & GL33445; PT LT H, PL 131, AS IN GL33414; PT LT I, PL 131, AS IN V3900; PT BLK D, PL 772, LYING E OF THE W LIMIT OF MOORVALE ST; PT LT 7, CON JG, BEING PT 3, EXPRO CT193430; PT LT 7, CON JG, BEING PT 2, EXPRO CT193430, EXCEPT PT 1, SR6116; PT BLK A, PL 846, BEING PT 2, SR412; WIDENING, PL 778; PT LT L, PL 131, AS IN GL33404; PT LT M, PL 131, AS IN GL33507; PT BLK B, PL 846; DESCRIPTION MAY NOT BE ACCEPTABLE IN FUTURE AS IN CT112784, RE: PT LT 7, JG; PT MCARTHUR AV, PL 131; PT LT 155, PL 300, BEING PT 5, EXPRO CT193430; PT LT 154, PL 300, BEING PT 4, EXPRO CT193430; PT LT 7, CON JG, BEING PTS 1 & 2, SR3846; PT LT 7, CON JG, BEING FORCED RD LYING SLY OF SR-3896 & WLY OF THE SLY EXT OF THE ELY LIMIT OF CHURCH ST; PT LT 7, CON JG, AS IN V3732, ALL BEING MCARTHUR AV LYING W OF ST LAURENT BLVD AND E OF THE SLY EXT OF THE WLY LIMIT OF CHURCH ST; S/T CT112776 OTTAWA/GLOUCESTER	NOTICE - 95661 CANADA LTD.	450 McArthur Ave.	OC801165 OC997613	Ottawa	ON	K1K 1G3

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D	042440052			PUBLIC AUTHORITY HAVING JURISDICTION	111 Lisgar St		OTTAWA	ON	K2P 2L7	PT LT 1, PL 772, BEING PT 6, EXPRO CT193430; PT BLOCK G, PL 131, AS IN GL33405 & GL33445; PT LT H, PL 131, AS IN GL33414; PT LT I, PL 131, AS IN V3900; PT BLK D, PL 772, LYING E OF THE W LIMIT OF MOORVALE ST; PT LT 7, CON JG, BEING PT 3, EXPRO CT193430; PT LT 7, CON JG, BEING PT 2, EXPRO CT193430, EXCEPT PT 1, SR6116; PT BLK A, PL 846, BEING PT 2, SR412; WIDENING, PL 778; PT LT L, PL 131, AS IN GL33404; PT LT M, PL 131, AS IN GL32507; PT BLK B, PL 846; DESCRIPTION MAY NOT BE ACCEPTABLE IN FUTURE AS IN CT112784, RE: PT LT 7, JG; PT MCARTHUR AV, PL 131; PT LT 155, PL 300, BEING PT 5, EXPRO CT193430; PT LT 154, PL 300, BEING PT 4, EXPRO CT193430; PT LT 7, CON JG, BEING PTS 1 & 2, SR3846; PT LT 7, CON JG, BEING FORCED RD LYING SLY OF SR-3896 & WLY OF THE SLY EXT OF THE ELY LIMIT OF CHURCH ST; PT LT 7, CON JG, AS IN V3732, ALL BEING MCARTHUR AV LYING W OF ST LAURENT BLVD AND E OF THE SLY EXT OF THE WLY LIMIT OF CHURCH ST; S/T CT112776 OTTAWA/GLOUCESTER	LR'S ORDER - LAND REGISTRAR, OTTAWA LAND REGISTRY OFFICE	Court House, 4th Floor, 161 Elgin St,	OC2044414	Ottawa	ON	K2P 2K1
D	042560287			CITY OF OTTAWA	110 Laurier AVE W		OTTAWA	ON	K1P1J1	PT RDAL BTN LTS 10&11, CON JG, LYING BETWEEN PART 9, SR9226 AND PART 2, SR5421; PT LTS 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56 & 57, PL 320, PT AVENUE F, PL 320, CLOSED BY BYLAW CT129919; PT AVENUE G, PL 320, PART 40 & 41, SR13216, CLOSED BY BYLAW CT129919, ALL KNOWN AS TREMBLAY ROAD; OTTAWA/GLOUCESTER	BYLAW - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	OT26854 CT100715 CT101161 CT129919	Ottawa	ON	K1N 5A1
D	042560287			CITY OF OTTAWA	110 Laurier AVE W		OTTAWA	ON	K1P1J1	PT RDAL BTN LTS 10&11, CON JG, LYING BETWEEN PART 9, SR9226 AND PART 2, SR5421; PT LTS 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56 & 57, PL 320, PT AVENUE F, PL 320, CLOSED BY BYLAW CT129919; PT AVENUE G, PL 320, PART 40 & 41, SR13216, CLOSED BY BYLAW CT129919, ALL KNOWN AS TREMBLAY ROAD; OTTAWA/GLOUCESTER	NOTICE - 300 TREMBLAY GP INC.	150 Isabella Street, Suite 1207	OC2493789	Ottawa	ON	K1S 5H3
D	042560278			CITY OF OTTAWA	110 Laurier AVE W		OTTAWA	ON	K1P1J1	PT LT 10, CON JG, PART 1, SR10949; S/T N423591E OTTAWA/GLOUCESTER SUBJECT TO AN EASEMENT AS IN OC2239457	TRANSFER EASEMENT - ONTARIO HYDRO	700 University Ave	N423591E	Toronto	ON	M5G 1X6
D	042560278			CITY OF OTTAWA	110 Laurier AVE W		OTTAWA	ON	K1P1J1	PT LT 10, CON JG, PART 1, SR10949; S/T N423591E OTTAWA/GLOUCESTER SUBJECT TO AN EASEMENT AS IN OC2239457	TRANSFER EASEMENT - ENBRIDGE GAS INC.	500 Consumers Road	OC2239457	North York	ON	M2J 1P8
D	042560277			THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive		OTTAWA	ON	K1N 5A1	PT BELFAST ROAD, PL 747, LYING SOUTH OF THE QUEENSWAY; OTTAWA/GLOUCESTER						
D	042560281			CITY OF OTTAWA	110 Laurier AVE W		OTTAWA	ON	K1P1J1	PT LT 10, CON JG, PART 1 TO 4, OR87; S/T THE INTEREST IN OT78861; S/T OT29667 OTTAWA/GLOUCESTER SUBJECT TO AN EASEMENT AS IN OC2239457	AGREEMENT - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	OT40851 OT65761 OT78861	Ottawa	ON	K1N 5A1
D	042560281			CITY OF OTTAWA	110 Laurier AVE W		OTTAWA	ON	K1P1J1	PT LT 10, CON JG, PART 1 TO 4, OR87; S/T THE INTEREST IN OT78861; S/T OT29667 OTTAWA/GLOUCESTER SUBJECT TO AN EASEMENT AS IN OC2239457	TRANSFER EASEMENT - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	OT29667	Ottawa	ON	K1N 5A1

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D	042640112			PUBLIC AUTHORITY HAVING JURISDICTION	111 Lisgar St		OTTAWA	ON	K2P 2L7	PART OF ST. LAURENT BLVD BEING ; PT RDAL BTN CONS JG&OF, AS WIDENED, LYING SOUTH OF A LINE EXTENDING ACROSS ST. LAURENT BLVD FROM THE SOUTHERLY BOUNDARY OF THE ROAD ALLOWANCE BETWEEN CONS 1OF & 2OF AND LYING NORTH OF PART 16, SR13226 ; PT LT 3, PL 23, PART 1 & 2, OT76193, EXCEPT PART 13, SR1399; PT LT 3, PL 23, PART 2, CT205127; PT LTS 3 & 4, PL 23, PART 3, CT205127; PT LT 4, PL 23, PART 4 & 5, CT205127; PT LT 4, PL 23, PART 1, N305588; PT LTS 3 & 4, PL 23, AS IN OTS3004 (FIRSTLY); PT BLK F, PL 747, PT BLK B, PL 821, AS IN OT79706; PT BLK F, PL 747, PT BLK B, PL 821, PT COVENTRY ROAD, PL 747, PART 1, SR12639; PT BLK F, PL 747, PART 1, SR14574; PT 17 FOOT WIDENING, PL 747, LYING SOUTH OF A LINE EXTENDING ACROSS FROM THE SOUTHERLY BOUNDARY OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 1 & 2 OF GLOUCESTER; BLK D, PL 821; S/T CT215112 GLOUCESTER	BYLAW - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	OT53004	Ottawa	ON	K1N 5A1
D	042640112			PUBLIC AUTHORITY HAVING JURISDICTION	111 Lisgar St		OTTAWA	ON	K2P 2L7	PART OF ST. LAURENT BLVD BEING ; PT RDAL BTN CONS JG&OF, AS WIDENED, LYING SOUTH OF A LINE EXTENDING ACROSS ST. LAURENT BLVD FROM THE SOUTHERLY BOUNDARY OF THE ROAD ALLOWANCE BETWEEN CONS 1OF & 2OF AND LYING NORTH OF PART 16, SR13226 ; PT LT 3, PL 23, PART 1 & 2, OT76193, EXCEPT PART 13, SR1399; PT LT 3, PL 23, PART 2, CT205127; PT LTS 3 & 4, PL 23, PART 3, CT205127; PT LT 4, PL 23, PART 4 & 5, CT205127; PT LT 4, PL 23, PART 1, N305588; PT LTS 3 & 4, PL 23, AS IN OTS3004 (FIRSTLY); PT BLK F, PL 747, PT BLK B, PL 821, AS IN OT79706; PT BLK F, PL 747, PT BLK B, PL 821, PT COVENTRY ROAD, PL 747, PART 1, SR12639; PT BLK F, PL 747, PART 1, SR14574; PT 17 FOOT WIDENING, PL 747, LYING SOUTH OF A LINE EXTENDING ACROSS FROM THE SOUTHERLY BOUNDARY OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 1 & 2 OF GLOUCESTER; BLK D, PL 821; S/T CT215112 GLOUCESTER	TRANSFER EASEMENT - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	CT215112	Ottawa	ON	K2P 2L7
D	042640112			PUBLIC AUTHORITY HAVING JURISDICTION	111 Lisgar St		OTTAWA	ON	K2P 2L7	PART OF ST. LAURENT BLVD BEING ; PT RDAL BTN CONS JG&OF, AS WIDENED, LYING SOUTH OF A LINE EXTENDING ACROSS ST. LAURENT BLVD FROM THE SOUTHERLY BOUNDARY OF THE ROAD ALLOWANCE BETWEEN CONS 1OF & 2OF AND LYING NORTH OF PART 16, SR13226 ; PT LT 3, PL 23, PART 1 & 2, OT76193, EXCEPT PART 13, SR1399; PT LT 3, PL 23, PART 2, CT205127; PT LTS 3 & 4, PL 23, PART 3, CT205127; PT LT 4, PL 23, PART 4 & 5, CT205127; PT LT 4, PL 23, PART 1, N305588; PT LTS 3 & 4, PL 23, AS IN OTS3004 (FIRSTLY); PT BLK F, PL 747, PT BLK B, PL 821, AS IN OT79706; PT BLK F, PL 747, PT BLK B, PL 821, PT COVENTRY ROAD, PL 747, PART 1, SR12639; PT BLK F, PL 747, PART 1, SR14574; PT 17 FOOT WIDENING, PL 747, LYING SOUTH OF A LINE EXTENDING ACROSS FROM THE SOUTHERLY BOUNDARY OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 1 & 2 OF GLOUCESTER; BLK D, PL 821; S/T CT215112 GLOUCESTER	BYLAW - THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Lisgar St	N643084	Ottawa	ON	K2P 2L7

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D	042640112			PUBLIC AUTHORITY HAVING JURISDICTION	111 Lisgar St		OTTAWA	ON	K2P 2L7	PART OF ST. LAURENT BLVD BEING ; PT RDAL BTN CONS JG&OF, AS WIDENED, LYING SOUTH OF A LINE EXTENDING ACROSS ST. LAURENT BLVD FROM THE SOUTHERLY BOUNDARY OF THE ROAD ALLOWANCE BETWEEN CONS 10F & 20F AND LYING NORTH OF PART 16, SR13226 ; PT LT 3, PL 23, PART 1 & 2, OT76193, EXCEPT PART 13, SR1399 ; PT LT 3, PL 23, PART 2, CT205127 ; PT LTS 3 & 4, PL 23, PART 3, CT205127 ; PT LT 4, PL 23, PART 4 & 5, CT205127 ; PT LT 4, PL 23, PART 1, N305588 ; PT LTS 3 & 4, PL 23, AS IN OTS3004 (FIRSTLY) ; PT BLK F, PL 747, PT BLK B, PL 821, AS IN OT79706 ; PT BLK F, PL 747, PT BLK B, PL 821, PT COVENTRY ROAD, PL 747, PART 1, SR12699 ; PT BLK F, PL 747, PART 1, SR14574 ; PT 17 FOOT WIDENING, PL 747, LYING SOUTH OF A LINE EXTENDING ACROSS FROM THE SOUTHERLY BOUNDARY OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 1 & 2 OF GLOUCESTER ; BLK D, PL 821 ; S/T CT215112 GLOUCESTER	NOTICE - CITY OF OTTAWA	110 Laurier Avenue West	OC167956	OTTAWA	ON	K1P1J1
D	042640112			PUBLIC AUTHORITY HAVING JURISDICTION	111 Lisgar St		OTTAWA	ON	K2P 2L7	PART OF ST. LAURENT BLVD BEING ; PT RDAL BTN CONS JG&OF, AS WIDENED, LYING SOUTH OF A LINE EXTENDING ACROSS ST. LAURENT BLVD FROM THE SOUTHERLY BOUNDARY OF THE ROAD ALLOWANCE BETWEEN CONS 10F & 20F AND LYING NORTH OF PART 16, SR13226 ; PT LT 3, PL 23, PART 1 & 2, OT76193, EXCEPT PART 13, SR1399 ; PT LT 3, PL 23, PART 2, CT205127 ; PT LTS 3 & 4, PL 23, PART 3, CT205127 ; PT LT 4, PL 23, PART 4 & 5, CT205127 ; PT LT 4, PL 23, PART 1, N305588 ; PT LTS 3 & 4, PL 23, AS IN OTS3004 (FIRSTLY) ; PT BLK F, PL 747, PT BLK B, PL 821, AS IN OT79706 ; PT BLK F, PL 747, PT BLK B, PL 821, PT COVENTRY ROAD, PL 747, PART 1, SR12699 ; PT BLK F, PL 747, PART 1, SR14574 ; PT 17 FOOT WIDENING, PL 747, LYING SOUTH OF A LINE EXTENDING ACROSS FROM THE SOUTHERLY BOUNDARY OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 1 & 2 OF GLOUCESTER ; BLK D, PL 821 ; S/T CT215112 GLOUCESTER	NOTICE - OGILVIE REALTY LTD.	1475 Carling Ave.	OC648985 OC648985	Ottawa	ON	K1Z 7L9
D	042640112			PUBLIC AUTHORITY HAVING JURISDICTION	111 Lisgar St		OTTAWA	ON	K2P 2L7	PART OF ST. LAURENT BLVD BEING ; PT RDAL BTN CONS JG&OF, AS WIDENED, LYING SOUTH OF A LINE EXTENDING ACROSS ST. LAURENT BLVD FROM THE SOUTHERLY BOUNDARY OF THE ROAD ALLOWANCE BETWEEN CONS 10F & 20F AND LYING NORTH OF PART 16, SR13226 ; PT LT 3, PL 23, PART 1 & 2, OT76193, EXCEPT PART 13, SR1399 ; PT LT 3, PL 23, PART 2, CT205127 ; PT LTS 3 & 4, PL 23, PART 3, CT205127 ; PT LT 4, PL 23, PART 4 & 5, CT205127 ; PT LT 4, PL 23, PART 1, N305588 ; PT LTS 3 & 4, PL 23, AS IN OTS3004 (FIRSTLY) ; PT BLK F, PL 747, PT BLK B, PL 821, AS IN OT79706 ; PT BLK F, PL 747, PT BLK B, PL 821, PT COVENTRY ROAD, PL 747, PART 1, SR12699 ; PT BLK F, PL 747, PART 1, SR14574 ; PT 17 FOOT WIDENING, PL 747, LYING SOUTH OF A LINE EXTENDING ACROSS FROM THE SOUTHERLY BOUNDARY OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 1 & 2 OF GLOUCESTER ; BLK D, PL 821 ; S/T CT215112 GLOUCESTER	BYLAW - CITY OF OTTAWA	110 Laurier Avenue West	OC1870948	OTTAWA	ON	K1P1J1

Directly/Indirectly Affected (D/I)	PIN	First Name	Last Name	Company Name	Address Line 1	Address Line 2	City	PRV	Postal Code	Property Description	Mortgage, Lien/Lease/Encumbrances	Address Line 1	REG. NUM	City	Province	Postal Code
D	042640119			PUBLIC AUTHORITY HAVING JURISDICTION	110 Laurier AVE W		OTTAWA	ON	K1P1J1	PT LT 21, CON 20F, PART OF PART 1 GL78706 LYING WEST OF GL65536; PT LT 21, CON 20F, AS IN GL65536 LYING BETWEEN PARTS 1 & 2 GL78706; PT LT 21, CON 20F, PART OF PART 1, SR12818 LYING EAST OF PART 2, GL78706; PT LT 21, CON 20F, PART 2, GL78706; PT LT 22, CON 20F, PART 3, GL78706; PT LT 22, CON 20F, PART 4, GL78819; PT LTS 22, 23, 24, 25 & 26, CON 20F, PT LTS 16, 17, 18, 20 & 22, PL 23, AS IN GL54053; PT LT 25, CON 20F, PART 4, CT170051; PT LT 25, CON 20F, PART 1, SR4209; PT LT 26, CON 20F, PART 5, CT170051, AND AS IN GL59211 EXCEPT PARTS 1 & 2, 4R11228; LTS 5, 6 & 7, PL 23; LTS 8 & 9, PL 23, EXCEPT PARTS 36, 37, 38, 39, 51, 54 & 55, SR9383; LT 11, PL 23, EXCEPT PART 23, SR9383; LTS 12 & 13, PL 23; PT LT 4, PL 23, PT FONTAINE STREET, PL 23, AS IN OT43698; PT LT 26, PL 63, PT PARISIEN STREET, PL 23, PART 58, SR9383; PT JOSEPH CYR STREET, PL 23, PART 14, SR9383, AND AS IN GL61487, FORMERLY JOSEPH STREET; PT MICHAEL STREET, PL 23, AS GL61487; PT RDAL BTN CONS JG&OF, LYING WITHIN PART 2, SR5421; PT LT 16, PL 23, AS IN GL63556; PT LTS 17 & 18, PL 23, AS IN GL55501, EXCEPT PARTS 1, 4, 5, 6, 7, 15, 16, 17, 21, 22, 23, 24, 26 & 28, SR9383; ALL SHOWN BEING PART OF THE QUEENSWAY (ALSO KNOWN AS THE KING'S HIGHWAY, HIGHWAY 17E); OTTAWA AND GLOUCESTER	NOTICE - MINISTRY OF TRANSPORTATION AND COMMUNICATIONS	Tower 3; 347 Preston St, 4th Flr	NS180672	OTTAWA	ON	K1S 3J4
D	042560284			THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	111 Usagar St		OTTAWA	ON	K2P 2L7	PT LT 11, CON JG, PART 1, 2 & 3, SR9226; PT LT 11, CON JG, PT BLKS K & M, PL 84, PT CATHERINE STREET, PL 84, PART 4, SR9226, CLOSED BY BYLAW OT45384; OTTAWA/GLOUCESTER						
D	042540083			PUBLIC AUTHORITY HAVING JURISDICTION	110 Laurier AVE W		OTTAWA	ON	K1P1J1	PT THE KING'S HWY 417, (AKA OTTAWA QUEENSWAY), LYING E OF THE W LIMIT OF BELFAST RD AND W OF THE RD ALLCE BTN JUNCTION GORE & OTTAWA FRONT, BEING; PT RDAL BTN LTS 10&11, CON JG, PART 4, SR5421; PT LT 10, CON JG, PT BELFAST RD, PL 747; PT RDAL BTN LTS 10&11, CON JG, PT LT 11, CON JG, BEING PART OF PART 2, SR5421 LYING E OF W LIMIT OF BELFAST RD AND W OF RDAL BTN JUNCTION GORE & OTTAWA FRONT; PT LTS 10 & 11, CON JG; PT RDAL BTN LTS 10&11, CON JG, PART 2, DESIGNATION PLAN N495910; OTTAWA/GLOUCESTER	BYLAW - THE CORPORATION OF THE CITY OF OTTAWA	111 Sussex Drive	OT43698 OT45751	Ottawa	ON	K1N 5A1
D	042540083			PUBLIC AUTHORITY HAVING JURISDICTION	110 Laurier AVE W		OTTAWA	ON	K1P1J1	PT THE KING'S HWY 417, (AKA OTTAWA QUEENSWAY), LYING E OF THE W LIMIT OF BELFAST RD AND W OF THE RD ALLCE BTN JUNCTION GORE & OTTAWA FRONT, BEING; PT RDAL BTN LTS 10&11, CON JG, PART 4, SR5421; PT LT 10, CON JG, PT BELFAST RD, PL 747; PT RDAL BTN LTS 10&11, CON JG, PT LT 11, CON JG, BEING PART OF PART 2, SR5421 LYING E OF W LIMIT OF BELFAST RD AND W OF RDAL BTN JUNCTION GORE & OTTAWA FRONT; PT LTS 10 & 11, CON JG; PT RDAL BTN LTS 10&11, CON JG, PART 2, DESIGNATION PLAN N495910; OTTAWA/GLOUCESTER	NOTICE - MINISTRY OF TRANSPORTATION AND COMMUNICATIONS	Tower 3; 347 Preston St, 4th Flr	NS180672	OTTAWA	ON	K1S 3J4

INDIGENOUS¹ CONSULTATION

1. Enbridge Gas is committed to creating processes that support meaningful engagement with potentially affected Indigenous groups (First Nations and Métis). 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.

2. This Exhibit is organized as follows:
 - A. Ontario Ministry of Energy, Northern Development and Mines (MENDM) Correspondence
 - B. Ministry of Energy Correspondence
 - C. Indigenous Engagement Program Objectives
 - D. Overview of Indigenous Engagement Program Activities
 - E. Ongoing Indigenous Engagement Activities

- A. Ministry of Energy, Northern Development and Mines Correspondence
3. Enbridge Gas provided the MENDM with a project description for the St. Laurent Ottawa North Replacement Pipeline Project² on December 3, 2019, and received a letter (Delegation Letter) from the MENDM indicating that the MENDM had delegated the procedural aspects of consultation to Enbridge Gas for the St. Laurent Ottawa North Replacement Pipeline Project on January 30, 2020. The Delegation Letter identified two Indigenous communities to be consulted with.

¹ Enbridge Gas has used the terms “Aboriginal” and “Indigenous” interchangeably in its application. “Indigenous” has the meaning assigned by the definition “aboriginal peoples of Canada” in subsection 35(2) of the *Constitution Act, 1982*.

² EB-2020-0293.

4. On November 18, 2020, Enbridge Gas provided a notice of project change for the St. Laurent Ottawa North Replacement Pipeline Project reflecting refinements made to the preferred route since the letter dated December 3, 2019. MENDM responded to Enbridge Gas on November 23, 2020, confirming there were no changes to the communities identified for consultation in the Delegation Letter.
5. The Indigenous Consultation Report (ICR) was initially provided to the MENDM on March 2, 2021. On April 13, 2021, the MENDM notified Enbridge Gas that its review of Enbridge Gas's ICR was complete and that the MENDM is of the opinion that the procedural aspects of consultation undertaken by Enbridge Gas to date are satisfactory. An updated ICR was submitted on September 10, 2021, as a part of Enbridge Gas's evidence update.
6. The correspondence with the MENDM described above for the St. Laurent Ottawa North Replacement Pipeline Project is set out in Attachment 1.

B. Ministry of Energy Correspondence

7. Pursuant to the Ontario Energy Board's (OEB) *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Projects and Facilities in Ontario* Guidelines (Guidelines), Enbridge Gas provided the Ontario Ministry of Energy (ENERGY) with a description of the St. Laurent Pipeline Replacement Project (the Project) to determine if there are any duty to consult requirements and, if so, if ENERGY would delegate the procedural aspects of the duty consult to Enbridge Gas. This correspondence, dated November 7, 2023, is set out in Attachment 2.
8. Enbridge Gas received a letter from ENERGY on December 21, 2023, indicating that consistent with the Ministry of Energy's previous delegation letter issued January 30,

2020, the consultation list will continue to include Algonquins of Ontario and Mohawks of Akwesasne. However, with respect to consultation with the Algonquins of Ontario, that the Algonquins of Pikwakanagan First Nation is one of the communities that comprises the Algonquins of Ontario and should be notified separately for consultation and engagement purposes. A copy of the letter is provided in Attachment 3.

9. The ICR was provided to ENERGY on the date of the filing of this Application. ENERGY will review Enbridge Gas's consultation with Indigenous groups potentially affected by the Project and provide its decision as to whether Enbridge Gas's consultation has been sufficient. Upon receipt of ENERGY's decision regarding the sufficiency of Indigenous consultation on the Project, Enbridge Gas will file it with the OEB. The sufficiency letter provided by ENERGY will be included as Attachment 4.

C. Indigenous Engagement Program Objectives

10. The design of the Indigenous engagement program was based on adherence to the "Indigenous Consultation" section of the OEB's Guidelines and Enbridge Inc.'s company-wide Indigenous Peoples Policy (Policy), set out in Attachment 5. The Policy lays out key principles for establishing relationships with Indigenous groups, which include:

- Recognizing the importance of the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) in the context of existing Canadian law.
- Recognizing the legal and constitutional rights possessed by Indigenous Peoples in Canada and the importance of the relationship between Indigenous Peoples and their traditional lands and resources.
- Engaging early to achieve meaningful relationships with Indigenous groups by providing timely exchanges of information, understanding, and

addressing Indigenous project-specific concerns, and ensuring ongoing dialogue regarding its projects, their potential impacts and benefits.

- Aligning Enbridge's interests with those of Indigenous communities through meaningful, direct Indigenous economic activity in projects corresponding to community capacity and project needs, where possible.

11. The Indigenous engagement program for the Project recognizes the rights of Indigenous groups and assists Enbridge Gas in engaging in meaningful dialogue with potentially affected Indigenous groups to address any Project-related concerns and interests. It also assists Enbridge Gas in meeting the procedural aspects of consultation that may be required by the Crown and the OEB's Guidelines.

D. Overview of Indigenous Engagement Program Activities

12. Enbridge Gas conducts its Indigenous engagement generally through phone calls, in-person meetings, Project mail-outs, open houses, and email communications. During these engagement activities, Enbridge Gas representatives provides an overview of the Project, responds to questions and concerns, and addresses any interests or concerns expressed by Indigenous communities to appropriately mitigate any Project-related impacts. In order to accurately document Indigenous engagement activities and ensure follow-up, applicable supporting documents are tracked using a database. In addition, capacity funding is offered to assist Indigenous communities to meaningfully participate in engagement activities.

E. Ongoing Indigenous Engagement Activities

13. Enbridge Gas will continue to actively engage all identified Indigenous groups in meaningful ongoing dialogue concerning the Project and endeavor to meet with each Indigenous group, provided they are willing, for the purpose of exchanging information regarding the Project and to respond to inquiries in a timely manner.

Enbridge Gas will hear and address concerns as is feasible and seek information on the exercise of, and potential impacts to, Aboriginal or treaty rights, traditional use in the Project area and how any potential Project-related impacts can be mitigated. Enbridge Gas also engages as appropriate with ENERGY to ensure they are kept apprised of rights assertions by communities.

14. Attachment 6 contains a summary of Enbridge Gas's Indigenous engagement activities for the Project. Attachment 7 contains the ICR and associated attachments for the Project.

15. The information presented in Attachments 6 and 7 reflects Enbridge Gas's Indigenous engagement activities for the Project up to and including April 8, 2024; however, Enbridge Gas will continue to engage throughout the life of the Project to ensure any impacts on Aboriginal or treaty rights are addressed, as appropriate.



Joel Denomy
Technical Manager
Regulatory Applications

tel 416-495-5676
EGIRegulatoryProceedings@enbridge.com

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

December 3, 2019

VIA EMAIL – dan.delaquis@ontario.ca

Ministry of Energy, Northern Development and Mines
Dan Delaquis
Manager (Acting), Indigenous Energy Policy
Unit 77 Grenville St.
6th Floor
Toronto, ON
M7A 1B3

Dear Mr. Delaquis:

Re: St. Laurent Pipeline Project (Project)

The *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition 2016* (Guidelines) issued by the Ontario Energy Board (Board) indicate that a project applicant shall provide the Ministry of Energy, Northern Development and Mines (Ministry) with a description of a project, in the planning process, such that the Ministry can determine if there are any Duty to Consult requirements for the project.

The purpose of this letter is to inform the Ministry that Enbridge Gas Inc. (Enbridge Gas) has identified the need to construct a new pipeline in Ottawa, Ontario. This new pipeline will replace an existing pipeline. Replacement of the existing pipeline is required in order to ensure the continued safe and reliable delivery of natural gas to Enbridge Gas' current and future customers. The Project will require Enbridge Gas to file a leave to construct application with the Board. Enbridge Gas is therefore contacting the Ministry to determine whether the Project triggers the Duty to Consult.

Attachment 1 contains a description of the Project's characteristics and its location for the Ministry's review and to assist it with its determination as to whether it will delegate the procedural aspects of the Duty to Consult to Enbridge Gas. While work on the Project is still in its early stages, Enbridge Gas would be pleased to discuss the Project with you should you have any questions.

Regards,

Joel Denomy, M.A. CFA
Technical Manager, Regulatory Applications
Enbridge Gas Inc.
416-495-5676

December 3, 2019
Page 2

Attachment 1: St. Laurent Pipeline Project Description

1.0 Project Summary

Enbridge Gas Inc. (Enbridge Gas) has determined that approximately 13 km of steel gas distribution main (Project) in the City of Ottawa needs to be replaced. Periodically, Enbridge Gas must replace certain sections of its gas distribution system for a variety of reasons, including but not limited to the age and/or condition of a pipeline. The Project will be completed in multiple phases over multiple years. The Project is required due to the condition of the existing pipeline. The existing pipeline serves over 165,000 customers in Ottawa, Ontario and Gatineau, Quebec. Table 1 outlines the various phases and timing of the Project.

Table 1 - List of Project Phases

Project Name	Project Start	In-Service Date	Pipeline Installed	Customers Transferred	Pipeline Abandonment	Year Abandoned
Lower Section 1	May 2020	Dec 31/20	1.9 km – 4” PE	189	1.9 km – 4” ST XHP 148.8 m – 12” ST XHP	2020
Lower Section 2	May 2021	Dec 31/21	1.1 km – 4” PE	44	565 m – 4” ST XHP 371 m – 12” ST XHP	2021
Coventry/Ogilvie 1	May 2021	Dec 31/21	1.5 km – 6” PE	14	1.5 km – 6” ST XHP	2021
St. Laurent (Donald to Hwy 417)	May 2021	Dec 31/21	400 m – 6” PE 261 m – 2” PE	50	661 m – 12” ST XHP	2022
St. Laurent (Montreal to Rockcliffe)	May 2021	Dec 31/21	3.9 km – 6” PE	135	3.9 km – 12” ST XHP	2022
Coventry/Ogilvie 2	April 2022	Dec 31/22	3.5 km – 12” ST	1	1.1 km 12” ST XHP	2022
Aviation Parkway	April 2022	Dec 31/22	8.0 km – 12” ST		3.7 km – 12” ST XHP	2022

Figure 1 shows the proposed facilities for the Project. For ease of reference, this map also shows (in each box) the new facilities that will be constructed and the facilities that will be abandoned (including the timing of installation of the new facilities and the timing of abandonment of the existing facilities) as shown in Table 1. The Project will allow Enbridge Gas to transfer customers off of the extra high pressure (XHP) system to the intermediate pressure system (IP). The new facilities will allow Enbridge Gas to abandon the existing NPS 12 XHP pipeline once the new NPS 12 XHP pipeline is in service in 2022.

Where possible, the Project will be located within existing road allowances. Other corridors may also be used if needed. Temporary working space and laydown areas may also be required adjacent to these areas to facilitate the movement and storage of equipment necessary for construction. Enbridge Gas will work with regulators and landowners to identify and secure appropriate working space as required.

Work for preparation of the Environmental Report (ER) for the Project has been initiated. The ER will examine the preferred route from an environmental and social-economic perspective. Engineering design is expected to be finalized during the permitting stage of the Project.

The description of each of the Project phases and proposed routing can be found in Table 2.

Table 2 – Pipeline Route for Each Phase

Phase		Proposed Pipeline Route Description
3	Lower Section 1	This phase is comprised of approximately 1.9 km of nominal pipe size (NPS) 4 polyethylene (PE) pipeline. The proposed pipeline route will originate at the intersection of Barrymore Lane and Lancaster Road. From there it will continue north along Lancaster Road to Gladwin Crescent. From there it will continue north along Gladwin Crescent to a termination point at the end of Gladwin Crescent. A lateral will also be installed beginning at the intersection of Gladwin Crescent and Bourassa Street. From there the lateral will travel west along Bourassa Street to St. Laurent Boulevard where it will tie-in to Lower Section 2.
3	Lower Section 2	This phase is comprised of approximately 1.1 km of NPS 4 PE pipeline. The proposed pipeline route will originate at the intersection of St. Laurent Boulevard and Bourassa Street. From there it will continue north along St. Laurent Boulevard to the intersection of St. Laurent Boulevard and Industrial Avenue. From there it will continue north along Industrial Avenue to the intersection of Industrial Avenue and Russell Road where it will tie-in to an existing pipeline just west of Russell Road.
3	Coventry/Ogilvie 1	This phase is comprised of approximately 1.5 km of NPS 6 PE pipeline. The proposed pipeline route will originate at the intersection of Belfast Road and Coventry Road. From there it will travel east along Coventry Road to the intersection of Coventry Road and St. Laurent Boulevard. From there it will travel east along Ogilvie Road where it will tie-in to an existing pipeline on Ogilvie Road just west of Cummings Avenue.
3	St. Laurent (Donald to Hwy 417)	This phase is comprised of approximately 400 m of NPS 6 PE pipeline and 260 m of NPS 2 PE pipeline. The proposed pipeline route for the NPS 6 pipeline will originate at the intersection of St. Laurent Boulevard and Donald Street. From there it will travel south to the intersection of Coventry Road and St. Laurent Boulevard. The proposed pipeline route for the NPS 2 pipeline will originate at the intersection of Coventry Road and St. Laurent Boulevard where it will tie-in to the proposed NPS 6 pipeline. From there it will travel south along St. Laurent Boulevard and terminate just north of Highway 417.
3	St. Laurent (Montreal to Rockcliffe)	This phase is comprised of approximately 3.9 km of NPS 6 PE pipeline. The proposed pipeline route will originate at the intersection of St. Laurent Boulevard and Montreal Road where it will tie-in to an existing pipeline. From there it will continue north along St. Laurent Boulevard to the intersection of St. Laurent Boulevard and Sandridge Road. From there it will travel west along Sandridge Road to

December 3, 2019

Page 4

		Hillsdale Road where it will tie-in to an existing pipeline near the intersection of Sandridge Road and Hillsdale Road. The pipeline will also be comprised of a lateral which will commence at the intersection of St. Laurent Boulevard and Finter Steet. The lateral will travel west along Finter Street where it will terminate. Tie-ins to existing pipelines will also occur along the proposed route at the intersection of St. Laurent Boulevard and Jeffrey Avenue and at the intersection of Sandridge Road and Birch Avenue.
4	Coventry/Ogilvie 2	This phase is comprised of approximately 3.5 km of NPS 12 steel (ST) pipeline. The proposed pipeline route will originate at the intersection Cummings Avenue and Ogilvie Road. From there it will travel west along Ogilvie Road and Coventry Road to the intersection of Coventry Road and Vanier Parkway. From there it will travel south on Vanier Parkway to the intersection of Vanier Parkway and Highway 417. From there it will travel west along Highway 417 to the east bank of the Rideau River where it will tin-in to an existing pipeline.
4	Aviation Parkway	This phase of comprised of approximately 8.0 km of NPS 12 ST pipeline. The proposed pipeline route will tie-in to an existing pipeline on St. Laurent Boulevard at the intersection of St. Laurent Boulevard and Shore Street. From there it will continue east along Shore Street to the intersection of Shore Street and Lagan Way. From there it will travel south along Lagan Way to the intersection of Lagan Way and Belfast Road. From there it will travel east along Belfast Road to the intersection of Belfast Road and Michael Street. From there it will travel north along Michael Street to the intersection of Michael Street of Labelle Street. From there it will travel east along Labelle Street and Cummings Avenue to the intersection of Cummings Avenue and Ogilvie Road. From there it will travel east along Ogilvie Road to the intersection of Ogilvie Road and Aviation Parkway. From there it will travel north on Aviation Parkway to the intersection of Aviation Parkway and Rockcliffe Parkway. From there it will travel west along Rockcliffe Parkway where it will tie-in to an existing station near the intersection of Rockcliffe and Hillsdale Road. The pipeline will also be comprised of a lateral which will commence at the intersection of Aviation Parkway and Hemlock Road. From there the lateral will travel west along Hemlock Road to St. Laurent Boulevard where it will tie-in to a new station. Another lateral will be constructed which will commence at the intersection of Rockcliffe Parkway and Birch Avenue. From there the lateral will travel south along Birch Avenue and will tie-in to an existing station on Birch Avenue. A tie-in to the proposed facilities for Phase 4 Coventry/Ogilvie 2 will occur at the intersection of Cummings Avenue and Ogilvie Road.

December 3, 2019

Page 5

Alternative routes for Phase 4 Coventry/Ogilvie 2 and Phase 4 Aviation Parkway are also being considered as part of the ER. These alternate routes are in the same general area as the proposed routes for the aforementioned phases of the Project.

2.0 Authorizations and Recommendations Required

As ER for the Project will be prepared using the Ontario Energy Board's (Board) *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines in Ontario, 7th Edition 2016* (Guideline). The ER will identify the potential authorizations required. Enbridge Gas' preliminary work on the Project has identified the following potential authorizations:

Federal approvals:

- Canadian Environmental Assessment Agency
- Environment Canada
- Transport Canada
- Indigenous and Northern Affairs Canada
- National Capital Commission

Provincial approvals:

- Ontario Energy Board
- Rideau Valley Conservation Authority
- Infrastructure Ontario
- Ontario Ministry of Transportation
- Ontario Ministry of Heritage, Sport, Tourism and Culture Industries
- Ontario Ministry of Natural Resources and Forestry
- Ontario Ministry of Environment and Climate Change
- Ontario Ministry of Indigenous Affairs

Municipal approvals:

- Ottawa Parks
- City of Ottawa

Other authorizations, notifications, permits and/or approvals may be required in addition to those identified above.

3.0 Project Activities

Planning activities for the Project commenced in late 2016 and will continue into 2022 to prepare for construction for each of the sections as shown in Table 1. Pursuant to the Guidelines an ER will be prepared and geotechnical and archaeological studies will be completed. Upon receiving leave to construct from the Board, Enbridge Gas will commence the design and procurement phase. The design process involves the selection of a specific running line location, appropriate materials, the selection of valves/fittings and location(s) for trenchless drilling activities. Information obtained from the geotechnical analysis, subsurface utility engineering and soil sampling is typically used to inform pipeline design.

December 3, 2019

Page 6

Engineered drawings will be produced with the final design and issued to local municipalities and other regulators for approval. Once all approvals are obtained final engineered drawings will be prepared for construction.

The pipelines and associated facilities may be installed via open-trench and/or trenchless technologies. Normal depth of ground cover over the pipeline will be 0.9m; however, it may be installed deeper to provide additional protection in areas where it crosses underneath existing infrastructure and other sensitive environmental and/or socio-economic features. The existing that will be decommissioned will be abandoned in accordance with Enbridge Gas' Construction and Maintenance Manual.

4.0 Potential Environmental Effects and Mitigation Measures

The area in which the Project is to be constructed is highly urbanized and has undergone extensive development. It is expected that the majority of adverse environmental and/or socio-economic effects will be construction related. These effects are expected to be temporary and transitory. The Project will also be underground once construction is complete, further limiting the potential for any long-term effects.

Mitigation measures recommended in the ER will be followed in conjunction with Enbridge Gas' Construction and Maintenance Manual. In addition, Enbridge Gas will use professional judgement, past experience, industry best practices and any additional feedback received through the consultation process when constructing the Project.

5.0 Project Benefits

The Project will allow Enbridge Gas to abandon and replace the existing pipeline and to continue to provide access to safe, reliable and economic natural gas to Enbridge Gas' current and future customers in the Ottawa area and Quebec.

6.0 Contact Information

Regulatory Affairs:

Joel Denomy

joel.denomy@enbridge.com

416-495-5676

Indigenous Affairs:

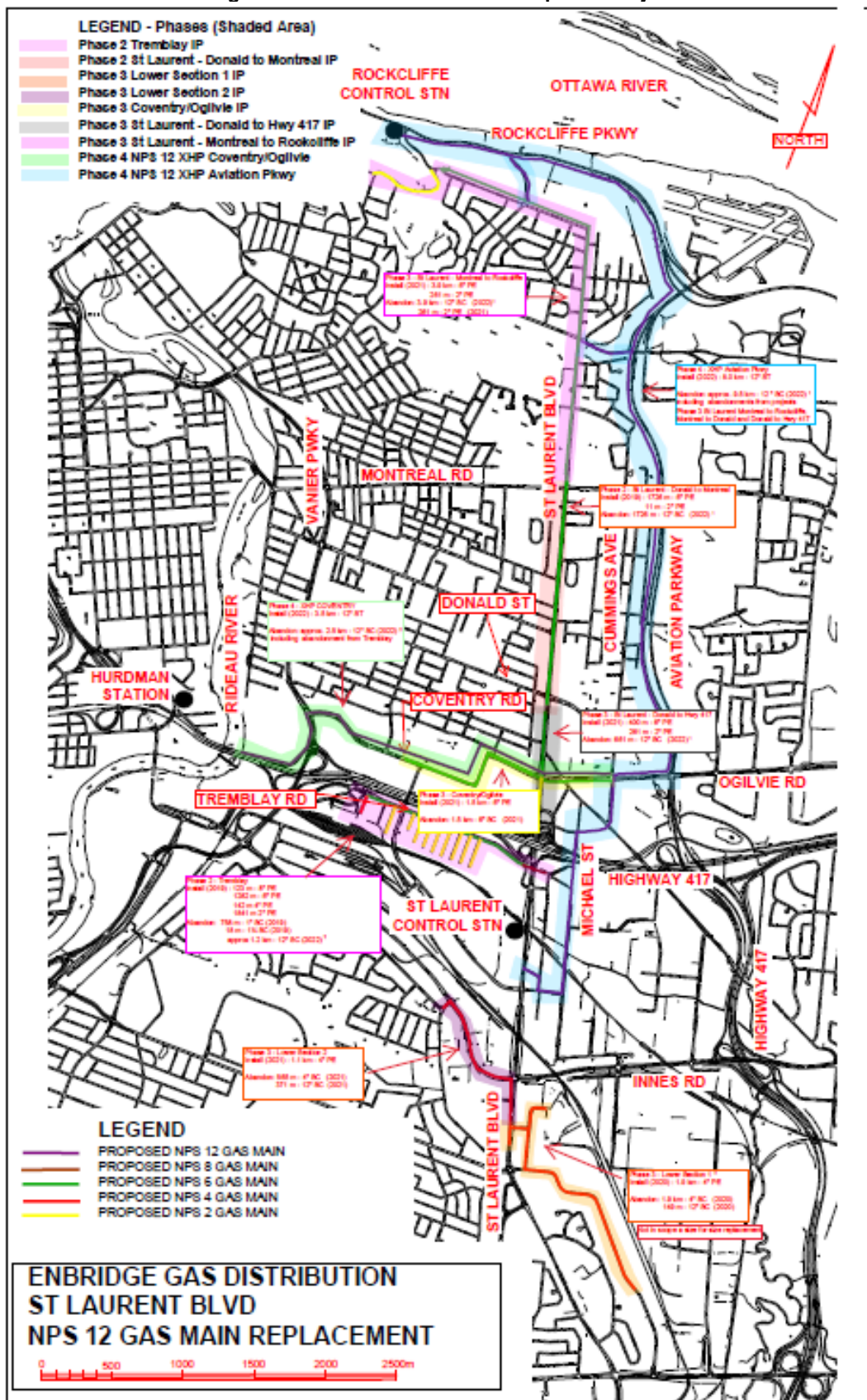
Sonia Fazari

sonia.fazari@enbridge.com

416-753-6962

December 3, 2019
Page 7

Figure 1 - Location of St. Laurent Pipeline Project



Ministry of Energy, Northern
Development and Mines

Ministère de l'Énergie, du
Développement du Nord et des
Mines



77 Grenville Street
6th Floor
Toronto ON M7A 2C1

77, rue Grenville
6^e étage
Toronto ON M7A 2C1

January 30, 2020

VIA EMAIL

Joel Denomy
Technical Manager, Regulatory Applications
Enbridge Gas Inc.
500 Consumers Road
North York, Ontario M2J 1P8

Re: St. Laurent Pipeline Project

Dear Mr. Denomy:

Thank you for your email dated December 3, 2019 notifying the Ministry of Energy, Northern Development and Mines (ENDM) of Enbridge Gas Inc.'s (Enbridge) intention to apply for Leave to Construct for the St. Laurent Pipeline Project (the Project).

I understand that Enbridge is planning to replace approximately 13 km of steel gas distribution main in the City of Ottawa. The new pipeline sections will vary in size from 4" polyethylene pipes to 12" steel pipes. Enbridge Gas must replace certain sections of its gas distribution system for a variety of reasons, including but not limited to the age and/or condition of the existing pipeline. The Project will be completed in seven phases over multiple years.

On behalf of the Government of Ontario (the Crown), ENDM 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 communities in the area. In doing so, ENDM has determined that the Project may have the potential to affect First Nation communities who hold or claim Aboriginal or treaty rights protected under Section 35 of Canada's Constitution Act 1982.

The Crown has a constitutional duty to consult and, where appropriate, accommodate Aboriginal communities when the Crown contemplates conduct that might adversely impact established or asserted Aboriginal or Treaty rights. These consultation obligations are in addition to public and Aboriginal consultations 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 proponents is routine practice.

I am writing to advise you that on behalf of the Crown – including all provincial ministries – that ENDM is delegating the procedural aspects of consultation in respect of the Project to Enbridge through this letter. ENDM expects that Enbridge will undertake the procedural aspects of consultation with respect to any regulated requirements for the proposed Project. The Crown 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 Aboriginal communities 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. This list is provided on behalf of the Crown, including ENDM, the Ministry of the Environment, Conservation and Parks, Ministry of Heritage, Sport, Tourism and Culture, the Ministry of Government and Consumer Services, and the Ministry of Transportation.

Community	Mailing Address
Algonquins of Ontario	31 Riverside Drive, Suite 101 Pembroke, ON K8A 8R6
Mohawks of Akwesasne	P.O. Box 579 Cornwall, ON K6H 5T3

This rights-based consultation list is based on information that is subject to change. Aboriginal communities may make new rights assertions at any time, and other developments can occur that may require additional Aboriginal communities to be notified and/or consulted. If you become aware of potential rights impacts on communities that are not listed above at any stage of project design, consultation, approval, construction and operation, please bring this to the attention of ENDM with any supporting information regarding the claim. ENDM will then assess whether it is necessary to include the community on the rights-based consultation list above.

ENDM is assuming a coordinating role within government in relation to rights-based Aboriginal consultation on the Project. If you have any questions or concerns please contact: Jason McCullough, Senior Advisor, Indigenous Energy Policy, Ministry of Energy, Northern Development and Mines at Jason.McCullough@ontario.ca or 416-526-2963.

Acknowledgement

ENDM requests that you, as the Proponent, acknowledge this Crown delegation by letter, including express acceptance by you, the Proponent, of the within delegated procedural consultation responsibilities.

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 Jason McCullough (see above).

Sincerely,

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke, positioned above the typed name.

Dan Delaquis
A/Manager
Indigenous Energy Policy

APPENDIX: PROCEDURAL CONSULTATION

Roles and Responsibilities Delegated to the Proponent

On behalf of the Crown, please be advised that your responsibilities as Proponent for this Project include:

- providing notice and information about the Project to Aboriginal 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 Aboriginal 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 Aboriginal 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 Aboriginal 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 them to participate effectively in the consultation process;
 - considering and responding to comments and concerns raised by Aboriginal 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 Aboriginal 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 Aboriginal 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 Aboriginal 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 Aboriginal community during the course of consultation, 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 during the consultation process. It is recommended that you contact the Crown if you are unsure about how to deal with a concern raised by an Aboriginal 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 Aboriginal 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 and other regulatory approvals.

If you reach a business arrangement with an Aboriginal 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 arrangement that may relate to or affect the Crown's 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 Aboriginal 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 Aboriginal 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 Aboriginal communities was sufficient; and

- determining in the course of Project approvals whether accommodation of Aboriginal communities, if required, is appropriate and sufficient.

Consultation Record

It is important to ensure that all consultation activities undertaken with Aboriginal 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 Aboriginal communities that were contacted;
- evidence that notices and Project information were distributed to, and received by, the Aboriginal 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 Aboriginal 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 Aboriginal 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 Aboriginal 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 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 Aboriginal 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 Aboriginal communities consulted with and their permission should be obtained. It is considered a best practice to share the record with the Aboriginal community prior to finalizing it to ensure it is a robust and accurate record of the consultation process.



Joel Denomy
Technical Manager,
Regulatory Applications
Regulatory Affairs

tel 416-495-5676
joel.denomy@enbridge.com

Enbridge Gas Distribution
500 Consumers Road
North York, Ontario M2J 1P8
Canada

March 3, 2020

VIA EMAIL – dan.delaquis@ontario.ca

Ministry of Energy, Northern Development and Mines
Dan Delaquis
Manager (Acting), Indigenous Energy Policy
Unit 77 Grenville St.
6th Floor
Toronto, ON
M7A 1B3

Dear Mr. Delaquis:

Re: St. Laurent Pipeline Project

On January 30, 2020, the Ministry of Energy, Northern Development and Mines (MENDM) issued a letter to Enbridge Gas Inc. (Enbridge Gas) regarding the St. Laurent Pipeline Project (Project). In the letter, the MENDM indicates that on behalf of the Government of Ontario (the Crown) it is expressly delegating the procedural aspects of consultation in relation to the Project to the Proponent, Enbridge Gas, and requests that Enbridge Gas acknowledge this Crown delegation.

Further to the MENDM's request, Enbridge Gas acknowledges the Crown delegation set out in the MENDM's letter of January 30, 2020.

Sincerely,

A handwritten signature in black ink, appearing to read 'Joel Denomy', written over a horizontal line.

Joel Denomy

From: Joel Denomy

Sent: Thursday, November 19, 2020 8:08 AM

To: Delaquis, Dan (ENDM) <Dan.Delaquis@ontario.ca>; McCullough, Jason (ENDM) <Jason.McCullough@ontario.ca> <Jason.McCullough@ontario.ca>; McCabe, Shannon (ENERGY) <Shannon.McCabe@ontario.ca>

Subject: St. Laurent Pipeline Project

Hi all,

By now you would have received the attached notice of project change. This notice identifies a significant routing change for the St. Laurent Pipeline Project (Project). I'm writing you to inquire as to whether this change to the Project impacts the Ministry of Energy, Northern Development and Mines (MENDM) delegation of the duty to consult for the Project. For example, does this routing change impact the Indigenous groups the MENDM has directed Enbridge Gas to consult with?

I am available to discuss is need be.

Regards,

Joel Denomy, M.A. CFA

Technical Manager, Regulatory Applications

Regulatory Affairs

—

ENBRIDGE GAS INC.

TEL: 416-495-5676 | CELL: 647-231-4745 | joel.denomy@enbridge.com

500 Consumers Road, North York, ON M2J 1P8

enbridge.com

Integrity. Safety. Respect.



November 18, 2020

Via Electronic Mail Only

UPDATED Notice of Project Change for the Enbridge Gas Inc. St. Laurent Ottawa North Replacement Pipeline Project in the City of Ottawa, Ontario

Enbridge Gas Inc. (Enbridge Gas) retained Dillon Consulting Limited (Dillon) to undertake a route selection and environmental and socio-economic impact study and report (Environmental Report) for the proposed St. Laurent Ottawa North Replacement Pipeline Project (the Project). The Environmental Report was completed in late June 2020 according to the Ontario Energy Board (OEB) Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition (2016).

On July 21, 2020, the Environmental Report (June 2020) was posted to the Enbridge Gas project website and was submitted to the Ontario Pipeline Coordinating Committee (OPCC) for review. The 42-day OPCC review period ended on September 1, 2020.

On October 19 and 20, 2020, Enbridge Gas distributed a Notice of Project Change to the Project contact list for a new preferred route for Phase 4 of the pipeline, which was a hybrid of the existing preferred route and one of the alternative routes identified in the Environmental Report (June 2020).

Over the past month, through continued consultation with key stakeholders, Enbridge Gas has revised the new preferred route described in the October Notice of Project Change to follow one of the alternative routes identified in the Environmental Report (June 2020). Note, there are no proposed changes to Phase 3 of the Project. Enbridge Gas has not yet filed a Leave-to-Construct (LTC) application with the OEB.

Dillon has prepared an Environmental Report Amendment in consideration of Enbridge Gas' proposed changes to the preferred route in Phase 4 of the Project. The new preferred route follows one of the alternative routes presented in the Environmental Report (June 2020) and is shown on the attached figure. Phase 3 is not depicted, since there are no changes to Phase 3 routing as presented in the Environmental Report (June 2020).

The objective of the Environmental Report Amendment is to determine if there are any potential environmental or socio-economic impacts as a result of the change in the preferred route that were not captured in the assessment already completed in the Environmental Report (June 2020).



177 Colonnade Road
Suite 101
Ottawa, Ontario
Canada
K2E 7J4
Telephone
613.745.2213
Fax
613.745.3491

Page 2
November 18, 2020



The Environmental Report (June 2020) and the Environmental Report Amendment are available for review on the Enbridge Gas Project website at <https://www.enbridgegas.com/about-us>. Click on the "Projects" tab and select "St. Laurent Ottawa North Pipeline Project".

Following a review period, the Environmental Report (June 2020) and Environmental Report Amendment will be submitted as part of the LTC application to the OEB. The OEB's review and approval is required before the Project can proceed. If approved, construction of Phase 3 of the Project is anticipated to begin in 2021 and construction of Phase 4 of the Project is anticipated to begin in 2022.

Stakeholder engagement and Indigenous consultation continue to be key components of the Project. We are interested in hearing from you regarding issues/concerns that you may have in relation to the proposed changes to this Project. Please provide feedback to the Project email at StLaurentNorthEA@dillon.ca or by contacting one of the individuals listed below by December 17, 2020.

Tanya Turk
Environmental Advisor
Enbridge Gas Inc.
101 Honda Boulevard,
Markham, ON L6C 0M6
(416) 495-3103
Tanya.Turk@enbridge.com

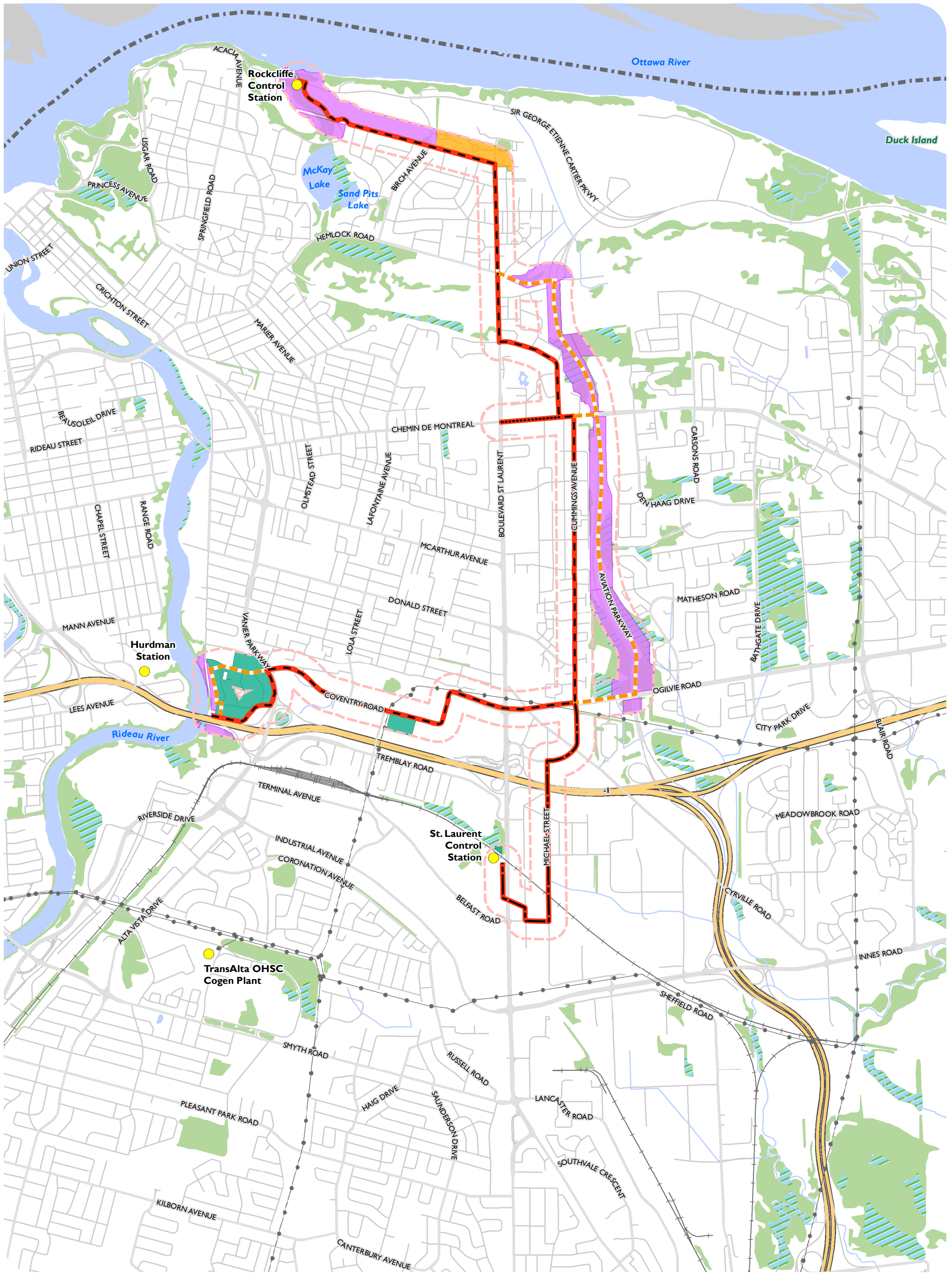
Tristan Lefler
Environmental Assessment Project Manager
Dillon Consulting Limited
51 Breithaupt Street, Suite 200
Kitchener, ON N2H 5G5
(519) 588-1930
StLaurentNorthEA@dillon.ca

Sincerely,

DILLON CONSULTING LIMITED

Tristan Lefler, M.Sc.

Attachment: Figure 1: New Phase 4 Preferred Route



ENBRIDGE GAS INC.
ST. LAURENT OTTAWA NORTH
REPLACEMENT PIPELINE PROJECT

**NEW PHASE 4
PREFERRED ROUTE**
FIGURE I



- Existing Station
- Alternative Route
- Phase 4 Preferred Route

- Gas Line Types**
- NPS 6 XHP Gas Main
 - NPS 12 XHP Gas Main
 - NPS 16 XHP Gas Main

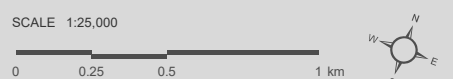
- Federal Land Ownership (DFRP)**
- National Capital Commission
 - Public Services and Procurement Canada
 - Royal Canadian Mounted Police

- Base Data**
- Freeway
 - Major Road
 - Local Road
 - Railway
 - Hydro Line

- Watercourse
- Waterbody
- Provincial Boundary
- Unevaluated Wetland
- Wooded Area



MAP DRAWING INFORMATION:
DATA PROVIDED BY MNR, ENBRIDGE GAS INC., DFRP
MAP CREATED BY: GAM
MAP CHECKED BY: AL
MAP PROJECTION: NAD 1983 UTM Zone 18N



PROJECT: 19-1850 STATUS: DRAFT DATE: 2020-11-11

From: McCullough, Jason (ENDM) <Jason.McCullough@ontario.ca>
Sent: Monday, November 23, 2020 9:18 AM
To: Joel Denomy <Joel.Denomy@enbridge.com>
Subject: [External] RE: St. Laurent Pipeline Project

EXTERNAL: PLEASE PROCEED WITH CAUTION.

This e-mail has originated from outside of the organization. Do not respond, click on links or open attachments unless you recognize the sender or know the content is safe.

Good morning Joel,

Thank you for submitting the routing change for review. We have reviewed and this routing change does not alter the consultation requirement previously communicated by the ministry. It is expected that this change be communicated to Indigenous communities through the consultation process, but the communities previously identified for consultation are not change by this routing modification.

Best,

Jason McCullough, Senior Advisor
Indigenous Energy Policy
Ministry of Energy, Northern Development and Mines
(416) 526-2963

From: Joel Denomy <Joel.Denomy@enbridge.com>
Sent: November 19, 2020 8:08 AM
To: Delaquis, Dan (ENDM) <Dan.Delaquis@ontario.ca>; McCullough, Jason (ENDM) <Jason.McCullough@ontario.ca>; McCabe, Shannon (ENDM) <Shannon.McCabe@ontario.ca>
Subject: St. Laurent Pipeline Project

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi all,

By now you would have received the attached notice of project change. This notice identifies a significant routing change for the St. Laurent Pipeline Project (Project). I'm writing you to inquire as to whether this change to the Project impacts the Ministry of Energy, Northern Development and Mines (MENDM) delegation of the duty to consult for the Project. For example, does this routing change impact the Indigenous groups the MENDM has directed Enbridge Gas to consult with?

I am available to discuss is need be.

Regards,

Joel Denomy, M.A. CFA

Technical Manager, Regulatory Applications

Regulatory Affairs

—

ENBRIDGE GAS INC.

TEL: 416-495-5676 | CELL: 647-231-4745 | joel.denomy@enbridge.com

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ENBRIDGE GAS INC.

Indigenous Consultation Log

St. Laurent Ottawa North Replacement Pipeline Project

Indigenous Community Correspondence (as of December 4, 2020)

Line Item	Date of Engagement	Name of Community or Contact	Description of Engagement Activity	Date of Response	Response and Issue Resolution (if applicable)	Attachment No.
ALGONQUINS OF ONTARIO (AOO)						
1.1	February 5, 2020	AOO	The Enbridge representative sent representatives from AOO a Project letter and Notice of Commencement via email. The letter included a Project map and the Stage 1 Archaeological Assessment for review by AOO. The Enbridge representative advised that they would be prepared to provide capacity funding to support AOO's review of the Archaeological Assessment. They requested feedback or information regarding AOO's interests in relation to the Project be provided by March 6, 2020, if possible.	N/A	N/A	1-1
1.2	February 20, 2020	AOO	The Enbridge representative sent an email to the AOO representatives with an updated Project schedule to take into consideration the governance and operational realities of the AOO. In particular, Enbridge revised the Project schedule to provide AOO with 90 days to review the finalized Environmental Report (ER) as opposed to the usual 42 days. The Enbridge representative also requested feedback from AOO on the potential availability of having an AOO Indigenous monitor participate in the upcoming Stage 2 archaeological fieldwork anticipated to occur in May 2020.	N/A	N/A	1-2
1.3	March 10, 2020	AOO	The Enbridge representative sent AOO representatives an update on the Project and archaeological assessments. The Enbridge representative provided details on potential timing of Stage 2 field work, as well as upcoming natural environment surveys, and asked the AOO representatives if they had any interest in sending environmental monitors to participate in the field work.	N/A	N/A	1-3
1.4	March 30, 2020	AOO	The Enbridge representative followed-up on their March 10 email, informing AOO representatives that the dates of the first spring field surveys were quickly approaching (first and second week of April) and requested that AOO indicate whether they had any interest in participating so that appropriate plans could be put in place to accommodate their participation including considering adjusting the schedule, if necessary.	N/A	N/A	1-4
1.5	March 30, 2020	AOO	The Enbridge representative sent an email requesting an update on AOO workflow and the timeline for review of the Stage 1 Archaeological Assessment provided to AOO on February 5. The Enbridge representative also stated that they would appreciate any information on how AOO is operating since the COVID-19 social distancing requirements have been implemented.	March 30, 2020	The AOO representative responded that all employees were currently working from home and apologized for delays in responding to emails. The AOO representative stated they would have to look into the status of the Stage 1 Archaeological Assessment review and get back to Enbridge on timing. The AOO representative asked a question about invoicing.	1-5, 1-6
1.6	March 30, 2020	AOO	The Enbridge representative thanked the AOO representative for their response and answered questions about invoicing. The Enbridge representative stated that there would be an update on the field schedule for the Project to be sent in a separate email later in the day.	N/A	N/A	1-7

Line Item	Date of Engagement	Name of Community or Contact	Description of Engagement Activity	Date of Response	Response and Issue Resolution (if applicable)	Attachment No.
1.7	April 2, 2020	AOO	The Enbridge representative informed the AOO representatives that, due to improper weather conditions, Western Chorus Frog surveys were being postponed until the following week and requested that AOO advise whether they are interested in participating.	N/A	N/A	1-8
1.8	April 13, 2020	AOO	The Enbridge representative informed the AOO representatives of the date for the final Western Chorus Frog surveys and requested that AOO advise whether they are interested in participating.	N/A	N/A	1-9
1.9	April 21, 2020	AOO	The Enbridge representative inquired whether the AOO representative could provide an update on the status of AOO's review of the Stage 1 Archaeological Assessment. The Enbridge representative advised that they are in the process of working on the ER and would appreciate AOO's feedback on the draft assessment and/or any other shared knowledge available.	N/A	N/A	1-10
1.10	May 4, 2020	AOO	The Enbridge representative provided an update on the status of the field surveys for the Project, indicating that the Western Chorus Frog surveys are complete and that two field surveys are remaining. The Enbridge representative provided a tentative schedule for the remaining field surveys and requested that AOO indicate whether they are interested in participating. The Enbridge representative also reiterated that they would be happy to arrange for a detailed briefing on the Project if AOO were interested.	N/A	N/A	1-11
1.11	May 15, 2020	AOO	The AOO representative thanked the Enbridge representative for their email of May 14, 2020 and stated they would be available for a call on Wednesday the following week. The AOO representative requested a map showing all the St. Laurent Pipeline project phases, stating that they would like to provide comments on it as part of their forthcoming response to the Stage 1 Archaeological Assessment for the Project.	May 15, 2020	The Enbridge representative thanked the AOO representative and suggested two potential meeting times for the following Wednesday. The Enbridge representative stated they would be able to provide more detailed mapping of Phases 3 and 4 of the St. Laurent Pipeline Project next Tuesday, after the long weekend.	1-12, 1-13
1.12	May 21, 2020	AOO	The Enbridge representative emailed the AOO representative apologizing for not being able to connect the previous day and inquired if the AOO representative would be available for a call the following week. The Enbridge representative provided a map of the different phases of the Project, noting that Phase 2 is currently under construction and is expected to be completed in summer 2020, and that Phases 3 and 4 are currently in the environmental review stage. The Enbridge representative thanked the AOO representative for their review of the Stage 1 Archaeological Assessment for the Project and stated that Enbridge is currently working to integrate AOO's comments and recommendations.	N/A	N/A	1-14

Line Item	Date of Engagement	Name of Community or Contact	Description of Engagement Activity	Date of Response	Response and Issue Resolution (if applicable)	Attachment No.
1.13	June 3, 2020	AOO	The Enbridge representative provided the AOO representative with Enbridge's response to AOO's comments and recommendations on the Stage 1 Archaeological Assessment and noted that they would keep AOO informed of the timing of the Stage 2 fieldwork. The Enbridge representative also provided anticipated dates of upcoming environmental surveys for the Project and asked that AOO indicate if they would be interested in having a community representative participate.	June 8, 2020	<p>The AOO representative acknowledged receipt of Enbridge's feedback on AOO's comments on the Stage 1 Archaeological Assessment and stated they are looking forward to receiving the revised copy of the Stage 1 report for final review before submission to the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI).</p> <p>The AOO representative noted that the AOO is generally interested in participating in environmental surveys, however, due to COVID-19 and current capacity, they are unable to participate in the upcoming field surveys for the Project. The AOO representative asked that they be kept informed of future opportunities for participation as their capacity may grow/change and the COVID-19 situation evolves.</p>	1-15, 1-16
1.14	July 7, 2020	AOO	The AOO representative emailed the Enbridge representative and requested a meeting the following week to discuss the various ongoing Enbridge Gas projects, including the St. Laurent Ottawa North Project. The AOO representative asked that the Enbridge representative also provide a chart showing the status of the projects and next steps, similar to what has been shared previously with AOO.	July 9, 2020	The Enbridge representative provided the AOO representative with a chart of ongoing Enbridge Gas projects, noting that for the St. Laurent Ottawa North Project, the Environmental Report would be provided soon for AOO review and further information would be coming regarding the Stage 2 Archaeological Assessment, should AOO wish to participate. The Enbridge representative advised that Enbridge continues to be interested in seeking information about any adverse impacts the projects may have on AOO's constitutionally protected Aboriginal and treaty rights and that Enbridge would work with the AOO to integrate their changes and proposed mitigation, where possible.	1-17, 1-18
1.15	July 21, 2020	AOO	<p>The Enbridge representative emailed the AOO representatives to let them know that the Environmental Report for the Project had been submitted to the Ontario Pipeline Coordinating Committee (OPCC) on July 21, 2020 and provided a link to the report on the Enbridge Project website. The Enbridge representative noted that the 42-day review period would expire on September 1, 2020. The Enbridge representative stated that they are committed to ongoing consultation with AOO and look forward to AOO's feedback.</p> <p>The Enbridge representative also noted that the Stage 2 archaeological work for the Project is planned for late September or early October and they will remain in contact with AOO as plans progress.</p>	N/A	N/A	1-19
1.16	August 11, 2020	AOO	The Enbridge representative provided the AOO representative with an updated chart of ongoing Enbridge Gas projects and highlighted the expected timelines for AOO review of the Environmental Report for the Project. The Enbridge representative inquired as to whether the AOO representative would like to have a brief call to touch base.	N/A	N/A	1-20

Line Item	Date of Engagement	Name of Community or Contact	Description of Engagement Activity	Date of Response	Response and Issue Resolution (if applicable)	Attachment No.
1.17	August 18, 2020	AOO	<p>The AOO representative emailed the Enbridge representative and apologized for cancelling their meeting the previous day.</p> <p>The AOO representative provided draft budgets for the various project reviews and noted that the September 1, 2020 deadline for review of the Environmental Report for the Project would not be feasible due to the time required for the AOO's internal review processes.</p> <p>The AOO representative stated they would be in touch later in the week to set up a new meeting to go over everything.</p>	August 18, 2020	<p>The Enbridge representative thanked AOO representative for the information on the draft project review budgets. The Enbridge representative stated they would work with the AOO to incorporate their feedback into the Environmental Report through the ongoing consultation process.</p> <p>The Enbridge representative stated they would be happy to speak with the AOO representative at any time.</p>	1-21, 1-22
1.18	August 27, 2020	Shared Value Solutions (SVS) on behalf of AOO	A representative from SVS emailed the Enbridge representative stating that the link to the Environmental Report provided to the AOO was not working and requested an updated link to the Environmental Report.	August 27, 2020	The Enbridge representative responded to the SVS representative apologizing for the issue and provided directions on how to navigate to the Environmental Report from the Enbridge Gas project website.	1-23, 1-24
1.19	August 27, 2020	SVS on behalf of AOO	The SVS representative thanked the Enbridge representative and stated they were able to download the Environmental Report.	N/A	N/A	1-25
1.20	October 20, 2020	AOO	<p>The Enbridge representative emailed the AOO representative a Notice of Project Change letter and advised that the proposed change is being initiated due to a change in the preferred route for Phase 4 of the Project. The Enbridge representative indicated the new preferred route is a hybrid of the previous routes identified and requested that AOO provide feedback on the new route within the 30-day review period, ending on November 19, 2020.</p> <p>The Enbridge representative also offered to provide a briefing on the change if AOO would like to discuss it further on a call.</p>	October 28, 2020	<p>The AOO representative thanked the Enbridge representative for the Notice of Project Change and stated they would review it.</p> <p>The AOO representative requested that the Enbridge representative reference the AOO file number for the Project on future correspondence.</p>	1-26, 1-27
1.21	October 29, 2020	AOO and SVS	<p>The AOO representative provided the AOO's comments and recommendations on the Environmental Report and the recent Notice of Project Change.</p> <p>The AOO representative requested the names and contact information for the OPCC so they can forward them a copy of the AOO's correspondence and review.</p>	November 2, 2020	<p>The Enbridge representative thanked the AOO representative for their feedback on the Project and noted they would work on providing comments back to AOO that week.</p> <p>The Enbridge representative directed the AOO representative to the OPCC contact list on the OEB's website.</p> <p>The Enbridge representative noted they are available to discuss the Notice of Project Change if the AOO would like any further details or clarity.</p>	1-28, 1-29
1.22	November 9, 2020	AOO	The Enbridge representative notified the AOO representative that there would be additional changes to the Phase 4 preferred route and that they would keep AOO informed of Project updates once more details are available.	N/A	N/A	1-30

Line Item	Date of Engagement	Name of Community or Contact	Description of Engagement Activity	Date of Response	Response and Issue Resolution (if applicable)	Attachment No.
1.23	November 18, 2020	AOO	<p>The Enbridge representative emailed the AOO representative the Updated Notice of Project Change letter and provided a link to the Environmental Report Amendment, which takes into account the new route that had previously been identified as an alternative route. The Enbridge representative advised that the new preferred route pursues a more disturbed (in right-of-way) route and requested the AOO provide feedback on the amended Environmental Report within the 30-day review period, ending on December 17, 2020. The Enbridge representative reiterated that Enbridge will work with AOO to integrate changes, and where possible, mitigations on the Project, should impact concerns be identified.</p> <p>The Enbridge representative offered to provide a briefing on the change if AOO would like to discuss it further on a call.</p>	N/A	N/A	1-31
1.24	December 2, 2020	AOO	The Enbridge representative provided the AOO representative with notice that Stage 2 work for the Project may be occurring the next day (December 3) and stated they would provide daily video summaries. The Enbridge representative apologized for the last minute notice and inquired whether AOO would have availability to review the videos.	December 2, 2020	The AOO representative stated they would have availability to review any videos and noted that the Ministry had recently come out with an update on winter fieldwork, in case the archaeology consultant was not aware.	1-32, 1-33
1.25	December 3, 2020	AOO	The Enbridge representative provided an update, noting that the Stage 2 fieldwork for the Project did not occur as planned but advised that they hoped to do some work the next day (December 4), weather permitting.	N/A	N/A	1-34
MOHAWK COUNCIL OF AKWESASNE (MCA)						
2.1	February 14, 2020	MCA	An Enbridge representative sent a Project letter and Notice of Commencement via email to the Grand Chief of the MCA and invited MCA to provide feedback. The letter included a Project map and provided information about the Project. The Enbridge representative stated they would keep the MCA apprised of any upcoming archaeological field studies and opportunities for MCA to participate.	N/A	N/A	2-1
2.2	June 2, 2020	MCA	The Enbridge representative provided the Grand Chief of the MCA with an update on the Project and noted that Stage 2 archaeological fieldwork is tentatively planned for July/August, but is dependent on the COVID-19 restrictions that are in effect at that time. The Enbridge representative provided a draft copy of the capacity funding budget for the Project for MCA's review and input.	N/A	N/A	2-2
2.3	June 3, 2020	MCA	The Enbridge representative provided the Grand Chief of the MCA with the anticipated dates of upcoming environmental surveys for the Project and asked that MCA advise if they would be interested in having a community representative participate in the field studies.	N/A	N/A	2-3
2.4	July 21, 2020	MCA	The Enbridge representative emailed the Grand Chief of the MCA to let the MCA know that the Environmental Report for the Project had been submitted to the OPCC on July 21, 2020 and provided a link to the report on the Enbridge Project website.	N/A	N/A	2-4

Line Item	Date of Engagement	Name of Community or Contact	Description of Engagement Activity	Date of Response	Response and Issue Resolution (if applicable)	Attachment No.
2.5	November 26, 2020	MCA	The Enbridge representative contacted the Grand Chief via telephone to provide advance notice regarding the Notice of Project Change letter regarding the Project. The Enbridge representative also provided the Grand Chief with an overview of Enbridge's virtual archaeological monitoring program being implemented as a solution to pandemic-related social distancing and health and safety measures. The Enbridge representative and the Grand Chief briefly discussed capacity funding for the Project.	N/A	N/A	N/A – phone call
2.6	November 26, 2020	MCA	The Enbridge representative emailed the Grand Chief of the MCA the Updated Notice of Project Change letter as well as a map for the Project. The Enbridge representative advised that the change in the Project is essentially that the new Phase 4 preferred route deviates from the original preferred route at the intersection of Aviation Parkway and Hemlock Road. The Enbridge representative stated that the MCA representative should feel free to reach out if they have any questions or concerns.	N/A	N/A	2-5
2.7	December 3, 2020	MCA	The Enbridge representative emailed the Grand Chief of the MCA the proposed capacity funding budget for the Project. Enbridge representative asked the Grand Chief to confirm whether a representative from MCA would be interested in participating in virtual archaeology monitoring, noting that Stage 2 fieldwork was planned for the Project and would be recorded along with daily summaries. The Enbridge representative stated that once the fieldwork has been completed, they could arrange a call with the MCA representative and Project archaeologist to provide an overview of the completed Stage 2 fieldwork. The Enbridge representative noted that the virtual monitoring method has worked really well with other communities in light of the pandemic and social distancing rules and to let them know if it is something MCA would be interested in.	N/A	N/A	2-6



**Ministry of Energy, Northern
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April 13, 2021

VIA EMAIL

Joel Denomy
Technical Manager, Regulatory Applications
Enbridge Gas Inc.
500 Consumers Road
North York, ON M2J 1P8

Re: Letter of Opinion – St. Laurent Pipeline Project

Dear Mr. Denomy,

The Ontario Ministry of Energy, Northern Development and Mines (ENDM) has completed its review of Enbridge's Indigenous consultation report for the St. Laurent Pipeline project. This letter is to notify you that based on the information provided and through contacting the communities directly, ENDM is of the opinion that the procedural aspects of consultation undertaken by Enbridge to date for the purposes of the Ontario Energy Board's Leave to Construct for the St. Laurent Pipeline project is satisfactory.

If you have any questions about this letter or require any additional information, please contact Jason McCullough at (416) 526-2963 or Jason.McCullough@ontario.ca.

It is expected that Enbridge will continue its consultation activities with the communities throughout the life of the project, and that Enbridge will notify ENDM should any additional rights-based concerns/issues arise.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Delaquis".

Dan Delaquis
Manager
Indigenous Energy Policy

c: Ontario Energy Board
Ontario Pipeline Coordinating Committee

Redacted: Updated: 2021-09-10, EB-2020-0293, Exhibit F, Tab 1, Schedule 1, Attachment 9, Page 1 of 230

ENBRIDGE GAS INC.

Indigenous Consultation Log

St. Laurent Ottawa North Replacement Pipeline Project

September 2021 – 19-1850

Indigenous Community Correspondence (as of September 1, 2021)

Line Item	Date of Engagement	Name of Community or Contact	Description of Engagement Activity	Date of Response	Response and Issue Resolution (if applicable)	Attachment No.
ALGONQUINS OF ONTARIO (AOO)						
1.1	February 5, 2020	AOO	The Enbridge representative sent representatives from AOO a Project letter and Notice of Commencement via email. The letter included a Project map and the Stage 1 Archaeological Assessment for review by AOO. The Enbridge representative advised that they would be prepared to provide capacity funding to support AOO's review of the Archaeological Assessment. They requested feedback or information regarding AOO's interests in relation to the Project be provided by March 6, 2020, if possible.	N/A	N/A	1-1
1.2	February 20, 2020	AOO	The Enbridge representative sent an email to the AOO representatives with an updated Project schedule to take into consideration the governance and operational realities of the AOO. In particular, Enbridge revised the Project schedule to provide AOO with 90 days to review the finalized Environmental Report (ER) as opposed to the usual 42 days. The Enbridge representative also requested feedback from AOO on the potential availability of having an AOO Indigenous monitor participate in the upcoming Stage 2 archaeological fieldwork anticipated to occur in May 2020.	N/A	N/A	1-2
1.3	March 10, 2020	AOO	The Enbridge representative sent AOO representatives an update on the Project and archaeological assessments. The Enbridge representative provided details on potential timing of Stage 2 field work, as well as upcoming natural environment surveys, and asked the AOO representatives if they had any interest in sending environmental monitors to participate in the field work.	N/A	N/A	1-3
1.4	March 30, 2020	AOO	The Enbridge representative followed-up on their March 10 email, informing AOO representatives that the dates of the first spring field surveys were quickly approaching (first and second week of April) and requested that AOO indicate whether they had any interest in participating so that appropriate plans could be put in place to accommodate their participation including considering adjusting the schedule, if necessary.	N/A	N/A	1-4
1.5	March 30, 2020	AOO	The Enbridge representative sent an email requesting an update on AOO workflow and the timeline for review of the Stage 1 Archaeological Assessment provided to AOO on February 5. The Enbridge representative also stated that they would appreciate any information on how AOO is operating since the COVID-19 social distancing requirements have been implemented.	March 30, 2020	The AOO representative responded that all employees were currently working from home and apologized for delays in responding to emails. The AOO representative stated they would have to look into the status of the Stage 1 Archaeological Assessment review and get back to Enbridge on timing. The AOO representative asked a question about invoicing.	1-5, 1-6
1.6	March 30, 2020	AOO	The Enbridge representative thanked the AOO representative for their response and answered questions about invoicing. The Enbridge representative stated that there would be an update on the field schedule for the Project to be sent in a separate email later in the day.	N/A	N/A	1-7

Redacted: Updated: 2021-09-10, EB-2020-0293, Exhibit F, Tab 1, Schedule 1, Attachment 9, Page 3 of 230

Indigenous Community Correspondence (as of September 1, 2021) 2

Line Item	Date of Engagement	Name of Community or Contact	Description of Engagement Activity	Date of Response	Response and Issue Resolution (if applicable)	Attachment No.
1.7	April 2, 2020	AOO	The Enbridge representative informed the AOO representatives that, due to improper weather conditions, Western Chorus Frog surveys were being postponed until the following week and requested that AOO advise whether they are interested in participating.	N/A	N/A	1-8
1.8	April 13, 2020	AOO	The Enbridge representative informed the AOO representatives of the date for the final Western Chorus Frog surveys and requested that AOO advise whether they are interested in participating.	N/A	N/A	1-9
1.9	April 21, 2020	AOO	The Enbridge representative inquired whether the AOO representative could provide an update on the status of AOO's review of the Stage 1 Archaeological Assessment. The Enbridge representative advised that they are in the process of working on the ER and would appreciate AOO's feedback on the draft assessment and/or any other shared knowledge available.	N/A	N/A	1-10
1.10	May 4, 2020	AOO	The Enbridge representative provided an update on the status of the field surveys for the Project, indicating that the Western Chorus Frog surveys are complete and that two field surveys are remaining. The Enbridge representative provided a tentative schedule for the remaining field surveys and requested that AOO indicate whether they are interested in participating. The Enbridge representative also reiterated that they would be happy to arrange for a detailed briefing on the Project if AOO were interested.	N/A	N/A	1-11
1.11	May 15, 2020	AOO	The AOO representative thanked the Enbridge representative for their email of May 14, 2020 and stated they would be available for a call on Wednesday the following week. The AOO representative requested a map showing all the St. Laurent Pipeline project phases, stating that they would like to provide comments on it as part of their forthcoming response to the Stage 1 Archaeological Assessment for the Project.	May 15, 2020	The Enbridge representative thanked the AOO representative and suggested two potential meeting times for the following Wednesday. The Enbridge representative stated they would be able to provide more detailed mapping of Phases 3 and 4 of the St. Laurent Pipeline Project next Tuesday, after the long weekend.	1-12, 1-13
1.12	May 21, 2020	AOO	The Enbridge representative emailed the AOO representative apologizing for not being able to connect the previous day and inquired if the AOO representative would be available for a call the following week. The Enbridge representative provided a map of the different phases of the Project, noting that Phase 2 is currently under construction and is expected to be completed in summer 2020, and that Phases 3 and 4 are currently in the environmental review stage. The Enbridge representative thanked the AOO representative for their review of the Stage 1 Archaeological Assessment for the Project and stated that Enbridge is currently working to integrate AOO's comments and recommendations.	N/A	N/A	1-14

Line Item	Date of Engagement	Name of Community or Contact	Description of Engagement Activity	Date of Response	Response and Issue Resolution (if applicable)	Attachment No.
1.13	June 3, 2020	AOO	The Enbridge representative provided the AOO representative with Enbridge's response to AOO's comments and recommendations on the Stage 1 Archaeological Assessment and noted that they would keep AOO informed of the timing of the Stage 2 fieldwork. The Enbridge representative also provided anticipated dates of upcoming environmental surveys for the Project and asked that AOO indicate if they would be interested in having a community representative participate.	June 8, 2020	The AOO representative acknowledged receipt of Enbridge's feedback on AOO's comments on the Stage 1 Archaeological Assessment and stated they are looking forward to receiving the revised copy of the Stage 1 report for final review before submission to the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI). The AOO representative noted that the AOO is generally interested in participating in environmental surveys, however, due to COVID-19 and current capacity, they are unable to participate in the upcoming field surveys for the Project. The AOO representative asked that they be kept informed of future opportunities for participation as their capacity may grow/change and the COVID-19 situation evolves.	1-15, 1-16
1.14	July 7, 2020	AOO	The AOO representative emailed the Enbridge representative and requested a meeting the following week to discuss the various ongoing Enbridge Gas projects, including the St. Laurent Ottawa North Project. The AOO representative asked that the Enbridge representative also provide a chart showing the status of the projects and next steps, similar to what has been shared previously with AOO.	July 9, 2020	The Enbridge representative provided the AOO representative with a chart of ongoing Enbridge Gas projects, noting that for the St. Laurent Ottawa North Project, the Environmental Report would be provided soon for AOO review and further information would be coming regarding the Stage 2 Archaeological Assessment, should AOO wish to participate. The Enbridge representative advised that Enbridge continues to be interested in seeking information about any adverse impacts the projects may have on AOO's constitutionally protected Aboriginal and treaty rights and that Enbridge would work with the AOO to integrate their changes and proposed mitigation, where possible.	1-17, 1-18
1.15	July 21, 2020	AOO	The Enbridge representative emailed the AOO representatives to let them know that the Environmental Report for the Project had been submitted to the Ontario Pipeline Coordinating Committee (OPCC) on July 21, 2020 and provided a link to the report on the Enbridge Project website. The Enbridge representative noted that the 42-day review period would expire on September 1, 2020. The Enbridge representative stated that they are committed to ongoing consultation with AOO and look forward to AOO's feedback. The Enbridge representative also noted that the Stage 2 archaeological work for the Project is planned for late September or early October and they will remain in contact with AOO as plans progress.	N/A	N/A	1-19
1.16	August 11, 2020	AOO	The Enbridge representative provided the AOO representative with an updated chart of ongoing Enbridge Gas projects and highlighted the expected timelines for AOO review of the Environmental Report for the Project. The Enbridge representative inquired as to whether the AOO representative would like to have a brief call to touch base.	N/A	N/A	1-20

Line Item	Date of Engagement	Name of Community or Contact	Description of Engagement Activity	Date of Response	Response and Issue Resolution (if applicable)	Attachment No.
1.17	August 18, 2020	AOO	The AOO representative emailed the Enbridge representative and apologized for cancelling their meeting the previous day. The AOO representative provided draft budgets for the various project reviews and noted that the September 1, 2020 deadline for review of the Environmental Report for the Project would not be feasible due to the time required for the AOO's internal review processes. The AOO representative stated they would be in touch later in the week to set up a new meeting to go over everything.	August 18, 2020	The Enbridge representative thanked AOO representative for the information on the draft project review budgets. The Enbridge representative stated they would work with the AOO to incorporate their feedback into the Environmental Report through the ongoing consultation process. The Enbridge representative stated they would be happy to speak with the AOO representative at any time.	1-21, 1-22
1.18	August 27, 2020	Shared Value Solutions (SVS) on behalf of AOO	A representative from SVS emailed the Enbridge representative stating that the link to the Environmental Report provided to the AOO was not working and requested an updated link to the Environmental Report.	August 27, 2020	The Enbridge representative responded to the SVS representative apologizing for the issue and provided directions on how to navigate to the Environmental Report from the Enbridge Gas project website.	1-23, 1-24
1.19	August 27, 2020	SVS on behalf of AOO	The SVS representative thanked the Enbridge representative and stated they were able to download the Environmental Report.	N/A	N/A	1-25
1.20	October 20, 2020	AOO	The Enbridge representative emailed the AOO representative a Notice of Project Change letter and advised that the proposed change is being initiated due to a change in the preferred route for Phase 4 of the Project. The Enbridge representative indicated the new preferred route is a hybrid of the previous routes identified and requested that AOO provide feedback on the new route within the 30-day review period, ending on November 19, 2020. The Enbridge representative also offered to provide a briefing on the change if AOO would like to discuss it further on a call.	October 28, 2020	The AOO representative thanked the Enbridge representative for the Notice of Project Change and stated they would review it. The AOO representative requested that the Enbridge representative reference the AOO file number for the Project on future correspondence.	1-26, 1-27
1.21	October 29, 2020	AOO and SVS	The AOO representative provided the AOO's comments and recommendations on the Environmental Report and the recent Notice of Project Change. The AOO representative requested the names and contact information for the OPCC so they can forward them a copy of the AOO's correspondence and review.	November 2, 2020	The Enbridge representative thanked the AOO representative for their feedback on the Project and noted they would work on providing comments back to AOO that week. The Enbridge representative directed the AOO representative to the OPCC contact list on the OEB's website. The Enbridge representative noted they are available to discuss the Notice of Project Change if the AOO would like any further details or clarity.	1-28, 1-29
1.22	November 9, 2020	AOO	The Enbridge representative notified the AOO representative that there would be additional changes to the Phase 4 preferred route and that they would keep AOO informed of Project updates once more details are available.	N/A	N/A	1-30

Line Item	Date of Engagement	Name of Community or Contact	Description of Engagement Activity	Date of Response	Response and Issue Resolution (if applicable)	Attachment No.
1.23	November 18, 2020	AOO	The Enbridge representative emailed the AOO representative the Updated Notice of Project Change letter and provided a link to the Environmental Report Amendment, which takes into account the new route that had previously been identified as an alternative route. The Enbridge representative advised that the new preferred route pursues a more disturbed (in right-of-way) route and requested the AOO provide feedback on the amended Environmental Report within the 30-day review period, ending on December 17, 2020. The Enbridge representative reiterated that Enbridge will work with AOO to integrate changes, and where possible, mitigations on the Project, should impact concerns be identified. The Enbridge representative offered to provide a briefing on the change if AOO would like to discuss it further on a call.	N/A	N/A	1-31
1.24	December 2, 2020	AOO	The Enbridge representative provided the AOO representative with notice that Stage 2 work for the Project may be occurring the next day (December 3) and stated they would provide daily video summaries. The Enbridge representative apologized for the last minute notice and inquired whether AOO would have availability to review the videos.	December 2, 2020	The AOO representative stated they would have availability to review any videos and noted that the Ministry had recently come out with an update on winter fieldwork, in case the archaeology consultant was not aware.	1-32, 1-33
1.25	December 3, 2020	AOO	The Enbridge representative provided an update, noting that the Stage 2 fieldwork for the Project did not occur as planned but advised that they hoped to do some work the next day (December 4), weather permitting.	N/A	N/A	1-34
1.26	December 8, 2020	AOO	The Enbridge representative provided another update on the Stage 2 fieldwork for the Project, noting that additional work had not been completed due to poor weather conditions and would likely now be postponed until the spring.	December 8, 2020	The AOO representative thanked the Enbridge representative for the update and agreed it would likely have to wait until spring.	1-35, 1-36
1.27	December 11, 2020	AOO and SVS	The Enbridge representative emailed the AOO representative with an attached table of their responses to AOO's technical review comments and recommendations on the Environmental Report (June 2020) for the Project. The Enbridge representative stated they would be happy to set up a meeting should AOO have any additional questions or desire a briefing on the responses. The Enbridge representative stated that they look forward to any additional feedback the AOO may have on the new preferred route for the Project as outlined in the Notice of Project Change sent on November 18, 2020 and the Environmental Report Amendment. The Enbridge representative provided a link to the Enbridge Project website. The Enbridge representative reiterated that the change in the Project is related to Phase 4 and outlines a new preferred route, which pursues a previously presented alternative route that is more disturbed. The Enbridge representative asked that, should the AOO have any new feedback or concerns related to the Environmental Report Amendment, that they please provide their comments within the review period ending on December 17, 2020.	December 16, 2020	The AOO representative thanked the Enbridge representative for providing a copy of Enbridge's responses to the AOO's technical review comments and recommendations on the Environmental Report for the Project. The AOO representative noted that they will require sufficient time and financial resources to complete their review of Enbridge's responses and requested a Word version of the table to assist in their review and the tracking of comments. The AOO representative also thanked the Enbridge representative for their offer to speak further with SVS regarding the responses, if required. The AOO representative stated that they understand that the recent Notice of Project Change outlines a new preferred route that pursues a more disturbed route that was previously presented as an alternative route.	1-37, 1-38
1.28	December 16, 2020	AOO and SVS	The Enbridge representative thanked the AOO representative for their response and provided a Word version of the comment table.	N/A	N/A	1-38

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Indigenous Community Correspondence (as of September 1, 2021) 6

Line Item	Date of Engagement	Name of Community or Contact	Description of Engagement Activity	Date of Response	Response and Issue Resolution (if applicable)	Attachment No.
1.29	December 16, 2020	AOO	The Enbridge representative emailed the AOO representative and inquired whether the AOO had any additional comments on the ER Amendment and reiterated that the Amendment specifically addresses the new preferred route for Phase 4, previously identified as an alternative route and situated mainly in an existing, disturbed right-of-way. The Enbridge representative thanked the AOO representative for all of their engagement on the Project.	December 16, 2020	The AOO representative thanked the Enbridge representative for following up and stated that the AOO's comments and recommendations from the previous submission are still relevant for the Amendment. The AOO representative stated that it is their understanding that the amended route overlaps fewer natural areas and potential environmental impacts would hopefully be reduced as a result. The AOO representative stated they look forward to that further clarity.	1-39
1.30	December 16, 2020	AOO	The Enbridge representative followed up with the AOO representative to confirm that, as expected, the Stage 2 fieldwork for the Project would be postponed until spring 2021.	N/A	N/A	1-40
1.31	March 22, 2021	AOO	The Enbridge representative provided notice to the AOO representative that the remainder of the Stage 2 work for Phase 3 of the Project would be scheduled for mid-April and inquired whether the AOO would like to participate either virtually or in-person.	March 22, 2021	The AOO representative stated they would be able to participate virtually via the daily video summaries, as they did previously.	1-41
1.32	April 5, 2021	AOO	The Enbridge representative provided notice to the AOO representative that the Stage 2 archaeological work would begin that week, weather pending. The Enbridge representative stated they would provide daily videos and summaries for review.	April 5, 2021	The AOO representative thanked the Enbridge representative for the update.	1-42
1.33	April 16, 2021	AOO	The Enbridge representative provided a Google Drive link to the final set of videos for the Stage 2 assessment for Phase 3 of the Project, along with a brief summary of the work completed. The Enbridge representative stated that the AOO representative should provide them with any questions or comments on the videos and they would be passed along to the archaeologist. The Enbridge representative stated they can plan a final briefing on the Stage 2 assessment, if desired.	April 18, 2021	The AOO representative stated they had reviewed all of the videos and noted the clearly disturbed soil conditions throughout. The AOO representative asked that the Enbridge representative thank the archaeologist for his due diligence in demonstrating the previous disturbance. The AOO representative noted they were looking forward to the draft Stage 2 report.	1-43
1.34	April 19, 2021	AOO	The Enbridge representative thanked the AOO representative for reviewing the Stage 2 videos and noted that they would provide the draft Stage 2 report for AOO's review and feedback.	N/A	N/A	1-44
1.35	May 27, 2021	AOO	The Enbridge representative provided a link to the draft Stage 2 report for Phase 3 of the Project to the AOO representative for review, noting that they look forward to the AOO's feedback.	N/A	N/A	1-45
1.36	June 30, 2021	AOO	The Enbridge representative followed up with the AOO representative inquiring whether they had had the opportunity to review the draft Stage 2 report for Phase 3 of the Project, noting that they wanted to capture any questions or concerns from the AOO prior to submitting the report to the Ministry.	July 2, 2021	The AOO representative responded that they had reviewed the report and had passed it along to another AOO representative who would be able to provide Enbridge with the AOO's comments.	1-46
1.37	July 2, 2021	AOO	The Enbridge representative emailed the other AOO representative and asked if they had any feedback on the Stage 2 report for Phase 3 of the Project.	July 9, 2021	The AOO representative responded that they have feedback on the Stage 2 report and will provide their comments soon.	1-46
1.38	July 19, 2021	AOO	The Enbridge representative emailed the other AOO representative and asked if they had an update on the status of their feedback on the Stage 2 report for Phase 3 of the Project.	August 11, 2021	The AOO representative responded they were not at a point to submit their review of the draft report, due to high volumes of correspondence.	1-46, 1-47

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Indigenous Community Correspondence (as of September 1, 2021) 7

Line Item	Date of Engagement	Name of Community or Contact	Description of Engagement Activity	Date of Response	Response and Issue Resolution (if applicable)	Attachment No.
MOHAWK COUNCIL OF AKWESASNE (MCA)						
2.1	February 14, 2020	MCA	An Enbridge representative sent a Project letter and Notice of Commencement via email to the Grand Chief of the MCA and invited MCA to provide feedback. The letter included a Project map and provided information about the Project. The Enbridge representative stated they would keep the MCA apprised of any upcoming archaeological field studies and opportunities for MCA to participate.	N/A	N/A	2-1
2.2	June 2, 2020	MCA	The Enbridge representative provided the Grand Chief of the MCA with an update on the Project and noted that Stage 2 archaeological fieldwork is tentatively planned for July/August, but is dependent on the COVID-19 restrictions that are in effect at that time. The Enbridge representative provided a draft copy of the capacity funding budget for the Project for MCA's review and input.	N/A	N/A	2-2
2.3	June 3, 2020	MCA	The Enbridge representative provided the Grand Chief of the MCA with the anticipated dates of upcoming environmental surveys for the Project and asked that MCA advise if they would be interested in having a community representative participate in the field studies.	N/A	N/A	2-3
2.4	July 21, 2020	MCA	The Enbridge representative emailed the Grand Chief of the MCA to let the MCA know that the Environmental Report for the Project had been submitted to the OPCC on July 21, 2020 and provided a link to the report on the Enbridge Project website.	N/A	N/A	2-4
2.5	November 26, 2020	MCA	The Enbridge representative contacted the Grand Chief via telephone to provide advance notice regarding the Notice of Project Change letter regarding the Project. The Enbridge representative also provided the Grand Chief with an overview of Enbridge's virtual archaeological monitoring program being implemented as a solution to pandemic-related social distancing and health and safety measures. The Enbridge representative and the Grand Chief briefly discussed capacity funding for the Project.	N/A	N/A	N/A – phone call
2.6	November 26, 2020	MCA	The Enbridge representative emailed the Grand Chief of the MCA the Updated Notice of Project Change letter as well as a map for the Project. The Enbridge representative advised that the change in the Project is essentially that the new Phase 4 preferred route deviates from the original preferred route at the intersection of Aviation Parkway and Hemlock Road. The Enbridge representative stated that the Grand Chief should feel free to reach out if they have any questions or concerns.	N/A	N/A	2-5

Line Item	Date of Engagement	Name of Community or Contact	Description of Engagement Activity	Date of Response	Response and Issue Resolution (if applicable)	Attachment No.
2.7	December 3, 2020	MCA	<p>The Enbridge representative emailed the Grand Chief of the MCA the proposed capacity funding budget for the Project.</p> <p>The Enbridge representative asked the Grand Chief to confirm whether a representative from MCA would be interested in participating in virtual archaeology monitoring, noting that Stage 2 fieldwork was planned for the Project and would be recorded along with daily summaries. The Enbridge representative stated that once the fieldwork has been completed, they could arrange a call with the Grand Chief and Project archaeologist to provide an overview of the completed Stage 2 fieldwork. The Enbridge representative noted that the virtual monitoring method has worked really well with other communities in light of the pandemic and social distancing rules and to let them know if it is something MCA would be interested in.</p>	December 16, 2020	The Grand Chief responded, stating they had identified an archaeology monitor to represent MCA and asked the Enbridge representative how best to proceed with engagement.	2-6, 2-7
2.8	December 18, 2020	MCA	<p>The Enbridge representative responded to the Grand Chief and asked for the name and contact information for the MCA monitor so they can send them a copy of the video and summary of the Stage 2 fieldwork completed to date. The Enbridge representative noted that not much fieldwork was completed due to poor weather conditions and that the remainder of the fieldwork has been deferred to spring 2021.</p> <p>The Enbridge representative stated it would be beneficial if they can connect with the MCA monitor to walk them through the Stage 2 video and summary. The Enbridge representative stated they would update the capacity funding budget to account for the monitoring participation.</p> <p>The Enbridge representative stated that once the fieldwork resumes next year, the MCA monitor will be up to speed on the Project and know what to expect.</p>	N/A	N/A	2-8
2.9	December 18, 2020	MCA	The Grand Chief telephoned the Enbridge representative and provided the contact information of the MCA archaeological monitor. The Enbridge representative committed to reaching out to the monitor to share the details of the Stage 2 fieldwork and to review the videos and summary provided by the lead archaeologist.	N/A	N/A	N/A – phone call
2.10	December 18, 2020	MCA	The Enbridge representative followed up with the Grand Chief to provide the number of fieldwork hours that would be allocated to the MCA monitor (in line with the hours the archaeologist had spent in the field so far) plus the amount of additional hours that would be added for reviewing the videos and participating in discussions. The Enbridge representative provided the updated capacity funding agreement for the community's review and feedback.	N/A	N/A	2-9
2.11	January 20, 2021	MCA	The Enbridge representative emailed the MCA representative regarding the virtual archaeological monitoring program for the Project. The Enbridge representative asked if the MCA representative would be available for a phone or video meeting to provide an overview of the Project and the virtual monitoring program. The Enbridge representative asked that the MCA representative provide some suggested dates and times for a meeting, at their earliest convenience.	N/A	N/A	2-10

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Indigenous Community Correspondence (as of September 1, 2021) 9

Line Item	Date of Engagement	Name of Community or Contact	Description of Engagement Activity	Date of Response	Response and Issue Resolution (if applicable)	Attachment No.
2.12	April 16, 2021	MCA	The Enbridge representative provided a Google Drive link to the final set of videos for the Stage 2 assessment for Phase 3 of the Project, along with a brief summary of the work completed. The Enbridge representative sought any questions or comments on the videos from the community, noting they would be passed along to the archaeologist. The Enbridge representative stated they can plan a final briefing on the Stage 2 assessment, if desired.	N/A	N/A	2-11
2.13	April 20, 2021	MCA	The Enbridge representative emailed a new MCA representative to connect on their interest in participating in the virtual monitoring program for the Project and noted they would value the opportunity to connect via video call. The Enbridge representative provided a Google Drive link to the final set of videos for the Stage 2 assessment for Phase 3 of the Project, along with a brief summary of the work completed. The Enbridge representative stated that the MCA representative should provide them with any questions or comments on the videos and they would be passed along to the archaeologist. The Enbridge representative stated they can plan a final briefing on the Stage 2 assessment, if desired.	N/A	N/A	2-12
2.14	May 27, 2021	MCA	The Enbridge representative provided a link to the draft Stage 2 report for Phase 3 of the Project to the MCA representative for review, noting that they look forward to the MCA's feedback.	N/A	N/A	2-13
2.15	June 30, 2021	MCA	The Enbridge representative followed up with the MCA representative inquiring whether they had had the opportunity to review the draft Stage 2 report for Phase 3 of the Project, noting that they wanted to capture any questions or concerns from the MCA prior to submitting the report to the Ministry.	N/A	N/A	2-14



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Canada

November 7, 2023

VIA EMAIL – amy.gibson@ontario.ca

Ministry of Energy
Amy Gibson
Manager, Indigenous Energy Policy

Re: St. Laurent Pipeline Replacement Project Update

Dear Ms. Gibson,

On December 3, 2019 Enbridge Gas Inc. (“Enbridge Gas” or the “Company”) notified the Ministry of Energy (“ENERGY”)¹ via letter of its expected need to apply to the Ontario Energy Board for an Order of the Board granting leave to construct the proposed St. Laurent Pipeline Project² (the “Project”). Enbridge Gas also submitted a description of the Project (“Project Description”) to assist ENERGY in making a determination as to whether or not the Project will trigger duty to consult, and if so, to acquire a list of potentially affected Indigenous communities.

In response, on January 30, 2020, ENERGY issued a letter to Enbridge Gas confirming that the Project triggers duty to consult, delegating the procedural aspects of consultation related to the Project to the Company, and providing a list of the Indigenous communities that should be consulted on the basis that they have or may have constitutionally protected Aboriginal or Treaty rights that could be adversely impacted by the proposed Project.

As described in the December 3, 2019 Project Description, Enbridge Gas identified that approximately 13 km of steel natural gas distribution main in the City of Ottawa (“St. Laurent Pipeline”) needed to be replaced. The Project was proposed to be completed in multiple phases over multiple years and was required due to the condition of the existing pipeline. On November 19, 2020, Enbridge Gas notified ENERGY of a routing change for the Project and on November 23, 2020, ENERGY confirmed that the routing change did not alter the consultation requirement previously communicated in the January 30, 2020 Delegation Letter.

On March 2, 2021 Enbridge Gas applied to the OEB pursuant to section 90 of the *Ontario Energy Board Act*, S.O. 1998, c-15, Schedule B, for an Order granting leave to construct the Project. The specific pipeline facilities for which the Company sought OEB

¹ The Ministry of Energy, Northern Development and Mines coordinated the Crown’s Duty to Consult obligations for projects that required leave to construct in December 2019.

² The Project is now referred to as the “St. Laurent Pipeline Replacement Project”.

approval consisted of:

- The abandonment and replacement of approximately 16 km of Nominal Pipe Size (“NPS”) 12-inch extra-high pressure (“XHP”) steel (“ST”) natural gas main and approximately 400 m of NPS 16 XHP ST natural gas main in the City of Ottawa, Ontario. The pipelines to be abandoned would be replaced with approximately 9 km of NPS 12 XHP ST and approximately 2.4 km of NPS 16 XHP ST natural gas pipeline.

On May 3, 2022, the OEB issued its Decision and Order for the EB-2020-0293 proceeding which denied Enbridge Gas’s leave to construct application. The OEB found that the need for the Project and the alternatives to the Project had not been appropriately assessed and Enbridge Gas had not demonstrated that the pipeline integrity was compromised and pipeline replacement was required.

Enbridge Gas has since conducted additional analyses and safety evaluations of the St. Laurent Pipeline which have demonstrated the need for immediate replacement of the system to ensure the continued safe and reliable delivery of natural gas service. Enbridge Gas is therefore proposing to file an application with the OEB no later than December 30, 2023, seeking an order granting leave to construct the following:

- Installation of approximately 13 km of new NPS 6-inch, 12-inch, and 16-inch diameter XHP ST natural gas pipeline segments to replace the existing St. Laurent Pipeline; and
- Installation of approximately 4 km of NPS 2-inch, 4-inch, and 6-inch diameter intermediate pressure (“IP”) polyethylene natural gas pipeline segments after the XHP system has been replaced in a different location.

The purpose of this letter is to inform you of this project update and to provide an updated Project Description (Attachment 1) to assist ENERGY in deciding if any changes to the January 30, 2020 Delegation Letter are required.

Enbridge Gas will continue to engage with the communities identified by ENERGY in the January 30, 2020 Delegation Letter regarding the Project and will do so throughout the life of the Project (despite the change in scope described above) to ensure any impacts on Aboriginal or treaty rights are addressed, as appropriate. Accordingly, on September 15, 2023, Enbridge Gas informed the communities identified in ENERGY’s Delegation Letter of the changes to Project scope and its intent to file a new application.

Regards,

Evan Tomek Digitally signed by Evan Tomek
Date: 2023.11.07 10:29:33
-05'00'

Evan Tomek
Advisor, Regulatory Applications – Leave to Construct

Attachment 1

1.0 Project Description

a) What is the description of the project?

Enbridge Gas Inc. (“Enbridge Gas”) is proposing to replace its St. Laurent Pipeline System that is currently located along St. Laurent Boulevard in Vanier and Ottawa South (the “Project”). The Project will involve the installation of approximately 13 km of new NPS 6-inch, 12-inch, and 16-inch diameter extra high-pressure (“XHP”) steel (“ST”) natural gas pipeline segments to replace the existing St. Laurent Pipeline, as well as the installation of approximately 4 km of 2-inch, 4-inch, and 6-inch diameter intermediate pressure (“IP”) polyethylene (“PE”) pipeline segments after the XHP system has been replaced in a different location. The Project is proposed to be placed into service by Q4 2026.

b) What is the purpose/need of the project?

An analysis and safety evaluation completed by Enbridge Gas has demonstrated the need for the immediate replacement of the system to ensure the continued safe and reliable delivery of natural gas service.

c) Is this a new project or a replacement/redevelopment project?

This is a replacement project.

2.0 Project Details

a) Where is the project located? Please attach or embed a map. Coordinates of any start/end locations and proposed facilities are helpful. Include the shape (SHP) file if available at this time or follow up when it is available.

A map of the Project Study Area is set out in Figure 1, and reflects the following Project components:

- The Preferred Route for the north-south XHP portion³ which runs south on St. Laurent Boulevard from the existing St. Laurent Control Station, southeast on Shore Street, south on Logan Way, and east on Belfast Road. From Belfast Road, the pipeline runs north on Michael Street, east on Labelle Street, north on Cummings Avenue, west on Montreal Road, and north on Brittany Drive to St. Laurent Boulevard. The route then runs north on St. Laurent Boulevard, then west on Sandridge Road, crossing Hillsdale Road before turning north to run along a park footpath and terminating at the Rockcliffe Control Station. An additional segment of XHP pipeline also runs west along Montreal Road from Brittany Drive and terminates east of St. Laurent Boulevard. Another segment of XHP pipeline runs from Shore Street south along St. Laurent Boulevard, terminating just north of Industrial Avenue;

³ Approximate start = 44.91542, -75.841977

Approximate end = 44.940412, -75.828828

- An Alternative Route for part of the north-south XHP portion⁴ of the pipeline which runs from Cummings Avenue along Ogilvie Road, north on Aviation Parkway, then west on Sir George-Etienne Cartier Parkway, before terminating at the Rockcliffe Control Station. Additional segments run west on Montreal Road from Aviation Parkway to Cummings Avenue, and west on Hemlock Road from Aviation Parkway to St. Laurent Boulevard;
- The Preferred Route for the east-west XHP portion⁵ of the pipeline which runs west from Cummings Avenue along Ogilvie Road, Coventry Road, Vanier Parkway, and through private property to the Rideau River;
- An Alternative Route for part of the east-west XHP portion⁶ of the pipeline which continues west through private property after Coventry Road ends at the Vanier Parkway before turning south at the Rideau River Pathway; and
- The Preferred Route also includes multiple IP pipeline segments as follows:
 - One that runs from Russel Road southeast along Industrial Road, then onto St. Laurent Boulevard, Bourassa Street, Gladwin Crescent, and Lancaster Road;
 - One that runs south along St. Laurent Boulevard from Donald Street, ending just north of the Highway 417 overpass;
 - One that runs west on Ogilvie Road from Cummings Avenue, ending at St. Laurent Boulevard; and
 - One that runs north on St. Laurent Boulevard from Montreal Road to Brittany Drive

In 2019, Enbridge Gas retained Dillon to undertake a pipeline route selection and environmental assessment to complete an Environmental Report (“ER”) for the Project. The routing options discussed above were evaluated in the original ER completed in June 2020 that was subsequently amended in October 2020, with the exception of two new segments:

- A 600 m segment that runs along St. Laurent Boulevard south of Shore Street to just north of Industrial Avenue that forms part of the XHP north-south Preferred Route; and
- A 118 m segment that runs along Belfast Road between St. Laurent Boulevard and Michael Street that forms part of the XHP north-south Alternative Route.

b) What is the length of the proposed pipeline(s)?

a. If several routing options are being considered, please include the range.

The Project consists of approximately 13 km of XHP ST natural gas pipeline and 4 km of IP PE natural gas pipeline.

c) What is the diameter of the pipeline(s)?

⁴ Approximate start =44.91542, -75.841977
Approximate end = 44.940412, -75.828828

⁵ Approximate start =44.91542, -75.841977
Approximate end = 44.940412, -75.828828

⁶ Approximate start =44.91542, -75.841977
Approximate end = 44.940412, -75.828828

- NPS 4;
- NPS 6;
- NPS 12; and
- NPS 16.

d) Will the pipeline(s) be underground or above ground?

All pipelines will be installed below ground. The normal depth of ground cover over the pipeline will be 0.9 to 1.2 meters. However, the pipeline may be installed at a greater depth to provide additional protection in areas where it crosses underneath existing infrastructure and other sensitive environmental and/or socio-economic features.

e) How is the land along the route of the pipeline currently being used?

The Project includes the following property types: municipal road allowance, railway corridors, federal and private property.

f) Will the pipeline be located along an existing right of way?

The pipeline is proposed primarily in the existing right of ways (i.e., within road allowance), however permanent easement(s) are expected to be required where the pipeline is located on private property.

g) What structures/facilities have the potential to be built during construction?

One (1) new station has the potential to be built to maintain feed to an existing large volume customer and avoid a 925 m segment of NPS 12 pipeline replacement. As project planning progresses, it will be determined if this new station will be achievable.

h) Will digging generally be required, such that it has the potential to impact archaeological resources?

The main installation methods will involve both open cut as well as Horizontal Directional Drilling (“HDD”) below ground.

An archaeological assessment of the Project will be conducted by a licensed archaeology consultant and the reports and findings of this archaeological assessment will be filed with the Ministry of Citizenship and Multiculturalism.

i) How long is the proposed construction phase? Will construction take place across the line in phases, or all at once?

Construction is planned for a single phase and may take up to 24-36 months.

j) Does the project include a laydown area(s) (e.g., adjacent areas)? What is the anticipated general size and location (i.e., on an easement or Right of Way (ROW), immediately adjacent to a ROW, close but not adjacent, etc.)?

Where possible, the Project will be located within existing road allowances and previously disturbed corridors. If permanent easement and temporary working space are required,

Enbridge Gas will work with regulators and landowners to identify and secure appropriate working space and easements. Given the current stage of Project design, Enbridge Gas is unable to provide an estimate of any temporary land use locations and dimensions required with any certainty at this time.

k) Does the project include any water crossings?

Yes, the Project crosses one watercourse.

l) Will the project intersect with any forests or woodlots?

The Project may intersect with forests or woodlots but has not been confirmed given the stage of Project design. Should tree clearing be necessary, Enbridge Gas will obtain all required permits and authorizations and will complete tree clearing outside of the applicable migratory bird nesting period, to the extent possible. Should tree clearing be required during the migratory bird nesting period, appropriate mitigation measures will be developed. Mitigation measures for tree removal will be documented in the Environmental Report.

m) Are there any ancillary developments required? (e.g., roads)

Given the current stage of Project design, Enbridge Gas does not anticipate that any ancillary developments other than the potential station will be required at this time.

n) Is there signage or any fencing around the project lands/site?

There will be safety fencing around excavations and work areas around the HDD pits as required. Sediment controls will be installed around excavations in proximity to watercourse crossings, wetlands, and other sensitive areas as necessary. Project signage may be posted around areas of construction.

3.0 Project Development and Crown Decisions

a) What are the major phases of project development? (e.g., advanced exploration, pre-feasibility, feasibility, planning, EA, construction, operation, etc.)

An Environmental Report ("ER") for the Project will be prepared in accordance with the OEB *Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 8th Edition 2023* (the "Guidelines"), with support provided by consultant archeologists, cultural heritage specialists, and environmental professionals. The ER will identify the potential authorizations required. The ER for this Project is anticipated to be completed in Q4 2023.

The design process involves the selection of a specific running line location, appropriate materials, the selection of valves/fittings, and location(s) for trenchless drilling activities.

Information obtained from the geotechnical analysis, subsurface utility engineering, and soil sampling are typically used to inform pipeline design.

Engineered drawings will be produced with the final design and issued to local municipalities and other regulators for approval. Once all approvals are obtained, final engineered drawings will be prepared for construction.

Construction is proposed to start as early as Q3 2024 and the facilities are anticipated to be placed into service by Q4 2026.

b) What are the anticipated provincial Crown decisions/ on permits or approvals that must be made in relation to this proposed project?

Enbridge Gas preliminary work on the Project has identified potential authorizations which are presented in response to questions 3.0 b) and 3.0 c). A complete list will be available following the completion of the ER and consultation activities with relevant regulatory agencies.

Provincial:

- Ministry of Citizenship and Multiculturalism – Archaeological Assessment and Cultural Heritage Assessment.
- Ministry of Environment, Conservation, and Parks - 1. Permit to Take Water or Environmental Activity and Sector Registry 2. Endangered Species Act permits.
- Ministry of Energy – Sufficiency Letter.
- Ministry of Natural Resources and Forestry – Public Lands Act permit.
- Ministry of Transportation – Encroachment Permit

c) Are there any federal or municipal permits or approvals associated with the proposed project?

Federal:

- Transport Canada – Canadian Navigable Waters Act Authorization.
- Parks Canada – In-water and Shoreline Work Permit Application.
- National Capital Commission – FLUDTA Application.
- Public Service and Procurement Canada - Easement

Municipal:

- Eastern Ontario Region – Encroachment or Entrance Permits.
- Village Of Merrickville-Wolford – Encroachment or Entrance Permits.
- Township of Montague
- Ottawa Light Rail Transit – Encroachment/Crossing Agreement

Other:

- Rideau Valley Conservation Authority – Conservation Authorities Act Permit.
- Canadian Pacific Railway Permit.

4.0 Foreseeable Impacts

a) What potential impacts on air, water, land, and/or natural resources can reasonably be foreseen?

Previous pipeline construction experience and a review of post-construction monitoring reports from other projects indicate that potential impacts from Project construction are generally minimal and temporary. The mitigation and protective measures implemented to eliminate or reduce impacts are well-known and have been proven to be effective. With the

implementation of the recommendations in the ER, ongoing communication and consultation, and adherence to permit, regulatory and legislative requirements, it is anticipated that any residual impacts of the Project will not be significant.

b) What is the anticipated geographical scope of the impacts?

Impacts are anticipated to be limited to the immediate vicinity of the Project scope.

c) What is the anticipated temporal scope of the impacts? (e.g., will they last only for the duration of the construction phase, or are longer-term operational impacts anticipated or possible?)

It is expected that the majority of adverse environmental and/or socio-economic effects will be construction related. These effects are expected to be temporary and transitory. The Project will also be underground once construction is complete, further limiting the potential for any long-term effects.

Mitigation measures recommended in the ER will be followed in conjunction with Enbridge Gas Construction and Maintenance standards. In addition, Enbridge Gas will use professional judgment, past experience, industry best practices, and any additional feedback received through the consultation process when constructing the Project.

5.0 Indigenous Community Engagement and Any Known Interests

a) Have any Indigenous communities already been engaged or otherwise made aware of the proposed project? If so, which ones?

Yes, as per the delegation letter dated January 30, 2020, Enbridge Gas already engaged with the Algonquins of Ontario and the Mohawks of Akwesasne regarding the proposed Project.

b) Have any Indigenous communities expressed interest or concern regarding this specific project?

No communities have expressed any concerns with the Project.

c) Have any Indigenous communities previously demonstrated a known interest in the project area or in other Enbridge projects in the area?

i. If so, is Enbridge aware of any specific concerns or interests from these Indigenous communities?

The January 30, 2020 Delegation Letter from the MOE for the original St. Laurent Pipeline Replacement Project identified the Algonquins of Ontario and Mohawks of Akwesasne as communities that should be consulted on the basis that they may have constitutionally protected Aboriginal or Treaty Rights that may be adversely affected by the Project.

d) Will communities have the opportunity to participate as environmental or archaeological monitors?

Yes, as part of Enbridge Gas' engagement on the project, Indigenous communities will have the opportunity to participate as environmental or archaeological monitors, if required for this Project

e) Are there any economic opportunities or benefits available for communities in connection with the project?

Indigenous businesses may be included in Request for Proposals that are submitted by contractors in accordance with Enbridge Gas's "Socio-Economic Requirements of Contractors" process. Capacity funding to support project related engagement will be offered to all Indigenous communities identified in the Duty to Consult letter.

6.0 Contact Information

Regulatory Applications:

Evan Tomek

evan.tomek@enbridge.com

Office: (519) 436-4600 ext. 5003441

Cell: (226) 229-9598

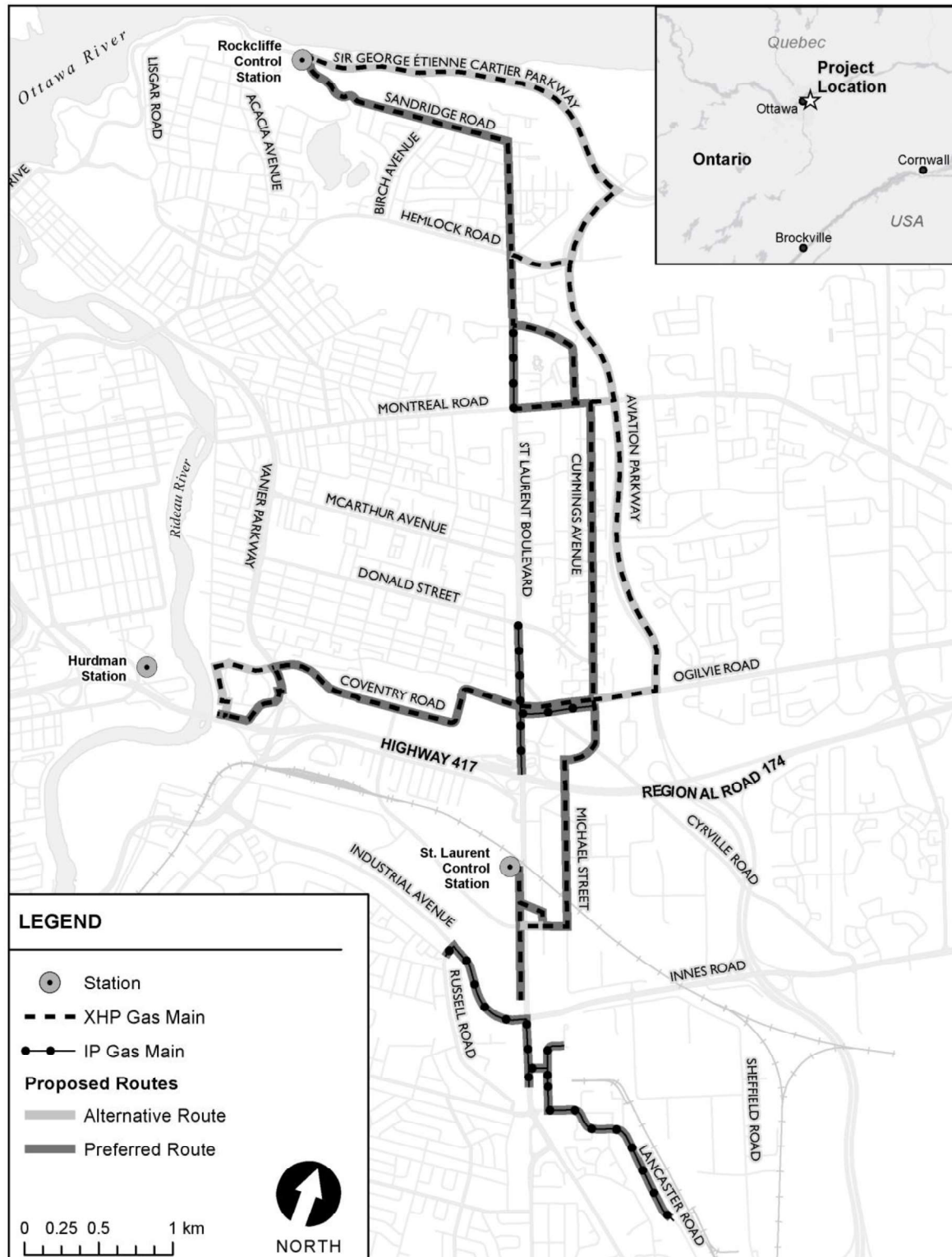
Community & Indigenous Engagement:

Melanie Green

melanie.green@enbridge.com

Cell: (613) 297-4365

Figure 1: Project Study Area



Evan Tomek

From: Gaboury, Bree-Anna (ENERGY) <Bree-Anna.Gaboury@ontario.ca>
Sent: Thursday, December 21, 2023 2:31 PM
To: Evan Tomek
Cc: Gibson, Amy (ENERGY)
Subject: [External] St. Laurent Pipeline Project Update

CAUTION! EXTERNAL SENDER

Were you expecting this email? TAKE A CLOSER LOOK. Is the sender legitimate?
DO NOT click links or open attachments unless you are 100% sure that the email is safe.

Hi Evan,

I apologize for the delay and appreciate your patience. We have reviewed the updated project information for Enbridge's St. Laurent Pipeline Expansion Project. Consistent with the Ministry of Energy's previous delegation letter issued January 30 2020, the consultation list will continue to include Algonquins of Ontario and Mohawks of Akwesasne. However, with respect to consultation with the Algonquins of Ontario, we would like to provide some further guidance. While Algonquins of Pikwakanagan First Nation is one of the communities that comprises the Algonquins of Ontario, please note that this community should be notified **separately** for consultation and engagement purposes. Contact information for Algonquins of Pikwakanagan can be found below.

If you have any questions, please don't hesitate to reach out.

Thank you,

Bree-Anna Gaboury

Contact Information:

Algonquins of Pikwakanagan First Nation	1657A Mishomis Inamo Pikwakanagan, ON K0J 1X0 Consultations@pikwakanagan.ca
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Bree-Anna Gaboury (she/her)

Policy Advisor | Indigenous Energy Policy Unit | Ontario Ministry of Energy | breeanna.gaboury@ontario.ca



Ministry of Energy and Electrification
Energy Networks and Indigenous Policy
Branch

Ministère de l'Énergie et de l'Électricité
Direction Générale des Réseaux Énergétiques
et des Politiques Autochtones



Indigenous Energy Policy

Politique Énergétique Autochtones

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November 8, 2024

VIA EMAIL

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

Re: Letter of Opinion – St. Laurent Pipeline Replacement Project

Dear Mr. Tomek,

The Ontario Ministry of Energy and Electrification (ENERGY) has completed its review of the consultation undertaken by Enbridge Gas Inc. (Enbridge) with Indigenous communities for the St. Laurent Pipeline Replacement Project (the Project).

ENERGY has reviewed the information provided by Enbridge as well as materials filed with the Ontario Energy Board (OEB). ENERGY also engaged with Indigenous communities to understand any concerns about potential impacts to Aboriginal and treaty rights from the project as well as community feedback about satisfaction with Enbridge's response or proposed mitigation, where appropriate.

This letter is to notify you that, based on this review of materials and our outreach to Indigenous communities, ENERGY is of the opinion that the procedural aspects of consultation undertaken by Enbridge to-date for the purposes of the Ontario Energy Board's Leave to Construct for the Project are satisfactory.

It is expected that Enbridge will continue its consultation activities with the Indigenous communities throughout the life of the project, and that Enbridge will notify ENERGY should any rights-based concerns/issues arise.

If you have any questions about this letter or require any additional information, please contact me at +1 (416) 562-9492 or Shannon.McCabe@ontario.ca.

Sincerely,

Shannon McCabe

Shannon McCabe
A/Manager, Strategic Indigenous Initiatives
Ontario Ministry of Energy and Electrification

c: Ontario Energy Board
Ontario Pipeline Coordinating Committee

Enbridge Inc. Indigenous Peoples Policy

Enbridge Indigenous Peoples Policy

Purpose: Enbridge recognizes the diversity of Indigenous peoples¹ who live where we work and operate. We understand that certain laws and policies—in both Canada and the United States—have had destructive impacts on Indigenous cultures, languages, and the social and economic well-being of Indigenous peoples. Enbridge recognizes the importance of reconciliation between Indigenous peoples and broader society. We are committed to building positive and sustainable relationships with Indigenous peoples, based on trust and respect, and focused on finding common goals through open dialogue.

Enbridge believes: Companies can play a role in advancing reconciliation through meaningful engagement with and inclusion of Indigenous peoples and perspectives in their business activities.

Policy: As an energy infrastructure company whose operations span Treaty and Tribal lands, the National Métis Homeland, unceded lands and the traditional territories of Indigenous groups² across North America, Enbridge is deeply committed to advancing reconciliation with Indigenous peoples. Our mutual success depends on the ability to build long-term, respectful and constructive relationships with Indigenous groups near Enbridge's projects and operations throughout the lifecycle of our activities. To achieve this, Enbridge will govern itself by the following principles:

Respect for Indigenous rights and knowledge

- We recognize the importance of the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) in the context of existing Canadian law, and the legal and constitutional obligations that governments in both Canada and the United States have to protect those rights.
- We recognize the legal and constitutional rights possessed by Indigenous peoples in Canada and in the United States, and the importance of the relationship between Indigenous peoples and their traditional lands and resources. We commit to working with Indigenous communities in a manner that recognizes and respects those legal and constitutional rights and the traditional lands and resources to which they apply, and we commit to ensuring that our projects and operations are carried out in an environmentally responsible manner.
- Consistent with Enbridge's respect for the rights of Indigenous peoples, we engage early and sincerely through processes that aim to achieve the support and agreement of Indigenous nations and governments for our projects and operations that may occur on their traditional lands.
- We seek the input and knowledge of Indigenous groups to identify and develop appropriate measures to avoid and/or mitigate the impacts of our projects and operations that may occur on their traditional lands.

¹ In Canada, Indigenous peoples has the meaning assigned by the definition *aboriginal peoples of Canada* in subsection 35(2) of the *Constitution Act, 1982*, which includes First Nations, Métis and Inuit Peoples. In the United States, Enbridge refers to Indigenous peoples as all descendants of people inhabiting land within the current exterior boundaries of the United States prior to the continent being inhabited by European settlers, including all U.S. federally recognized tribes.

² The collective term "Indigenous groups" is used in this Policy when referring to Enbridge's engagement with Indigenous nations, governments or groups in Canada, and/or Native American Tribes and Tribal associations in the United States about Enbridge's projects and operations. Enbridge has the utmost respect for the unique rights and individual names of Indigenous groups across North America. This collective term is used solely for the purpose of readability of the policy.

Promoting equity and inclusion

- Recognizing the need to eliminate the significant socioeconomic barriers that continue to prevent Indigenous peoples from fully participating in the North American economy, Enbridge works with Indigenous peoples to ensure they have opportunities to be included in socioeconomic benefits resulting from our projects and operations. These may include partnerships and opportunities in training and education, employment, procurement, equity participation, business development and community development.
- We are committed to increasing Indigenous representation in Enbridge's workforce and supplier community.

Fostering awareness through education

- We are building – and will continue to ensure – a foundational understanding of the rights, history and cultures of Indigenous peoples through Indigenous awareness training for all Enbridge employees, with the aim of advancing reconciliation with Indigenous peoples

Enbridge will provide ongoing leadership and resources to ensure the effective implementation of the above principles, including the development of implementation strategies and specific action plans, and report its Indigenous reconciliation efforts – including engagement and inclusion outcomes – through its annual Sustainability Report.

This Policy is a shared responsibility involving Enbridge and its affiliates, employees and contractors, and we will conduct business in a manner that reflects the above principles. We will work with our contractors, joint venture partners and others to support consistency with this policy. Enbridge commits to periodically reviewing this policy to ensure it remains relevant and meets changing expectations.

INDIGENOUS CONSULTATION REPORT: SUMMARY TABLES

As of April 8, 2024

Algonquins of Ontario (AOO)		
<p>Was project information provided to the community?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Enbridge Gas has provided AOO with the following information:</p> <ul style="list-style-type: none"> • A Notice of Commencement with a detailed description of the nature and initial scope of the Project. This included a list of other provincial or federal approvals that may be required for the Project to proceed. • Information regarding the In-person Open House. • Maps of the Project location. • Information regarding the Virtual Open House. • Environmental Report, providing information about the potential effects of the Project on the Environment, including archaeological assessments. • Stage 1 and 2 Archaeological Assessment, information about Draft Stage 1 and opportunities for participation in Stage 2 and 3 fieldwork. <p>Enbridge Gas requested community feedback, including any suggestions or proposals on mitigating, avoiding or accommodating any potential impacts the Project may have on Aboriginal or treaty rights.</p> <p>Capacity funding has been offered to support activities such as timely technical reviews of documents, participation in field work associated with the proposed Project, and to engage in meaningful consultation.</p>
<p>Was the community responsive/did you have direct contact with the community?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Enbridge Gas and AOO representatives have exchanged phone calls and emails throughout the Project.</p>
<p>Did the community members or representatives have any questions or concerns?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>In the previous filing of the Project, AOO outlined the importance of environmental issues and archaeological resources to the community and asked that they be kept informed of the Project. The AOO representatives did not express any Project specific impact concerns.</p>
<p>Does the community have any outstanding concerns?</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>As of April 8, 2024, AOO has not identified any outstanding concerns regarding the Project. Enbridge Gas will continue to engage with the community in relation to the Project.</p>

Algonquins of Pikwakanagan (AOP)		
<p>Was project information provided to the community?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Enbridge Gas has provided AOP with the following information:</p> <ul style="list-style-type: none"> • A Notice of Commencement with a detailed description of the nature and initial scope of the Project. This included a list of other provincial or federal approvals that may be required for the Project to proceed. • Information regarding the In-person Open House. • Maps of the Project location. • Information regarding the Virtual Open House. • Environmental Report, providing information about the potential effects of the Project on the Environment, including archaeological assessments. • Stage 1 and 2 Archaeological Assessment, information about Draft Stage 1 and opportunities for participation in Stage 2 and 3 fieldwork. <p>Enbridge Gas requested community feedback, including any suggestions or proposals on mitigating, avoiding or accommodating any potential impacts the Project may have on Aboriginal or treaty rights.</p> <p>Capacity funding has been offered to support activities such as timely technical reviews of documents, participation in field work associated with the proposed Project, and to engage in meaningful consultation.</p>
<p>Was the community responsive/did you have direct contact with the community?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Enbridge Gas and AOP representatives have exchanged phone calls and emails throughout the Project.</p>
<p>Did the community members or representatives have any questions or concerns?</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>To date, AOP has not expressed any Project-related questions or concerns.</p>
<p>Does the community have any outstanding concerns?</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>As of April 8, 2024, AOP has not identified any outstanding concerns regarding the Project however, Enbridge Gas will continue to engage with the community in relation to the Project.</p>

Mohawk Council of Akwesasne (MCA)		
<p>Was project information provided to the community?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Enbridge Gas has provided MCA with the following information:</p> <ul style="list-style-type: none"> • A Notice of Commencement with a detailed description of the nature and initial scope of the Project. This included a list of other provincial or federal approvals that may be required for the Project to proceed. • Information regarding the In-person Open House. • Maps of the Project location. • Information regarding the Virtual Open House. • Environmental Report, providing information about the potential effects of the Project on the Environment, including archaeological assessments. • Stage 1 and 2 Archaeological Assessment, information about Draft Stage 1 and opportunities for participation in Stage 2 fieldwork. <p>Enbridge Gas requested community feedback, including any suggestions or proposals on mitigating, avoiding or accommodating any potential impacts the Project may have on Aboriginal or treaty rights.</p> <p>Capacity funding has been offered to support activities such as timely technical reviews of documents, participation in field work associated with the proposed Project, and to engage in meaningful consultation.</p>
<p>Was the community responsive/did you have direct contact with the community?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Enbridge Gas and MCA have exchanged phone calls and emails regarding the Project.</p>
<p>Did the community members or representatives have any questions or concerns?</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>To date, MCA has not expressed any Project-related questions or concerns.</p>
<p>Does the community have any outstanding concerns?</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>As of April 8, 2024, MCA has not identified any outstanding concerns regarding the Project however, Enbridge Gas will continue to engage with the community in relation to the Project.</p>

ENBRIDGE GAS INC. INDIGENOUS CONSULTATION LOG FOR THE ST. LAURENT PIPELINE
REPLACEMENT PROJECT
LOG UPDATED AS OF APRIL 8, 2024

Algonquins Of Ontario (AOO)					
Line Item	Date	Method	Summary of Enbridge Gas Inc. ("Enbridge Gas") Consultation Activities	Summary of Indigenous Community's Consultation Activities	Issues or Concerns Raised by Indigenous Community and how addressed by Enbridge Gas
1.0	September 15, 2023	Email	An Enbridge Gas representative emailed the AOO representative providing the Notice of Commencement and information on the in-person public information sessions for the St Laurent Pipeline Replacement project ("Project"). The email requested the opportunity to meet to receive community feedback on the proposed Project to avoid, minimize or mitigate potential adverse impacts on Aboriginal or Treaty rights. The email noted that capacity funding is available to engage in meaningful consultation.		See attached line-item 1.0.
1.1	October 23, 2023	Email	An Enbridge Gas representative emailed the AOO representative to provide some additional information on the history of the Project, the weblink to the Project and the weblink to the Open House slides.		
1.2	October 26, 2023	Email	An Enbridge Gas representative emailed the AOO representative to provide a link to a secure version of the ER Amendment in relation to the Project. The Enbridge Gas representative asked for comments by Friday, December 8, 2023; however, if more time was required to inform the Enbridge Gas representative.		See attached line-item 1.2
1.3	October 27, 2023	Email		An AOO representative emailed the Enbridge Gas representative to advise that they received the link and would review.	
1.4	October 30, 2023	Email	An Enbridge Gas representative emailed the AOO representative to confirm receipt of the email.		

Algonquins of Pikwakanagan First Nation (AOP)					
Line Item	Date	Method	Summary of Enbridge Gas Inc. ("Enbridge Gas") Consultation Activities	Summary of Indigenous Community's Consultation Activities	Issues or Concerns Raised by Indigenous Community and how addressed by Enbridge Gas
2.0	October 19, 2023	Email	An Enbridge Gas representative emailed the AOP representative providing the Notice of Commencement and information on the in-person public information sessions for the Project. The email requested the opportunity to meet to receive community feedback on the proposed Project to avoid, minimize or mitigate potential adverse impacts on Aboriginal or Treaty rights. The email noted that capacity funding is available to engage in meaningful consultation.		See attached line-item 2.0.
2.1	October 23, 2023	Email	An Enbridge Gas representative emailed the AOP representative to provide some additional information on the history of the Project, the weblink to the Project and the weblink to the Open House slides.		
2.2	October 23, 2023	Telephone	An Enbridge Gas representative and an AOP representative had a telephone call to discuss the Project. The Enbridge Gas representative provided history on the Project as the AOP were not identified on the original Duty to Consult list provided by the Ministry of Energy. The Enbridge Gas representative advised they would provide the completed reports shared with the Indigenous groups on the initial project.	AOP had no questions or concerns at this time but was interested in reviewing the reports that had been completed.	
2.3	October 23, 2023	Email	The Enbridge Gas representative emailed the AOP representative to summarize their discussion that Enbridge Gas would provide the completed reports that have been shared for the initial project. An additional email was sent providing a link to the archaeology report.		

2.4	October 26, 2023	Email	An Enbridge Gas representative emailed the AOP representative to provide a link to a secure version of the ER Amendment in relation to the Project. The Enbridge Gas representative asked for comments by Friday, December 8, 2023 – however if more time was required to inform the Enbridge Gas representative.		See attached line-item 2.4.
2.5	October 27, 2023	Email		An AOP representative emailed the Enbridge Gas representative to advise that AOP are going to reach out to their environmental contractor, 4 Directions of Conservation (4D), to inquire about capacity. The AOP representative advised that they would do their best for the December 8, 2023, deadline however may require more time.	See attached line item 2.5.
2.6	October 30, 2023	Email	An Enbridge Gas representative emailed the AOP representative to confirm receipt of the email and acknowledged the time restraints due to capacity.		
2.7	December 4, 2023	Email	An Enbridge Gas representative emailed the AOP representative to follow up on the October 3, 2023, email.		
2.8	December 4, 2023	Email		An AOP representative emailed the Enbridge Gas representative to advise that they are behind in the review of the ER. The AOP representative inquired if Enbridge Gas would prefer to offer capacity funding in the form as a letter, like in other past projects. The AOPFN representative advised they had some time today to have a quick phone call meeting for further clarification.	
2.9	December 4, 2023	Email	An Enbridge Gas representative emailed the AOP representative to confirm receipt of email and time of phone call meeting.		

2.10	December 4, 2023	Email		An AOP representative emailed the Enbridge Gas representative to confirm the time.	
2.11	December 4, 2023	Telephone	An Enbridge Gas representative and the AOP representative spoke on the telephone to discuss capacity funding for the Project.		
2.12	December 4, 2023	Email		An AOP representative emailed the Enbridge Gas representative to follow up on their phone call meeting. The AOP representative advised that they hope to be involved in the Project. The AOP representative advised that they hope to have a budget for Enbridge Gas's review for AOP participation in the Project. The AOP representative also advised that they are looking to get some preliminary technical comments to Enbridge Gas prior to the Environmental Report (ER) being sent out, however if AOP cannot provide them in the time frame they understand the comments will be added as an addendum.	See attached line item 2.12.
2.13	December 4, 2023	Email	An Enbridge Gas representative emailed the AOP representative to confirm receipt of the email and to advise they are working on a capacity funding agreement.		
2.14	December 6, 2023	Email		An AOP representative emailed an Enbridge Gas representative to provide a fee schedule to attach to the letter of funding Enbridge Gas is drafting. The AOP representative advised of the cost associated with the ER review. The AOP representative stated that further clarification can be provided if needed.	

2.15	December 7, 2023	Email	An Enbridge Gas representative emailed the AOP representative to confirm receipt of the December 6, 2023, email and to advise they are away from their desk but as soon as they return they will work on the capacity agreement letter.		
2.16	December 7, 2023	Email		<p>An AOP representative emailed the Enbridge Gas representative to thank them for allowing AOP to provide commentary on the Project and Enbridge Gas's ongoing engagement on this Project.</p> <p>The AOP representative advised that as per Appendix E, line-item 1.21 of the ER Amendment, the AOO provided Enbridge Gas with comments and recommendations on the ER and Notice of Project Change in October 29, 2020. The AOO wishes to reiterate that, if any artifacts of Indigenous interests or human remains are encountered during the ground disturbance construction activities in the AOO settlement area to contact the AOO consultation office. The AOO advised that they would like to be notified regarding any project changes/amendments, the release of additional technical project information, and request early notification of potential liaison and monitoring opportunities.</p>	See line-item attachment 2.16.
2.17	December 8, 2023	Email	An Enbridge Gas representative emailed the AOP representative to thank them for their email and to confirm that they will notify AOP should human remains or artifacts be encountered.		

2.18	December 14, 2023	Email	An Enbridge Gas representative emailed the AOP representative to follow up on their December 6, 2023, email to inquire if they can discuss the fees and fee schedule provided.		
				An AOP representative emailed the Enbridge Gas representative to advise that they can have a discussion regarding the fees and would like to find the best available time to meet.	
2.19	December 18, 2023	Email	An Enbridge Gas representative emailed the AOP representative to inquire if a discussion regarding the fees can be scheduled for the new year due to the proximity to Christmas and many people being off.		
2.20	December 18, 2023	Email		An AOP representative emailed the Enbridge Gas representative to provide available meeting times for the new year and to advise if there are any times that work best.	
2.21	December 18, 2023	Email	An Enbridge Gas representative emailed the AOP representative to confirm that January 8, 2024, would work for a virtual meeting.		
2.22	January 8, 2024	Virtual Meeting	An Enbridge Gas representative met with an AOP representative virtually to discuss the capacity agreement and associated fees with the Project.		
2.23	January 30, 2024	Email	An Enbridge Gas representative emailed the AOP representative to provide them the capacity agreement and to advise if there is any questions or feedback.		

2.24	February 1, 2024	Email		<p>An AOP representative emailed the Enbridge Gas representative to thank them for the agreement and that they would forward this to their legal team for review and consideration. The AOP representative inquired about the initial Notice of Commencement that was sent on September 15, 2023, that references a map but was not included. The AOP inquired if this was something that was not yet added to the document or if the map needed to be added. The AOP representative advised that they look forward to their next meeting regarding the Project.</p>	
2.25	February 1, 2024	Email	<p>An Enbridge Gas representative emailed the AOP representative to provide them with the map that AOP inquired about.</p>		<p>See line-item attachment 2.25.</p>
2.26	February 1, 2024	Email		<p>An AOP representative emailed the Enbridge Gas representative to advise that this was the map they were seeking and thank them for providing it.</p>	
2.27	February 2, 2024	Email	<p>An Enbridge Gas representative emailed the AOP representative to thank them for their response.</p>		
2.28	March 21, 2024	Email	<p>An Enbridge Gas representative emailed the AOP representative to inquire about the Environmental Assessment (EA) and since the weather is getting warmer if they can plan to get the EA completed. The Enbridge Gas representative inquired if there is a good time for this to be completed.</p>		

Mohawks of Akwesasne (MA)					
Line Item	Date	Method	Summary of Enbridge Gas Inc. ("Enbridge Gas") Consultation Activities	Summary of Indigenous Community's Consultation Activities	Issues or Concerns Raised by Indigenous Community and how addressed by Enbridge Gas
3.0	September 15, 2023	Email	An Enbridge Gas representative emailed the MA representative providing the Notice of Commencement and information on the in-person public information sessions for the Project. The email requested the opportunity to meet to receive community feedback on the proposed Project to avoid, minimize or mitigate potential adverse impacts on Aboriginal or Treaty rights. The email noted that capacity funding is available to engage in meaningful consultation.		See attached line-item 3.0.
3.1	October 23, 2023	Email	An Enbridge Gas representative emailed the MA representative to provide some additional information on the history of the Project, the weblink to the Project and the weblink to the Open House slides.		
3.2	October 26, 2023	Email	An Enbridge Gas representative emailed the MA representative to provide a link to a secure version of the ER Amendment in relation to the Project. The Enbridge Gas representative asked for comments by Friday, December 8, 2023; however, if more time was required to inform the Enbridge Gas representative.		See attached line-item 3.2.

Line-item attachment 1.0

From: [Melanie Green](#)
To: [Cox, Haleigh \(Algonquins Of Ontario\)](#); kforward@tanakiwin.com
Cc: [Laurny Graham](#); [Gabrielle Lapalme](#)
Subject: Proposed St. Laurent Pipeline Replacement Project
Date: Friday, September 15, 2023 9:20:10 AM
Attachments: [191850_StLaurentReplacement_Algonquins-of-Ontario_Letter_Rev0.pdf](#)

Good morning, Haleigh and team,

Enbridge Gas is proposing to replace its St. Laurent Pipeline System that is currently located along St. Laurent Boulevard in Vanier and Ottawa South. An analysis and safety evaluation completed by Enbridge Gas has demonstrated the need for the immediate replacement of the system to ensure the continued safe and reliable delivery of natural gas service.

The Project will involve the installation of approximately 13 kilometres (km) of new 6-inch, 12-inch, and 16-inch diameter extra high-pressure (XHP) steel pipeline segments to replace the existing St. Laurent Pipeline as well as approximately 8 km of 2-inch, 4-inch, and 6-inch diameter intermediate pressure (IP) polyethylene pipeline segments after the XHP system has been replaced in a different location.

As noted in the attached Notice of Study Commencement, Dillon is hosting a drop-in style public information session on Tuesday, October 3, 2023 from 5:00 pm to 8:00 pm at the Richelieu-Vanier Community Centre, located at 300 des Pères-Blancs Avenue.

Please see attached document with Notice of Study Commencement and Public Information Session

We would like to consult with your community on the proposed Project. We are interested in your community's feedback, including any suggestions or proposals on avoiding, minimizing, or mitigating any potential adverse impacts the proposed Project may have on your Aboriginal or treaty rights.

Enbridge Gas acknowledges that capacity support may be required to enable you to engage in timely technical reviews of documents, participation in field work associated with the proposed Project, and to allow for meaningful consultation. Consistent with our approach on all projects, we are prepared to provide capacity funding to support your team's engagement in relation to the proposed Project. Should you have any questions or concerns, please reach back.

We would like to set up a meeting to continue the discussion on the Project with you to provide you with an opportunity to express any questions or concerns you have. Please feel free to contact me at melanie.green@enbridge.com or 613.297.4365 so we can set up a time to meet. You may also provide me with any feedback you may have regarding the Project in writing by Friday, October 13th, 2023 if possible. If you force requiring additional time, please let me know.

Thank you in advance and I look forward to hearing from you,

Have a great weekend!

Mel

Melanie Green C.E.T

Senior Advisor, Community & Indigenous Engagement, Eastern Region
 Conseiller principal, Engagement communautaire et autochtone, Région de l'Est

Public Affairs, Communications & Sustainability
 Affaires publiques, communications et développement durable
 ENBRIDGE INC.
 TEL: 613.747.4039 | Cell: 613.297.4365
 400 Coventry Rd, Ottawa, ON K1K2C7

www.enbridge.com



September 15, 2023

**To: Haleigh Cox, Project Consultation Advisor
Algonquins of Ontario
31 Riverside Drive, Suite 101, Pembroke, Ontario K8A 8R6**

**Re: Enbridge Gas Inc.
Proposed St. Laurent Pipeline Replacement Project
City of Ottawa, Ontario
Notice of Study Commencement and Public Information Session**

Dear Haleigh Cox,

Enbridge Gas Inc. (Enbridge Gas) has retained Dillon Consulting Limited (Dillon) to conduct an environmental study for the proposed St. Laurent Pipeline Replacement Project (the Project) located in the City of Ottawa, Ontario.

Enbridge Gas is proposing to replace its St. Laurent Pipeline System that is currently located along St. Laurent Boulevard in Vanier and Ottawa South. An analysis and safety evaluation completed by Enbridge Gas has demonstrated the need for the immediate replacement of the system to ensure the continued safe and reliable delivery of natural gas service.

The Project will involve the installation of approximately 13 kilometres (km) of new 6-inch, 12-inch, and 16-inch diameter extra high-pressure (XHP) steel pipeline segments to replace the existing St. Laurent Pipeline as well as approximately 8 km of 2-inch, 4-inch, and 6-inch diameter intermediate pressure (IP) polyethylene pipeline segments after the XHP system has been replaced in a different location. The majority of the pipeline segments under consideration are planned to be installed within road allowances as shown on the figure in the Notice of Study Commencement (attached) and described below:

- The Preferred Route for the north-south XHP portion of the pipeline runs south on St. Laurent Boulevard from the existing St. Laurent Control Station, southeast on Shore Street, south on Lagan Way, and east on Belfast Road. From Belfast Road, the pipeline runs north on Michael Street, east on Labelle Street, north on Cummings Avenue, west on Montreal Road, and north on Brittany Drive to St. Laurent Boulevard. The route then runs north on St. Laurent Boulevard, then west on Sandridge Road, crossing Hillsdale Road before turning north to run along a park footpath and terminating at the Rockcliffe Control Station. An additional segment of XHP pipeline also runs west along Montreal Road from Brittany Drive and terminates east of St. Laurent Boulevard. Another segment of XHP pipeline runs from Shore Street south along St. Laurent Boulevard, terminating just north of Industrial Avenue.

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Limited

Page 2
September 15, 2023



- An Alternative Route for part of the north-south XHP portion of the pipeline runs from Cummings Avenue along Ogilvie Road, north on Aviation Parkway, then west on Sir George-Étienne Cartier Parkway, before terminating at the Rockcliffe Control Station. Additional segments run west on Montreal Road from Aviation Parkway to Cummings Avenue, and west on Hemlock Road from Aviation Parkway to St. Laurent Boulevard.
- The Preferred Route for the east-west XHP portion of the pipeline runs west from Cummings Avenue along Ogilvie Road, Coventry Road, Vanier Parkway, and through private property to the Rideau River.
 - An Alternative Route for part of the east-west XHP portion of the pipeline continues west through private property after Coventry Road ends at the Vanier Parkway before turning south at the Rideau River Pathway.
- The Preferred Route also includes multiple IP pipeline segments as follows:
 - One that runs from Russell Road southeast along Industrial Road, then onto St. Laurent Boulevard, Bourassa Street, Gladwin Crescent, and Lancaster Road.
 - One that runs south along St. Laurent Boulevard from Donald Street, ending just north of the Highway 417 overpass.
 - One that runs west on Ogilvie Road from Cummings Avenue, ending just west of Belfast Road on Coventry Road.
 - One that runs north on St. Laurent Boulevard from Montreal Road to Sandridge Road then west on Sandridge Road, ending at Lakeway Drive.
 - One that runs along a portion of Finter Street.

In 2019, Enbridge Gas retained Dillon to undertake a pipeline route selection and environmental assessment to complete an Environmental Report (ER) for the Project. The routing options discussed above were evaluated in the original ER completed in June 2020, that was subsequently amended in October 2020, with the exception of two new segments:

- A 600 metre (m) segment that runs along St. Laurent Boulevard south of Shore Street to just north of Industrial Avenue that forms part of the XHP north-south Preferred Route.
- A 118 m segment that runs along Belfast Road between St. Laurent Boulevard and Michael Street that forms part of the XHP north-south Alternative Route.

Minor route alterations may be required if the location of the Rockcliffe Control Station changes in the future.

Enbridge Gas has requested that Dillon complete an additional ER Amendment to account for the assessment of changes made to the pipeline routes presented in the original ER and ER Amendment. Building on the documentation previously completed by Dillon in 2020/2021, this ER Amendment will provide an updated analysis on the

Page 4
September 15, 2023



On behalf of the Project team, thank you in advance for your consideration regarding the initial phases of the Project. Please do not hesitate to contact me with any questions you may have.

Sincerely,

Melanie Green
Sr. Advisor, Community & Indigenous Engagement
Enbridge Gas Inc.
Office: 613-747-4039
Cell: 613-297-4365
Melanie.Green@enbridge.com

Attachment: Notice of Study Commencement and Public Information Session

St. Laurent Pipeline Replacement Project
Notice of Study Commencement and Public Information Session
 City of Ottawa, Ontario
 Enbridge Gas Inc.

Enbridge Gas Inc. (Enbridge Gas) is proposing to replace its St. Laurent Pipeline System that is currently located along St. Laurent Boulevard in Vanier and Ottawa South. An analysis and safety evaluation completed by Enbridge Gas has demonstrated the need for the immediate replacement of the system to ensure the continued safe and reliable delivery of natural gas service.

The St. Laurent Pipeline Replacement Project (the Project) will involve the installation of approximately 13 km of new 6-inch, 12-inch, and 16-inch diameter extra high-pressure (XHP) steel pipeline segments to replace the existing St. Laurent Pipeline, as well as approximately 8 km of 2-inch, 4-inch, and 6-inch diameter intermediate pressure (IP) polyethylene pipeline segments after the XHP system has been replaced in a different location. The proposed pipeline routing is depicted in the adjacent figure.

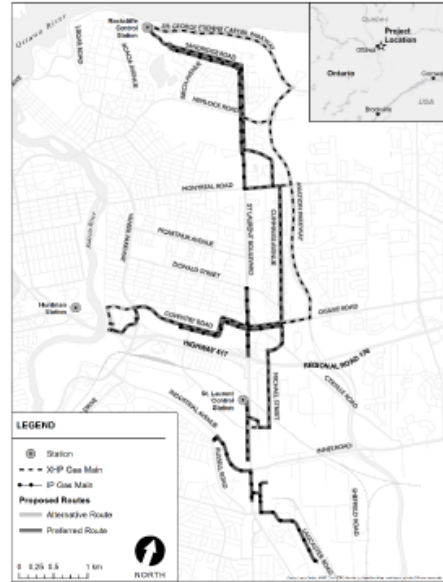
In 2019, Enbridge Gas retained Dillon Consulting Limited (Dillon) to undertake a pipeline route selection, environmental assessment, and to complete an Environmental Report (ER) for the Project. The ER was originally completed in June 2020 and was subsequently amended in October 2020. Both reports were completed in accordance with the Ontario Energy Board (OEB) *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition* (2016). Enbridge Gas has requested that Dillon complete an additional ER Amendment to account for the assessment of changes made to the pipeline routes presented in the original ER. The ER Amendment is being conducted in consideration of the OEB's *Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Projects and Facilities in Ontario, 8th Edition* (2023).

Building on the documentation previously completed by Dillon in 2020/2021, this ER Amendment will provide an updated analysis on the need and justification for the Project, describe any changes to the natural and socio-economic environment, gather input from Indigenous communities, regulatory agencies, the general public, and other interested persons, and provide an updated cumulative effects assessment. Once the ER Amendment is complete, Enbridge Gas plans to file a Leave-to-Construct application with the OEB in Q4 2023. Pending receipt of all approvals, construction is anticipated to begin in summer 2024.

Project Contacts

Greg Asmusen Advisor, Environment Enbridge Gas Inc. 10 Surrey Street East Guelph, ON N1H 3P5	Tristan Lefler Environmental Assessment Project Manager Dillon Consulting Limited 51 Breithaupt Street, Suite 200 Kitchener, ON N2H 5G5
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Email: StLaurentEA@dillon.ca **Phone:** 416-229-4646 Ext. 2048



Invitation to the Community

Stakeholder engagement and Indigenous consultation are key components of this study. Members of the public, regulatory agencies, Indigenous communities, and other interested persons are invited to participate.

Enbridge Gas and Dillon are hosting a drop-in style public information session to provide you with an opportunity to review the St. Laurent Pipeline Replacement Project, ask questions, and provide input.

Location: Richelieu-Vanier Community Centre
 300 des Pères-Blancs Avenue
Date and Time: October 3, 2023, 5:00 pm – 8:00 pm
Project Website: www.enbridgegas.com/StLaurentReplacement

Representatives from Enbridge Gas and Dillon will be in attendance to discuss the Project and answer questions. Your input will be used to confirm the preferred route and in the creation of mitigation plans that may be implemented during construction. If you are interested in participating, or would like to provide comments, please attend the meeting or contact one of the individuals listed. The last day to submit comments for consideration in the environmental study is October 13, 2023. After this date, comments will still be accepted and may be integrated into project planning, as applicable.

Line-item attachment 1.2

From: [Melanie Green](#)
To: [Cox, Haleigh \(Algonquins Of Ontario\)](#); kforward@tanakiwin.com; mknight@tanakiwin.com
Cc: [Lauryn Graham](#); [Gabrielle Lapalme](#)
Subject: RE: Proposed St. Laurent Pipeline Replacement Project
Date: Thursday, October 26, 2023 8:29:36 PM

Hello,

Please see below for the link to the FTP site where you can find the secured-redacted version of the ER Amendment related to the [St Laurent Pipeline Replacement Project](#). Links to original ER and 1st ER amendment can be found on EGI's public website under the "Regulatory Information" tab at the bottom of the webpage. Here is a link to that site: [St. Laurent Pipeline Replacement Project | Enbridge Gas](#). Please let me know if you require anything further and we look forward to your review. If possible, a Friday, December 8, 2023 review would be requested, however, we recognize workload and if you require additional time, please let me know.



Thank you,

Mel

Line-item attachment 2.0

From: [Melanie Green](#)
To: [Amenda Two-Axe Kohoko](#)
Cc: [Lauryn Graham](#)
Subject: St Laurent Pipeline Replacement - Notice of Project
Date: Thursday, October 19, 2023 7:12:35 PM
Attachments: [191850_StLaurentReplacement_Aborouins-of-Pikwakaniagan_Letter.pdf](#)

Good evening, Val and team,

Enbridge Gas is proposing to replace its St. Laurent Pipeline System that is currently located along St. Laurent Boulevard in Vanier and Ottawa South. An analysis and safety evaluation completed by Enbridge Gas has demonstrated the need for the immediate replacement of the system to ensure the continued safe and reliable delivery of natural gas service.

The Project will involve the installation of approximately 13 kilometers (km) of new 6-inch, 12-inch, and 16-inch diameter extra high-pressure (XHP) steel pipeline segments to replace the existing St. Laurent Pipeline as well as approximately 8 km of 2-inch, 4-inch, and 6-inch diameter intermediate pressure (IP) polyethylene pipeline segments after the XHP system has been replaced in a different location.

As noted in the attached Notice of Study Commencement, Dillon is hosted a drop-in style public information session on Tuesday, October 3, 2023 from 5:00 pm to 8:00 pm at the Richelieu-Vanier Community Centre, located at 300 des Pères-Blancs Avenue. We recognize you did not have the opportunity to attend this due to not receiving the info ahead of time. We are open to providing you with info via in person meeting similar to what was provided during the open house to ensure you are up to speed with the project if you have time or are interested. Again, we want to make sure to have the information you require, so please feel free to reach out and we will do what we can to provide the info.

Please see attached document with Notice of Study Commencement and Public Information Session info.

We would like to consult with your community on the proposed Project. We are interested in your community's feedback, including any suggestions or proposals on avoiding, minimizing, or mitigating any potential adverse impacts the proposed Project may have on your Aboriginal or treaty rights.

Enbridge Gas acknowledges that capacity support may be required to enable you to engage in timely technical reviews of documents, participation in field work associated with the proposed Project, and to allow for meaningful consultation. Consistent with our approach on all projects, we are prepared to provide capacity funding to support your team's engagement in relation to the proposed Project. Should you have any questions or concerns, please reach back.

We would like to set up a meeting to continue the discussion on the Project with you to provide you with an opportunity to express any questions or concerns you have. Please feel free to contact me at melanie.green@enbridge.com or 613.297.4365 so we can set up a time to meet.

Thank you in advance and I look forward to hearing from you,

Have a great weekend!

Mel

Melanie Green C.E.T

Senior Advisor, Community & Indigenous Engagement, Eastern Region
Conseiller principal, Engagement communautaire et autochtone, Région de l'Est

Public Affairs, Communications & Sustainability
Affaires publiques, communications et développement durable

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400 Coventry Rd., Ottawa, ON K1K2C7

www.enbridge.com

Safety. Integrity. Respect. Inclusion.
Sécurité. Intégrité. Respect. Inclusion.



October 19, 2023

To: Chief, Greg Sarazin
Algonquins of Pikwakanagan
1657A Mishomis Inamo
Pikwakanagan, ON
K0J 1X0

Re: Enbridge Gas Inc.
Proposed St. Laurent Pipeline Replacement Project
City of Ottawa, Ontario
Notice of Study Commencement

Dear Chief Greg Sarazin,

Enbridge Gas Inc. (Enbridge Gas) has retained Dillon Consulting Limited (Dillon) to conduct an environmental study for the proposed St. Laurent Pipeline Replacement Project (the Project) located in the City of Ottawa, Ontario.

Enbridge Gas is proposing to replace its St. Laurent Pipeline System that is currently located along St. Laurent Boulevard in Vanier and Ottawa South. An analysis and safety evaluation completed by Enbridge Gas has demonstrated the need for the immediate replacement of the system to ensure the continued safe and reliable delivery of natural gas service.

The Project will involve the installation of approximately 13 kilometres (km) of new 6-inch, 12-inch, and 16-inch diameter extra high-pressure (XHP) steel pipeline segments to replace the existing St. Laurent Pipeline as well as approximately 3.8 km of 2-inch, 4-inch, and 6-inch diameter intermediate pressure (IP) polyethylene pipeline segments after the XHP system has been replaced in a different location. The majority of the pipeline segments under consideration are planned to be installed within road allowances as shown on the figure in the Notice of Study Commencement (attached) and described below:

- The Preferred Route for the north-south XHP portion of the pipeline runs south on St. Laurent Boulevard from the existing St. Laurent Control Station, southeast on Shore Street, south on Lagan Way, and east on Belfast Road. From Belfast Road, the pipeline runs north on Michael Street, east on Labelle Street, north on Cummings Avenue, west on Montreal Road, and north on Brittany Drive to St. Laurent Boulevard. The route then runs north on St. Laurent Boulevard, then west on Sandridge Road, crossing Hillside Road before turning north to run along a park footpath and terminating at the Rockcliffe Control Station. An additional segment of XHP pipeline also runs west along Montreal Road from Brittany Drive and terminates east of St. Laurent Boulevard. Another segment of XHP pipeline

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runs from Shore Street south along St. Laurent Boulevard, terminating just north of Industrial Avenue.

- An Alternative Route for part of the north-south XHP portion of the pipeline runs from Cummings Avenue along Ogilvie Road, north on Aviation Parkway, then west on Sir George-Étienne Cartier Parkway, before terminating at the Rockcliffe Control Station. Additional segments run west on Montreal Road from Aviation Parkway to Cummings Avenue, and west on Hemlock Road from Aviation Parkway to St. Laurent Boulevard.
- The Preferred Route for the east-west XHP portion of the pipeline runs west from Cummings Avenue along Ogilvie Road, Coventry Road, Vanier Parkway, and through private property to the Rideau River.
 - An Alternative Route for part of the east-west XHP portion of the pipeline continues west through private property after Coventry Road ends at the Vanier Parkway before turning south at the Rideau River Pathway.
- The Preferred Route also includes multiple IP pipeline segments as follows:
 - One that runs from Russell Road southeast along Industrial Road, then onto St. Laurent Boulevard, Bourassa Street, Gladwin Crescent, and Lancaster Road.
 - One that runs south along St. Laurent Boulevard from Donald Street, ending just north of the Highway 417 overpass.
 - One that runs west on Ogilvie Road from Cummings Avenue, ending just west of Belfast Road on Coventry Road.
 - One that runs north on St. Laurent Boulevard from Montreal Road to Brittany Drive.

In 2019, Enbridge Gas retained Dillon to undertake a pipeline route selection and environmental assessment to complete an Environmental Report (ER) for the Project. The routing options discussed above were evaluated in the original ER completed in June 2020, that was subsequently amended in October 2020, with the exception of two new segments:

- A 600 metre (m) segment that runs along St. Laurent Boulevard south of Shore Street to just north of Industrial Avenue that forms part of the XHP north-south Preferred Route.
- A 118 m segment that runs along Belfast Road between St. Laurent Boulevard and Michael Street that forms part of the XHP north-south Alternative Route.

Minor route alterations may be required if the location of the Rockcliffe Control Station changes in the future.

Enbridge Gas has requested that Dillon complete an additional ER Amendment to account for the assessment of changes made to the pipeline routes presented in the original ER and ER Amendment. Building on the documentation previously completed

Page 3
October 19, 2023



by Dillon in 2020/2021, this ER Amendment will provide an updated analysis on the need and justification for the Project, describe any changes to the natural and socio-economic environment, gather input from Indigenous communities, regulatory agencies, the general public, and other interested persons, and provide an updated cumulative effects assessment. The ER Amendment is being conducted in accordance with the OEB's *Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Projects and Facilities in Ontario, 8th Edition (2023)*.

Once the ER Amendment is complete, Enbridge Gas plans to file a Leave-to-Construct application with the OEB in Q4 2023. Pending receipt of all approvals, construction is anticipated to begin in Q3 2024.

As noted in the attached Notice of Study Commencement and Public Information Session that was circulated to the public the week of September 18, 2023, Dillon hosted drop-in style public information sessions on Tuesday, October 3, 2023 and Wednesday, October 4, 2023 from 5:00 pm to 8:00 pm at the Richelieu-Vanier Community Centre, located at 300 des Pères-Blancs Avenue.

As part of the initial phase of the study, we are collecting information on the socio-economic, cultural, and natural environment along the pipeline route. Examples of data being collected include information on archaeological resources, built heritage features and cultural heritage landscapes, community facilities and infrastructure, terrestrial and aquatic vegetation and wildlife, as well as water, sewage, industrial, and commercial utilities.

Enbridge Gas is committed to meaningful engagement with Indigenous communities and the satisfaction of the Duty to Consult. Enbridge Gas looks forward to engaging with your community to ensure your community's interests are being properly understood and considered. Your community is invited to provide comments regarding the proposed Project. Specifically, Enbridge Gas is seeking information about any potential impacts that the Project may have on your community, including any Indigenous or Treaty rights, and any potential measures for mitigating those adverse impacts.

Kindly indicate whether your community is interested in participating in engagement activities on or before Friday, December 8, 2023. If you are unable to respond by the above date and are intending to do so, please provide an alternative date for when the Project team may expect a response.

Enbridge Gas would be interested in meeting with your community individually to share Project-related information, should you wish. If you wish to meet, please provide potential dates and times that would work best for a meeting with your

Page 4
October 19, 2023



community representatives. Alternatively, please advise if you do not wish to meet individually but would prefer to be kept informed of the Project.

On behalf of the Project team, thank you in advance for your consideration regarding the initial phases of the Project. Please do not hesitate to contact me with any questions you may have.

Sincerely,

Melanie Green
Sr. Advisor, Community & Indigenous Engagement
Enbridge Gas Inc.
Office: 613-747-4039
Cell: 613-297-4365
Melanie.Green@enbridge.com

Attachment: Notice of Study Commencement and Public Information Session

St. Laurent Pipeline Replacement Project
Notice of Study Commencement and Public Information Session
 City of Ottawa, Ontario
 Enbridge Gas Inc.

Enbridge Gas Inc. (Enbridge Gas) is proposing to replace its St. Laurent Pipeline System that is currently located along St. Laurent Boulevard in Vanier and Ottawa South. An analysis and safety evaluation completed by Enbridge Gas has demonstrated the need for the immediate replacement of the system to ensure the continued safe and reliable delivery of natural gas service.

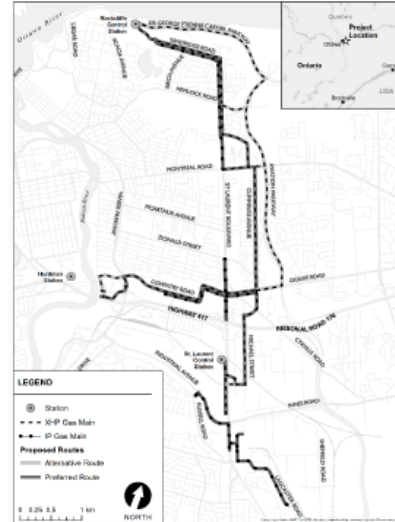
The St. Laurent Pipeline Replacement Project (the Project) will involve the installation of approximately 13 km of new 6-inch, 12-inch, and 16-inch diameter extra high-pressure (XHP) steel pipeline segments to replace the existing St. Laurent Pipeline, as well as approximately 8 km of 2-inch, 4-inch, and 6-inch diameter intermediate pressure (IP) polyethylene pipeline segments after the XHP system has been replaced in a different location. The proposed pipeline routing is depicted in the adjacent figure.

In 2019, Enbridge Gas retained Dillon Consulting Limited (Dillon) to undertake a pipeline route selection, environmental assessment, and to complete an Environmental Report (ER) for the Project. The ER was originally completed in June 2020 and was subsequently amended in October 2020. Both reports were completed in accordance with the Ontario Energy Board (OEB) *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition* (2016). Enbridge Gas has requested that Dillon complete an additional ER Amendment to account for the assessment of changes made to the pipeline routes presented in the original ER. The ER Amendment is being conducted in consideration of the OEB's *Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Projects and Facilities in Ontario, 8th Edition* (2023).

Building on the documentation previously completed by Dillon in 2020/2021, this ER Amendment will provide an updated analysis on the need and justification for the Project, describe any changes to the natural and socio-economic environment, gather input from Indigenous communities, regulatory agencies, the general public, and other interested persons, and provide an updated cumulative effects assessment. Once the ER Amendment is complete, Enbridge Gas plans to file a Leave-to-Construct application with the OEB in Q4 2023. Pending receipt of all approvals, construction is anticipated to begin in summer 2024.

Project Contacts

Greg Asmussen Advisor, Environment Enbridge Gas Inc. 10 Surrey Street East Guelph, ON N1H 3P5 Email: StLaurentEA@dillon.ca	Tristan Lefler Environmental Assessment Project Manager Dillon Consulting Limited 51 Breithaupt Street, Suite 200 Kitchener, ON N2H 5G5 Phone: 416-229-4646 Ext. 2048
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Invitation to the Community

Stakeholder engagement and Indigenous consultation are key components of this study. Members of the public, regulatory agencies, Indigenous communities, and other interested persons are invited to participate.

Enbridge Gas and Dillon are hosting a drop-in style public information session to provide you with an opportunity to review the St. Laurent Pipeline Replacement Project, ask questions, and provide input.

Location: Richelieu-Vanier Community Centre
 300 des Péres-Blancs Avenue

Date and Time: October 3, 2023, 5:00 pm – 8:00 pm

Project Website: www.enbridgegas.com/StLaurentReplacement

Representatives from Enbridge Gas and Dillon will be in attendance to discuss the Project and answer questions. Your input will be used to confirm the preferred route and in the creation of mitigation plans that may be implemented during construction. If you are interested in participating, or would like to provide comments, please attend the meeting or contact one of the individuals listed. The last day to submit comments for consideration in the environmental study is October 13, 2023. After this date, comments will still be accepted and may be integrated into project planning, as applicable.

From: [Melanie Green](#)
To: [Amanda Two-Axe Kohoko](#); [Valerie Taggart](#)
Cc: [Lauryn Graham](#); [Gabrielle Lapalme](#)
Subject: RE: St Laurent Pipeline Replacement - Notice of Project
Date: Thursday, October 26, 2023 8:29:36 PM

Hello,

Please see below for the link to the FTP site where you can find the secured-redacted version of the ER Amendment related to the [St Laurent Pipeline Replacement Project](#). Links to original ER and 1st ER amendment can be found on EGI's public website under the "Regulatory Information" tab at the bottom of the webpage. Here is a link to that site: [St. Laurent Pipeline Replacement Project | Enbridge Gas](#). Please let me know if you require anything further and we look forward to your review. If possible, a Friday, December 8, 2023 review would be requested, however, we recognize workload and if you require additional time, please let me know.



Thank you,

Mel

From: [Valerie Taggart](#)
To: [Melanie Green](#); [Amanda Two-Axe Kohoko](#)
Cc: [Lauryn Graham](#); [Gabrielle Lapalme](#)
Subject: [External] RE: St Laurent Pipeline Replacement - Notice of Project
Date: Friday, October 27, 2023 9:46:33 AM

CAUTION! EXTERNAL SENDER

Were you expecting this email? TAKE A CLOSER LOOK. Is the sender legitimate?
DO NOT click links or open attachments unless you are 100% sure that the email is safe.

Kwey Mel,

Miigwech for forwarding this information for our review and comment. I am going to reach out to Gary and his team to assist with this work and will get back to you as soon as I can with our capacity requirements. We will do our very best to meet your deadline of December 8th however I feel it may not be possible. In the event we find we need more time I will reach out to you right away with our estimated added time necessary.

Miigwech again, talk soon,
Val.

From: [Valerie Taggart](#)
To: [Melanie Green](#); [Amanda Two-Axe Kohoko](#)
Cc: [Lauryn Graham](#); [Gabrielle Lapalme](#)
Subject: [External] RE: St Laurent Pipeline Replacement - Notice of Project
Date: Monday, December 4, 2023 3:30:21 PM

CAUTION! EXTERNAL SENDER

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DO NOT click links or open attachments unless you are 100% sure that the email is safe.

Kwey Mel,

Miigwech for meeting with me just now, sometimes a quick meeting goes a long way! As we discussed The AOPFN does hope to be involved in the St.Laurent Pipeline Replacement Project.

We hope to have a budget and SOW to send to your team for review very soon. Ahead of this official SOW and budget I can say that we are looking to review the EA and any permits or documents related to the Project. We have included a site visit within our budget and SOW to verify the EA findings. We have budgeted for AAC meetings along with periodic Chief and Council meetings to update on Project activities. We have also budgeted for multiple internal meetings as well as multiple meetings between our teams.

We will look at potentially getting some preliminary technical comments to your team ahead of the ER being sent however if this cannot be done within the limited timeframe, we understand that any comments from The AOPFN will be added as an addendum.

If any further clarification/verification is needed ahead of AOPFN sending our budget requirements and SOW, please don't hesitate to reach out to me and I will provide any necessary information in a timely manner.

Miigwech,
Val.

From: Cox, Haleigh (Algonquins Of Ontario) <hcox@tanakwin.com>
Sent: Thursday, December 7, 2023 3:06 PM
To: Melanie Green <melanie.green@enbridge.com>
Cc: Lauryn Graham <lauryn.graham@enbridge.com>; Gabrielle Lapaine <gabrielle.lapaine@enbridge.com>; Forward, Kathleen (Algonquins Of Ontario) <kforward@tanakwin.com>; Knight, Melissa (Algonquins Of Ontario) <mknight@tanakwin.com>
Subject: [External] RE: Proposed St. Laurent Pipeline Replacement Project (ADO File CP 277-11)

CAUTION! EXTERNAL SENDER
Were you expecting this email? TAKE A CLOSER LOOK. Is the sender legitimate?
DO NOT click links or open attachments unless you are 100% sure that the email is safe.
Good afternoon, Melanie,

I hope this email finds you well. Thank you for allowing us to provide commentary on the St. Laurent Pipeline Replacement Project's ER and first ER Amendment. We recognize and appreciate Enbridge's ongoing engagement on this file since February 2020 and the more recent efforts you and your team have made toward relationship and capacity building with the Algonquins of Ontario.

As per line 1.21 of Appendix E: Updated Indigenous Consultation Log of the Environmental Report Amendment, the Algonquins of Ontario Consultation Office provided Enbridge with comments and recommendations on the Environmental Report and the Notice of Project Change on October 29th, 2020. However, in addition to our initial comments and recommendations, the ADO wishes to reiterate that, if any artifacts of Indigenous interest or human remains are encountered during ground disturbance construction activities in the ADO Settlement Area, please contact:

Algonquins of Ontario Consultation Office
31 Riverside Drive, Suite 101
Pembroke, Ontario K0A 0R6
Tel: 613-735-3759
Fax: 613-735-6307
E-mail: algonquins@tanakwin.com

The ADO would like to be notified regarding any project changes/amendments, the release of additional technical project information, and request early notification of potential liaison and monitoring opportunities. Thank you.

Best,

Haleigh Cox (she/her)
Project Consultation Advisor

Algonquins of Ontario Consultation Office
Email: hcox@tanakwin.com
Phone: 343-999-3840

Line-item attachment 2.25

From: Melanie Green <Melanie.Green@enbridge.com>

Sent: Thursday, February 1, 2024 2:25 PM

To: Valerie Taggart <projectco3@pikwakanagan.ca>

Cc: Amanda Two-Axe Kohoko <consultation@pikwakanagan.ca>; Lauryn Graham <lauryn.graham@enbridge.com>

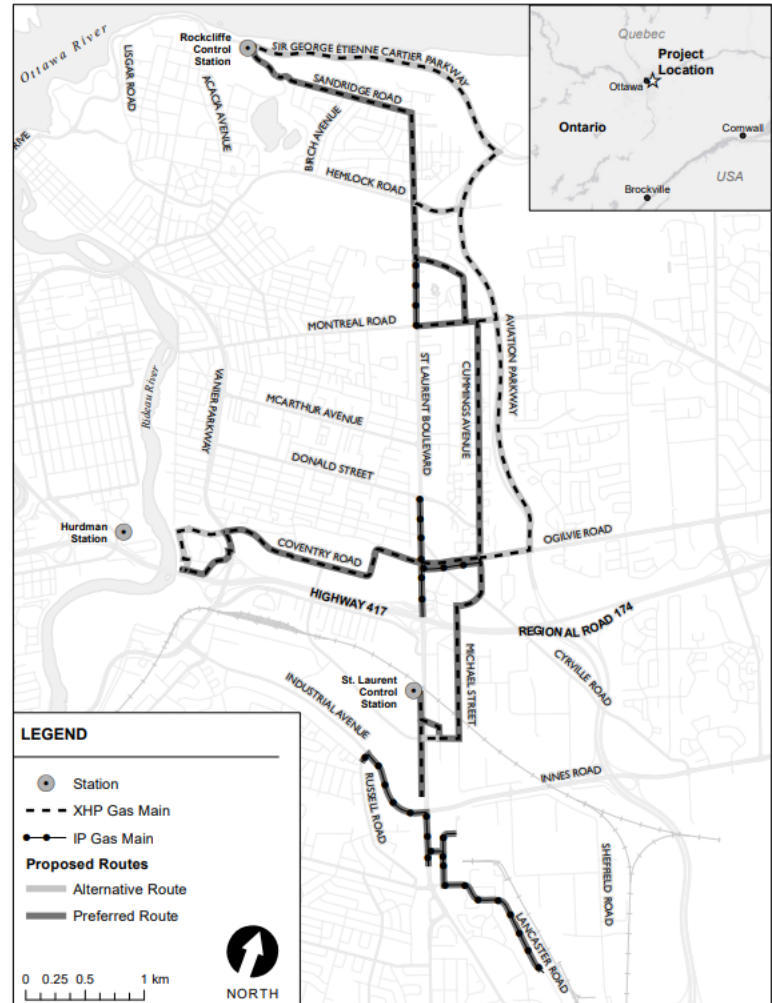
Subject: RE: Fee Schedule St. Laurent

Hey hey,

Thank you much, are you referring to the attached map?

Let me know if this one is ok and if not I will look for another.

Mel



From: [Melanie Green](#)
To: [Grand Chief](#)
Cc: [Gabrielle Lapalme](#); [Lauryn Graham](#)
Subject: Proposed St. Laurent Pipeline Replacement Project
Date: Friday, September 15, 2023 9:19:28 AM
Attachments: [191850_StLaurentReplacement_Mohawks-Akwesasne Letter_Rev0.pdf](#)

Good morning Grand Chief,

Enbridge Gas is proposing to replace its St. Laurent Pipeline System that is currently located along St. Laurent Boulevard in Vanier and Ottawa South. An analysis and safety evaluation completed by Enbridge Gas has demonstrated the need for the immediate replacement of the system to ensure the continued safe and reliable delivery of natural gas service.

The Project will involve the installation of approximately 13 kilometers (km) of new 6-inch, 12-inch, and 16-inch diameter extra high-pressure (XHP) steel pipeline segments to replace the existing St. Laurent Pipeline as well as approximately 8 km of 2-inch, 4-inch, and 6-inch diameter intermediate pressure (IP) polyethylene pipeline segments after the XHP system has been replaced in a different location.

As noted in the attached Notice of Study Commencement, Dillon is hosting a drop-in style public information session on Tuesday, October 3, 2023 from 5:00 pm to 8:00 pm at the Richelieu-Vanier Community Centre, located at 300 des Pères-Blancs Avenue.

Please see attached document with Notice of Study Commencement and Public Information Session

We would like to consult with your community on the proposed Project. We are interested in your community's feedback, including any suggestions or proposals on avoiding, minimizing, or mitigating any potential adverse impacts the proposed Project may have on your Aboriginal or treaty rights.

Enbridge Gas acknowledges that capacity support may be required to enable you to engage in timely technical reviews of documents, participation in field work associated with the proposed Project, and to allow for meaningful consultation. Consistent with our approach on all projects, we are prepared to provide capacity funding to support your team's engagement in relation to the proposed Project. Should you have any questions or concerns, please reach back.

We would like to set up a meeting to continue the discussion on the Project with you to provide you with an opportunity to express any questions or concerns you have. Please feel free to contact me at melanie.green@enbridge.com or 613.297.4365 so we can set up a time to meet. You may also provide me with any feedback you may have regarding the Project in writing by Friday, October 13th, 2023 if possible. If you force requiring additional time, please let me know.

Thank you in advance and I look forward to hearing from you,

Have a great weekend!

Mel

Melanie Green C.E.T

Senior Advisor, Community & Indigenous Engagement, Eastern Region
Conseiller principal, Engagement communautaire et autochtone, Région de l'Est

Public Affairs, Communications & Sustainability
Affaires publiques, communications et développement durable

ENBRIDGE INC.
TEL: 613.747.4039 | Cell: 613.297.4365
400 Coventry Rd, Ottawa, ON K1K2C7

www.enbridge.com

Safety. Integrity. Respect. Inclusion.
Sécurité. Intégrité. Respect. Inclusion.



September 15, 2023

**To: Abram Benedict, Grand Chief
Mohawks of Akwesasne
PO Box 579, Cornwall, Ontario K6H 5T3**

**Re: Enbridge Gas Inc.
Proposed St. Laurent Pipeline Replacement Project
City of Ottawa, Ontario
Notice of Study Commencement and Public Information Session**

Dear Grand Chief Benedict,

Enbridge Gas Inc. (Enbridge Gas) has retained Dillon Consulting Limited (Dillon) to conduct an environmental study for the proposed St. Laurent Pipeline Replacement Project (the Project) located in the City of Ottawa, Ontario.

Enbridge Gas is proposing to replace its St. Laurent Pipeline System that is currently located along St. Laurent Boulevard in Vanier and Ottawa South. An analysis and safety evaluation completed by Enbridge Gas has demonstrated the need for the immediate replacement of the system to ensure the continued safe and reliable delivery of natural gas service.

The Project will involve the installation of approximately 13 kilometres (km) of new 6-inch, 12-inch, and 16-inch diameter extra high-pressure (XHP) steel pipeline segments to replace the existing St. Laurent Pipeline as well as approximately 8 km of 2-inch, 4-inch, and 6-inch diameter intermediate pressure (IP) polyethylene pipeline segments after the XHP system has been replaced in a different location. The majority of the pipeline segments under consideration are planned to be installed within road allowances as shown on the figure in the Notice of Study Commencement (attached) and described below:

- The Preferred Route for the north-south XHP portion of the pipeline runs south on St. Laurent Boulevard from the existing St. Laurent Control Station, southeast on Shore Street, south on Lagan Way, and east on Belfast Road. From Belfast Road, the pipeline runs north on Michael Street, east on Labelle Street, north on Cummings Avenue, west on Montreal Road, and north on Brittany Drive to St. Laurent Boulevard. The route then runs north on St. Laurent Boulevard, then west on Sandridge Road, crossing Hillsdale Road before turning north to run along a park footpath and terminating at the Rockcliffe Control Station. An additional segment of XHP pipeline also runs west along Montreal Road from Brittany Drive and terminates east of St. Laurent Boulevard. Another segment of XHP pipeline runs from Shore Street south along St. Laurent Boulevard, terminating just north of Industrial Avenue.

Dillon Consulting
Limited

Page 2
September 15, 2023



- An Alternative Route for part of the north-south XHP portion of the pipeline runs from Cummings Avenue along Ogilvie Road, north on Aviation Parkway, then west on Sir George-Étienne Cartier Parkway, before terminating at the Rockcliffe Control Station. Additional segments run west on Montreal Road from Aviation Parkway to Cummings Avenue, and west on Hemlock Road from Aviation Parkway to St. Laurent Boulevard.
- The Preferred Route for the east-west XHP portion of the pipeline runs west from Cummings Avenue along Ogilvie Road, Coventry Road, Vanier Parkway, and through private property to the Rideau River.
 - An Alternative Route for part of the east-west XHP portion of the pipeline continues west through private property after Coventry Road ends at the Vanier Parkway before turning south at the Rideau River Pathway.
- The Preferred Route also includes multiple IP pipeline segments as follows:
 - One that runs from Russell Road southeast along Industrial Road, then onto St. Laurent Boulevard, Bourassa Street, Gladwin Crescent, and Lancaster Road.
 - One that runs south along St. Laurent Boulevard from Donald Street, ending just north of the Highway 417 overpass.
 - One that runs west on Ogilvie Road from Cummings Avenue, ending just west of Belfast Road on Coventry Road.
 - One that runs north on St. Laurent Boulevard from Montreal Road to Sandridge Road then west on Sandridge Road, ending at Lakeway Drive.
 - One that runs along a portion of Finter Street.

In 2019, Enbridge Gas retained Dillon to undertake a pipeline route selection and environmental assessment to complete an Environmental Report (ER) for the Project. The routing options discussed above were evaluated in the original ER completed in June 2020 that was subsequently amended in October 2020, with the exception of two new segments.

- A 600 metre (m) segment that runs along St. Laurent Boulevard south of Shore Street to just north of Industrial Avenue that forms part of the XHP north-south Preferred Route.
- A 118 m segment that runs along Belfast Road between St. Laurent Boulevard and Michael Street that forms part of the XHP north-south Alternative Route.

Minor route alterations may be required if the location of the Rockcliffe Control Station changes in the future.

Enbridge Gas has requested that Dillon complete an additional ER Amendment to account for the assessment of changes made to the pipeline routes presented in the original ER. Building on the documentation previously completed by Dillon in 2020/2021, this ER Amendment will provide an updated analysis on the need and

Page 3
September 15, 2023



justification for the Project, describe any changes to the natural and socio-economic environment, gather input from Indigenous communities, regulatory agencies, the general public, and other interested persons, and provide an updated cumulative effects assessment. The ER Amendment is being conducted in accordance with the OEB's *Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Projects and Facilities in Ontario, 8th Edition (2023)*.

Once the ER Amendment is complete, Enbridge Gas plans to file a Leave-to-Construct application with the OEB in Q4 2023. Pending receipt of all approvals, construction is anticipated to begin in summer 2024.

Indigenous engagement will play a key role in the Project. As noted in the attached Notice of Study Commencement, Dillon is hosting a drop-in style public information session on **Tuesday, October 3, 2023** from 5:00pm to 8:00 pm at the Richelieu-Vanier Community Centre, located at 300 des Pères-Blancs Avenue.

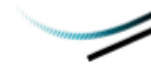
As part of the initial phase of the study, we are collecting information on the socio-economic, cultural, and natural environment along the pipeline route. Examples of data being collected include information on archaeological resources, and built heritage features and cultural heritage landscapes, community facilities and infrastructure, terrestrial and aquatic vegetation and wildlife, as well as water, sewage, industrial, and commercial utilities.

Enbridge Gas is committed to meaningful engagement with Indigenous communities and the satisfaction of the Duty to Consult. Enbridge Gas looks forward to engaging with your community to ensure your community's interests are being properly understood and considered. Your community is invited to provide comments regarding the proposed Project. Specifically, Enbridge Gas is seeking information about any potential impacts that the Project may have on your community, including any Indigenous or Treaty rights, and any potential measures for mitigating those adverse impacts.

Kindly indicate whether your community is interested in participating in engagement activities on or before **Friday, October 13, 2023**. If you are unable to respond by the above date and are intending to do so, please provide an alternative date for when the Project team may expect a response.

Enbridge Gas would be interested in meeting with your community individually to share Project-related information, should you wish. If you wish to meet, please provide potential dates and times that would work best for a meeting with your community representatives. Alternatively, please advise if you do not wish to meet individually but would prefer to be kept informed of the Project.

Page 4
September 15, 2023



On behalf of the Project team, thank you in advance for your consideration regarding the initial phases of the Project. Please do not hesitate to contact me with any questions you may have.

Sincerely,

Melanie Green
Sr. Advisor, Community & Indigenous Engagement
Enbridge Gas Inc.
Office: 613-747-4039
Cell: 613-297-4365
Melanie.Green@enbridge.com

Attachment: Notice of Study Commencement and Public Information Session



St. Laurent Pipeline Replacement Project
Notice of Study Commencement and Public Information Session
 City of Ottawa, Ontario
 Enbridge Gas Inc.

Enbridge Gas Inc. (Enbridge Gas) is proposing to replace its St. Laurent Pipeline System that is currently located along St. Laurent Boulevard in Vanier and Ottawa South. An analysis and safety evaluation completed by Enbridge Gas has demonstrated the need for the immediate replacement of the system to ensure the continued safe and reliable delivery of natural gas service.

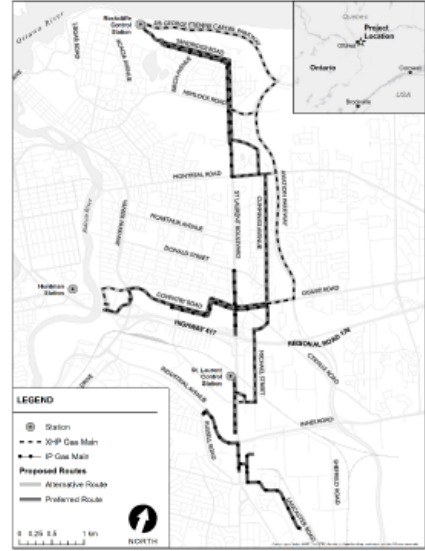
The St. Laurent Pipeline Replacement Project (the Project) will involve the installation of approximately 13 km of new 6-inch, 12-inch, and 16-inch diameter extra high-pressure (XHP) steel pipeline segments to replace the existing St. Laurent Pipeline, as well as approximately 8 km of 2-inch, 4-inch, and 6-inch diameter intermediate pressure (IP) polyethylene pipeline segments after the XHP system has been replaced in a different location. The proposed pipeline routing is depicted in the adjacent figure.

In 2019, Enbridge Gas retained Dillon Consulting Limited (Dillon) to undertake a pipeline route selection, environmental assessment, and to complete an Environmental Report (ER) for the Project. The ER was originally completed in June 2020 and was subsequently amended in October 2020. Both reports were completed in accordance with the Ontario Energy Board (OEB) *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition* (2016). Enbridge Gas has requested that Dillon complete an additional ER Amendment to account for the assessment of changes made to the pipeline routes presented in the original ER. The ER Amendment is being conducted in consideration of the OEB's *Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Projects and Facilities in Ontario, 8th Edition* (2023).

Building on the documentation previously completed by Dillon in 2020/2021, this ER Amendment will provide an updated analysis on the need and justification for the Project, describe any changes to the natural and socio-economic environment, gather input from Indigenous communities, regulatory agencies, the general public, and other interested persons, and provide an updated cumulative effects assessment. Once the ER Amendment is complete, Enbridge Gas plans to file a Leave-to-Construct application with the OEB in Q4 2023. Pending receipt of all approvals, construction is anticipated to begin in summer 2024.

Project Contacts

<p>Greg Asmussen Advisor, Environment Enbridge Gas Inc. 10 Surrey Street East Guelph, ON N1H 3P5 Email: StLaurentEA@dillon.ca</p>	<p>Tristan Lefler Environmental Assessment Project Manager Dillon Consulting Limited 51 Breithaupt Street, Suite 200 Kitchener, ON N2H 5G5 Phone: 416-229-4646 Ext. 2048</p>
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Invitation to the Community

Stakeholder engagement and Indigenous consultation are key components of this study. Members of the public, regulatory agencies, Indigenous communities, and other interested persons are invited to participate.

Enbridge Gas and Dillon are hosting a drop-in style public information session to provide you with an opportunity to review the St. Laurent Pipeline Replacement Project, ask questions, and provide input.

Location: Richelieu-Vanier Community Centre
 300 des Pères-Blancs Avenue
Date and Time: October 3, 2023, 5:00 pm – 8:00 pm
Project Website: www.enbridgegas.com/StLaurentReplacement

Representatives from Enbridge Gas and Dillon will be in attendance to discuss the Project and answer questions. Your input will be used to confirm the preferred route and in the creation of mitigation plans that may be implemented during construction. If you are interested in participating, or would like to provide comments, please attend the meeting or contact one of the individuals listed. The last day to submit comments for consideration in the environmental study is October 13, 2023. After this date, comments will still be accepted and may be integrated into project planning, as applicable.

From: [Melanie Green](#)
To: [Grand Chief](#)
Cc: [Gabrielle Lapalme](#); [Lauryn Graham](#)
Subject: Proposed St. Laurent Pipeline Replacement Project - Environmental Report Amendment
Date: Thursday, October 26, 2023 8:29:37 PM

Hello,

Please see below for the link to the FTP site where you can find the secured-redacted version of the ER Amendment related to the [St Laurent Pipeline Replacement Project](#). Links to original ER and 1st ER amendment can be found on EGI's public website under the "Regulatory Information" tab at the bottom of the webpage. Here is a link to that site: [St. Laurent Pipeline Replacement Project | Enbridge Gas](#). Please let me know if you require anything further and we look forward to your review. If possible, a Friday, December 8, 2023 review would be requested, however, we recognize workload and if you require additional time, please let me know.



Thank you,

Mel

CONDITIONS OF APPROVAL

1. The OEB has developed standard conditions that are typically imposed in leave to construct approvals.¹ Enbridge Gas has reviewed these standard conditions and has not identified any additional or revised conditions that the Company wishes to propose for this Project.

¹ Standard conditions of approval are included in Schedule 1 of the OEB's standard issues list for leave to construct applications: <https://www.oeb.ca/sites/default/files/issues-list-LTC-natural-gas.pdf>