DILLON CONSULTING

Enbridge Gas Inc.

Environmental Report

Scarborough Subway Extension Lawrence Avenue East Station Relocation Project

August 2023 – 23-5456

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Acronyms and Abbreviations

BHR	Built Heritage Resource
C&M	Construction and Maintenance (Manual)
CHAR	Cultural Heritage Assessment Report
CHL	Cultural Heritage Landscape
CHRECPIA	Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment
COSEWIC	Committee on the Status of Endangered Wildlife in Canada
DFO	Fisheries and Oceans Canada
Dillon	Dillon Consulting Limited
EA	environmental assessment
EASR	Environmental Activity and Sector Registry
ECCC	Environment and Climate Change Canada
ELC	Ecological Land Classification
Enbridge Gas	Enbridge Gas Inc.
EPP	Environmental Protection Plan
ER	Environmental Report
ESA	*Endangered Species Act, 2007*
GHG	Greenhouse Gas
HVA	Highly Vulnerable Aquifer
IPZ	Intake Protection Zone
LTC	Leave-to-Construct
masl	metres above sea level

mbgs	metres below ground surface
MECP	Ministry of Environment, Conservation and Parks
MMAH	Ministry of Municipal Affairs and Housing
MCM	Ministry of Citizenship and Multiculturalism
MNR	Ministry of Natural Resources
MNRF	Ministry of Natural Resources and Forestry
MTO	Ministry of Transportation
NHIC	Natural Heritage Information Centre
NPS	nominal pipe size
NRCan	Natural Resources Canada
O. Reg.	Ontario Regulation
O&M	operations and maintenance
OEB	Ontario Energy Board
OEB Guidelines	Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition
OGS	Ontario Geological Survey
OPCC	Ontario Pipeline Coordinating Committee
OWRA	*Ontario Water Resources Act*
PPR	Preliminary Preferred Route
PTTW	Permit to Take Water
ROW	right-of-way
SAR	Species at Risk
SARA	*Species at Risk Act*

SARO	Species at Risk in Ontario (List)
SCC	Species of Conservation Concern
SSE	Scarborough Subway Extension
SWH	Significant Wildlife Habitat
the Project	Scarborough Subway Extension Lawrence Avenue East Station Relocation Project
the Study	environmental and cumulative effects assessment
TMHC	Timmins Martelle Heritage Consultants Inc.
TRCA	Toronto and Region Conservation Authority
TTC	Toronto Transit Commission
WHPA	Well Head Protection Area
WWIS	Water Well Information System

Executive Summary

Enbridge Gas Inc. (Enbridge Gas) retained Dillon Consulting Limited (Dillon) to conduct an environmental and cumulative effects assessment (the Study) for the proposed Scarborough Subway Extension Lawrence Avenue East Station Relocation Project (the Project), located in the City of Toronto, in the administrative district of Scarborough. If approved, construction of the Project is anticipated to begin in summer 2024.

The Project is required to accommodate the construction of the Metrolinx Scarborough Subway Extension transit project. The pipeline will be relocated to the vicinity of Lawrence Avenue East, McCowan Road, and Valparaiso Avenue. Enbridge Gas has identified a Preferred Route consisting of 79 meters (m) of 8-inch natural gas pipeline and 266 m of 12-inch natural gas pipeline. The Project Study Area is highly developed. As a result, the routing options are limited.

The Study results have been documented in this Environmental Report (ER), which conforms to the Ontario Energy Board (2016) Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition. On March 28, 2023, the Ontario Energy Board released updated guidelines, titled Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Projects and Facilities in Ontario, 8th Edition. As the project was initiated prior to March 28, 2023, the 7th Edition Guidelines were followed; however, components of the 8th Edition Guidelines were considered when drafting this report.

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

The Study involved undertaking an inventory of physical, natural, and socio-economic features within the Study Area. This information was used to produce maps identifying features that could be impacted by pipeline construction and operation. The Project is located in a highly developed area with limited routing options. Enbridge Gas has identified one route option.

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

1.0 Introduction

Enbridge Gas Inc. (Enbridge Gas) retained Dillon Consulting Limited (Dillon) to conduct an environmental and cumulative effects assessment (the Study) for the Scarborough Subway Extension Lawrence Avenue East Station Relocation Project (the Project) located in the City of Toronto, Ontario. If approved, construction of the Project is anticipated to begin in summer 2024.

1.1 Description of the Project

The proposed natural gas pipeline relocation is required to accommodate the construction of the Metrolinx Scarborough Subway Extension transit project while maintaining the existing service to Enbridge Gas customers in Scarborough. The Project involves reconfiguring natural gas infrastructure in the vicinity of Lawrence Avenue East, McCowan Road, and Valparaiso Avenue.

Enbridge Gas has identified one potential pipeline route – the Preliminary Preferred Route (PPR) – as the only feasible alternative. The PPR is shown on **Figure 1** and described below.

- Approximately 79 metres (m) of 8-inch diameter natural gas pipeline relocated onto Metrolinx private property easement;
- Approximately 154 m of 12-inch diameter pipeline relocated onto private property easement; and,
- Approximately 112 m of 12-inch diameter natural gas pipeline relocated on Lawrence Avenue East and McCowan Road, and along Valparaiso Avenue.

The majority of the proposed pipeline (i.e., 233 m) will be installed within private easements, with approximately one-third of the proposed pipeline (i.e., 112 m) within the existing road rights-of-way (ROWs) along Lawrence Avenue East, McCowan Road, and Valparaiso Avenue. Typical depth of ground cover over the pipeline will be approximately 0.9 to 1.2 metres; however, it may be installed deeper to provide additional protection in areas where it crosses underneath existing infrastructure (for example, roads, railroad lines, sewers, other utility structures). The minimum depth of cover within the City's ROW will be established in accordance with the City's Municipal Consent Requirements for the Installation of Plant Within City of Toronto Streets (City of

Toronto, 2015). Pipeline construction will be completed through a combination of open trench and/or cut and cover. Where the proposed pipeline crosses areas of major road crossings, trenchless construction methods (e.g., horizontal directional drill [HDD], bore) may be employed.

Temporary workspace and laydown areas will be required adjacent to the proposed location of the pipeline to facilitate the movement and storage of equipment necessary for construction. Enbridge Gas will work with the local municipalities, regulatory agencies, and landowners to identify and secure appropriate workspace, as required.

A section of the pipeline is located through private residences, which have been acquired by Metrolinx. These buildings have been removed to accommodate the construction of the proposed Lawrence Avenue East Station. Construction for the Preferred Route would occur following building demolition of the private residences and decommissioned gas station located in the Project footprint.

1.2 Project Purpose and Rationale

Metrolinx has requested that Enbridge Gas relocate its existing natural gas pipelines to accommodate the construction of the Lawrence East Station of the Scarborough Subway Extension (SSE) transit project. Enbridge Gas has identified the PPR as the only feasible alternative. The PPR resolves the conflict with the subway while minimizing the total length and cost of a gas main relocation in order to reinstate the network, while maintaining service to existing Enbridge Gas customers. As a result, no additional route options were considered for the purposes of this study.

Figure 1: Project Overview

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Scarborough Subway Extension - Lawrence Avenue East Station Relocation Project

Preliminary Preferred Route (Approx.)
Watercourse
Existing Pipeline Infrastructure
Road

PROJECT OVERVIEW

FIGURE 1

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY MNRF, ENBRIDGE GAS INC, METROLINX, ESRI IMAGERY

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

SCALE 1:2,200

0 25 50 100 m

PROJECT: 23-5456 STATUS:DRAFT DATE: 2023-05-23

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

FILE LOCATION: K:\2023\235456\Product\Client\EnviroReport\F1_ProjectOverview.mxd

1.3 Environmental and Cumulative Effects Assessment

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

1.4 Regulatory Framework

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

1.4.1 Ontario Energy Board

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

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

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

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

The OEB may order a written or oral hearing, based upon the complexity of the Project and the level of public concern. Enbridge Gas plans to file a Leave-to-Construct (LTC) Application with the OEB in November 2023. If approved by the OEB, construction of the Project is anticipated to start in Quarter (Q) Q3 2024.

1.4.2 Impact Assessment Agency of Canada

Federal government involvement under the *Impact Assessment Act* (SC 2019, c. 28, s. 1) is required for specific types of projects. The types of projects that require federal review and approval are listed as "designated projects" in the *Physical Activities Regulations* (SOR/2019-285), or are designated through Ministerial discretion.

The Project scope does not fall into the categories of projects listed in the Physical Activities Regulations and is, therefore, not subject to the requirements of the federal *Impact Assessment Act*.

1.4.3 Other Potential Permits, Approvals, or Notifications

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

Table 1: Potential Permits, Approvals, or Notifications

Agency	Legislation, Regulation, or Standard	Permit/Approval/Notification
Ministry of Environment, Conservation and Parks (MECP)	*Endangered Species Act, 2007* (*ESA*) (SO 2007, c. 6) and Ontario Regulation (O. Reg.) 242/08	A permit or approval is required for activities that may affect a provincially listed species at risk (SAR) (Endangered or Threatened) and/or their habitat. See **Section 4.2.8** of this report for more information on potential SAR in the Project area.
MECP	*Ontario Water Resources Act* (*OWRA*) (RSO 1990, c. O.40) and O. Reg. 387/04: Water Taking Regulation	Registration under the Environmental Activity and Sector Registry (EASR) is required if the Project will result in dewatering of more than 50,000 litres per day (L/day) but less than 400,000 L/day. A Permit to Take Water (PTTW) will be required if water taking is greater than 400,000 L/day.

Agency	Legislation, Regulation, or Standard	Permit/Approval/Notification
Ministry of Citizenship and Multiculturalism (MCM)	*Ontario Heritage Act* (RSO 1990, c. O.18)	Archaeological clearance is required prior to any ground disturbances and/or site alterations. A Stage 1 Archaeological Assessment was completed for the Project. A copy of the report is provided in **Appendix A**. A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHRECPIA) was completed for the Project and is provided in **Appendix B**. The CHSR includes the MCM Cultural Heritage Checklist.
Toronto and Region Conservation Authority (TRCA)	*Conservation Authorities Act* and O. Reg. 166/06	Consultation with TRCA permitting department is recommended once final Project design is complete to determine if a permit is required.
City of Toronto	Noise Control By-Law (No. 591-2.3)	A Noise By-law Exemption is required if construction noises will occur outside of the allowable hours within urban boundaries identified in the By-law.
	Private Tree Protection By-Law (No. 248-2013)	A permit is required if Project activities will result in work that would impact trees on private property
	Street Tree Protection By-Law (No. 248-2013)	A permit is required for the removal or injury of street trees located within a utility easement where the repair or replacement of the utility is required for the provision of such utilities.
	Parking By-law (No. 01-218)	Approval for Parking By-law Amendment is required if construction cannot meet the regulation (i.e., between 2 am and 7 am).
	Ravine and Natural Feature Protection By-Law (No. 838-2002)	A permit is required for activities harming or removing any trees, changing the natural land topography, the placing or dumping of fill, and constructing new or replacing old structures or retaining walls.

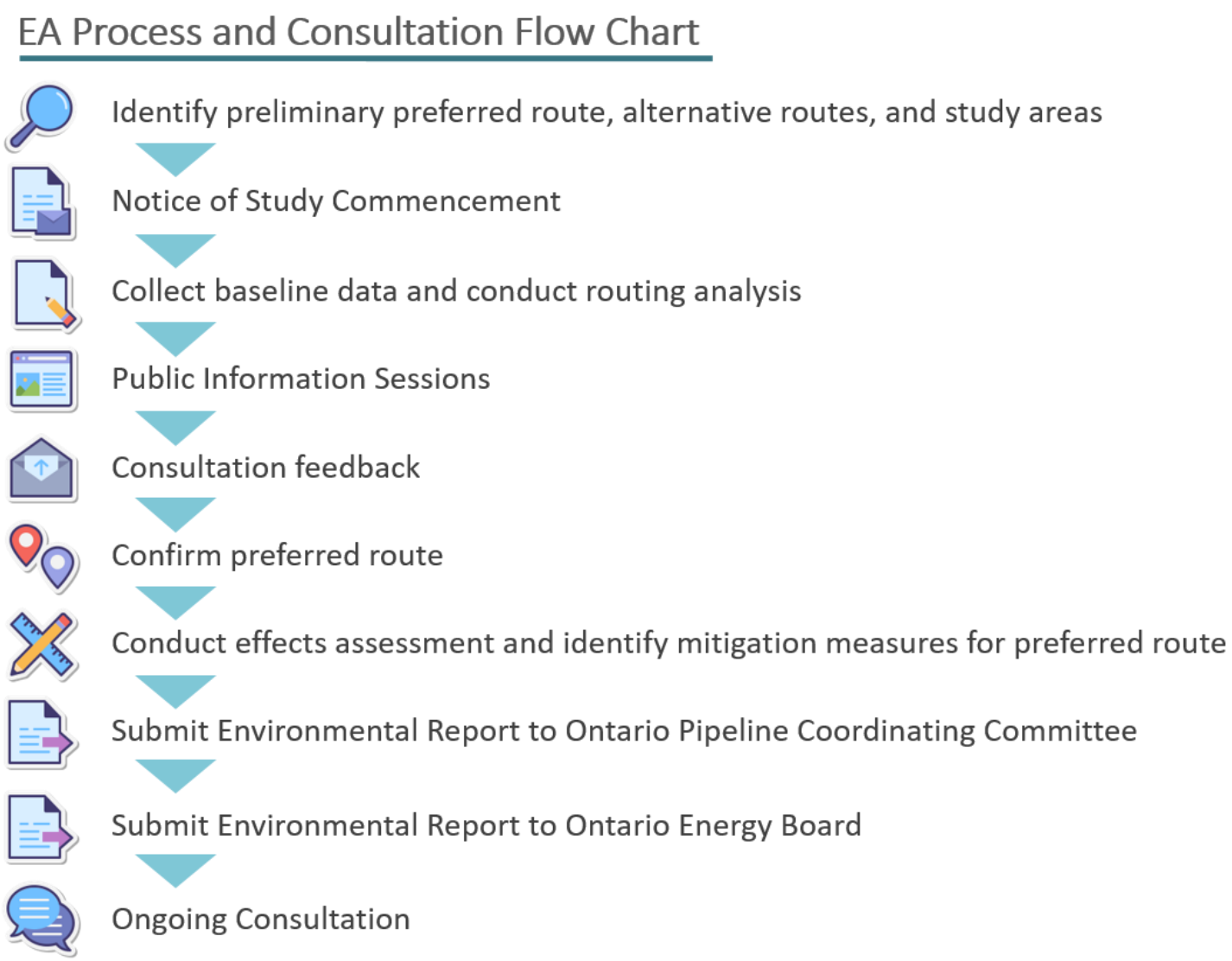
2.0 Study Process

The Study process followed three main steps:

- Identification of Study Areas and Environmental Inventory;
- Routing Constraints Analysis; and
- Effects Assessment and Proposed Mitigation Measures.

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

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



2.1 Study Methods

The Study methods were designed to achieve the following objectives:

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

The Study was conducted between January 2023 and April 2023.

2.1.1 Identification of Study Area and Environmental Inventory

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

To address potential adverse effects on indirectly-affected Indigenous communities, stakeholders, and landowners, Dillon conducted desktop studies that encompassed 125 metres on each side of the potential routes for a total width of 250 metres (**Figure 3**).

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

The purpose of collecting applicable data to compile features mapping was to assist the Study team, Enbridge Gas, Indigenous communities, the public, regulatory agencies, and

interested parties in understanding how the environment may be affected by the Project. Feature maps serve as the baseline for route evaluation and for assessing the potential adverse effects resulting from construction and operation of the pipeline.

To confirm potential adverse effects on directly-affected Indigenous communities, stakeholders, and landowners, Dillon undertook a field program that encompassed 30 metres on each side of the proposed pipeline route (centreline) for a total width of 60 metres (Project footprint). This was done to encompass the pipeline ROW, as well as potential temporary workspace required to accommodate pipeline construction.

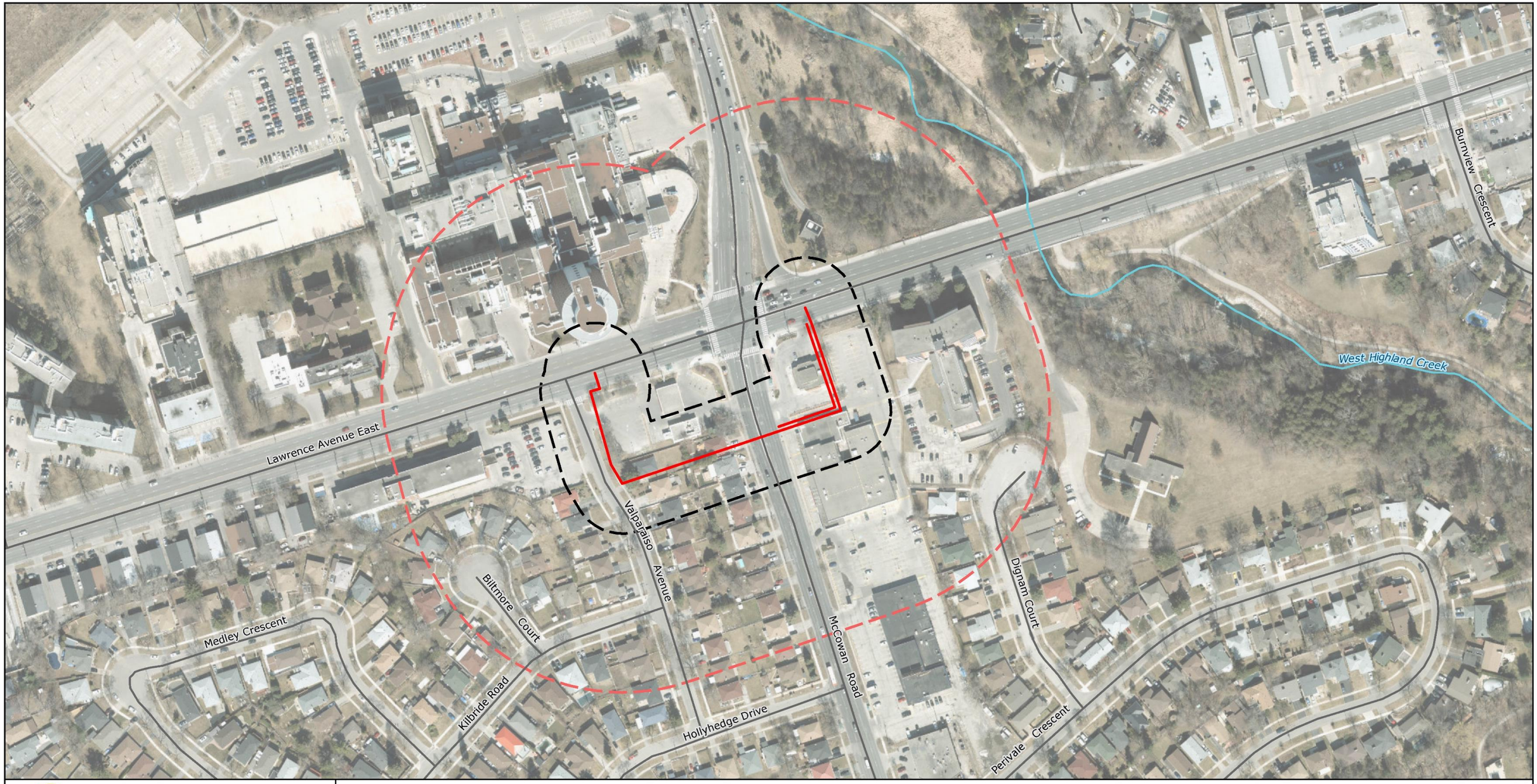
Primary and secondary source data was collected and used to develop the environmental and socio-economic baseline setting for the Project. Primary sources include data retrieved during field studies, and secondary sources include data obtained through the review of electronic databases, published reports, existing literature, journals, information letters, and information received from Project stakeholders. Proper record-keeping practices were exercised to maintain data and results for future use. Methods used to retrieve information included internet research and correspondence with agencies and other stakeholders. A list of key secondary sources is included in **Table 2**. Secondary sources reviewed as part of the Stage 1 Archaeological Assessment are included in **Appendix A**.

Table 2: Key Data Records and Sources

Source	Records Reviewed
Provincial	
Land Information Ontario (LIO) (Government of Ontario 2022a)	• Interactive Online Mapping Tool (accessed January 2023)
Natural Heritage Information Centre (NHIC) (Ministry of Natural Resources and Forestry [MNRF] 2023)	• GIS database of occurrence records for natural heritage features. Uses 1 kilometre (km) squares based on the military grid reference system. Reviewed to determine historical occurrence records of: ○ Species of Conservation Concern (SCC) and SAR; ○ Rare and exemplary plant communities; ○ Wildlife concentration areas; and ○ Natural areas. • NHIC 1 km squares reviewed: 17PJ4145 and 17PJ4146

Source	Records Reviewed
O. Reg. 230/08 (Species at Risk in Ontario [SARO] List)	• Reviewed to confirm status of SAR/Species of Conservation Concern.
Federal	
SAR Public Registry (Government of Canada 2022a)	• Schedule 1 of *Species at Risk Act* (SARA) reviewed to confirm status of SAR/Species of Conservation Concern.
Conservation Authority	
Toronto and Region Conservation Authority (TRCA)	• O. Reg. 166/06 • Online Regulated Area mapping, 2021 • TRCA Living City Policies, 2014
Wildlife Atlases	
Atlas of the Mammals of Ontario (Dobbyn 1994) and Mammals of the Western Hemisphere (NatureServe 2007)	• Distribution data for mammals overlapping the Study Area.
Ontario Breeding Bird Atlas (Cadman et al. 2007)	• Breeding bird historical occurrence records for the 10 km grid squares overlapping the Study Area: 17TPJ44
Ontario Reptile and Amphibian Atlas (Ontario Nature 2022)	• List of reptile and amphibian species occurrences for the 10 km grid squares overlapping the Study Area: 17PJ44.
Ontario Butterfly Atlas (Toronto Entomologists' Association 2022)	• Lepidoptera historical occurrence records for the 10 km grid squares overlapping the Study Area: 17PJ44.
Planning and Policy	
Provincial Policy Statement (Ministry of Municipal Affairs and Housing [MMAH] 2020)	• Policy directions related to infrastructure development and the environment.
Greenbelt Plan (2017)	• Policy directions related to infrastructure development and the environment.
City of Toronto Official Plan (2022)	• Policy directions related to infrastructure development and the environment.

Figure 3: Study Areas



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ENBRIDGE GAS INC.

Scarborough Subway Extension - Lawrence Avenue East Station Relocation Project

Preliminary Preferred Route (Approx.)
Project Footprint (30 m)
Study Area (125 m)
Road
Watercourse

PROJECT STUDY AREA

FIGURE 3

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY MNRF, ENBRIDGE GAS INC, METROLINX, ESRI IMAGERY

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

SCALE 1:2,200

0 25 50 100 m

N W E S

PROJECT: 23-5456 STATUS: DRAFT DATE: 2023-05-23

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

FILE LOCATION: K:\2023\235456\Product\Client\EnviroReport\F3_ProjectStudyArea.mxd

2.1.2 Routing Constraints Analysis

A routing study was not conducted for the Project, as there are no route alternatives that would meet Enbridge Gas' intent to continue to provide service to existing community members by maintaining existing connection points. In addition, the study needed to satisfy the needs of Metrolinx and resulting subway construction.

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

2.1.3 Effects Assessment and Proposed Mitigation Measures

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

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

The following Project phases were considered when conducting the effects assessment:

- Construction – approximate duration of 2 months; and,
- Operations and Maintenance – begins following the in-service date and extends for the useful life of the pipeline (that is, 50+ years).

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

2.1.3.1 Criteria for Characterizing Residual Effects

The qualitative criteria defined in **Table 3** were used to characterize residual effects and assess the likelihood of a significant effect.

Table 3: Characterization Criteria for Evaluation of Significance

Assessment Criteria	Rating and Definition
Duration	• **Immediate** - Effect is limited to 2 days or less. • **Short-term** - Effect is limited to the construction phase or any 1 year during the life of the pipeline, or 1-year post-decommissioning. • **Medium-term** - Effect extends into the operations phase of the pipeline for up to 10 years, or up to 10 years post-decommissioning. • **Long-term** - Effect extends into the operations phase of the pipeline for more than 10 years, but ceases before or upon decommissioning or abandonment; or, the residual effect extends more than 10 years post-decommissioning. • **Extended-term** - Effect extends beyond the operational life of the Project.
Frequency	• **Rare** - Effect occurs uncommonly or unpredictably (such as, the result of an accident or malfunction) over the assessment period. • **Isolated** - Effect is confined to specified phase of the assessment period (for example, during construction). • **Occasional** - Effect occurs intermittently and sporadically over the assessment period. • **Periodic** - Effect occurs intermittently but repeatedly over the assessment period. • **Continuous** - Effect occurs regularly throughout the assessment period.
Reversibility	• **Reversible** - Effect is reversible to pre-construction or equivalent conditions. • **Irreversible** - Effect is permanent.
Magnitude	• **Negligible** - Effect is not detectable (no detectable change from baseline conditions). • **Low** - Effect is detectable, but is well within environmental or regulatory standards, or has no effect on the socio-economic environment beyond that of an inconvenience. • **Medium** - Effect is detectable and may approach, but is still within, environmental or regulatory standards, or results in moderate modification in the socio-economic environment. • **High** - Effect is beyond environmental or regulatory standards or results in a severe modification in the socio-economic environment

2.1.3.2 Evaluation of Significance of Residual Effects

All assessment criteria (**Table 3**) were considered when determining the significance of each residual effect. Qualitative significance determinations incorporate professional judgment, which allows for the integration of all effects criteria ratings to provide relevant significance conclusions that are sensitive to context and facilitate decision-making (Lawrence, 2007).

For the purposes of this assessment, a "significant residual effect" is defined as a permanent or extended-term residual effect of high magnitude that has a high probability of occurrence and cannot be technically or economically mitigated.

2.1.3.3 Identification of Mitigation Measures and Monitoring

Mitigation measures were identified that conform to the latest version of Enbridge Gas' Construction and Maintenance (C&M) Manual, as well as the relevant permitting authority requirements, including the OEB. The development of the mitigation measures and recommended monitoring was also based on Dillon's professional experience and field study, feedback received as part of the consultation program, industry best practices, and guidelines provided by local conservation authorities and other agencies. Recommended mitigation measures are described in **Section 6.0**. Recommended monitoring is described in **Section 10.0.**

2.1.3.4 Project Activities Considered in the Effects Assessment

If approved, Enbridge Gas plans to begin construction of the Project in summer 2024 and have Project construction completed by the end of fall 2024. Construction will involve a number of distinct steps that may have some environmental effects. These steps are described below and are depicted in **Appendix C.**

- **Right-of-Way Preparation:** Involves staking or marking the pipeline location, identifying where other utilities are located, clearing vegetation (only as required), sweeping for wildlife, placing wildlife exclusion fencing (as required), and grading to allow for the movement of equipment and preparation of workspace. In urban areas, asphalt is removed and disposed of at landfills or licensed facilities. In vegetated areas, topsoil along the ROW is stripped and stored in piles for replacement after construction. Crews re-stake the centre point of trench line/route.

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

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

2.1.3.5 Potential Project Interactions

Potential Project interactions with the physical, natural, and socio-economic environment are identified in **Table 4**. The setting information presented in **Section 4.0** provides the context and rationale for potential interactions, which are assessed in **Section 6.0**.

Table 4: Interaction Matrix

Component	Interaction with the Project (Yes [Y]/No [N])	
	Construction	Operations
Physiography and Topography	N	N
Surficial Geology and Soils	Y	Y
Groundwater	Y	N
Bedrock	N	N
Atmospheric Environment	Y	N
Aquatic Environment	N	N
Wetlands	N	N
Areas of Natural and Scientific Interest and Other Environmentally Significant Areas	N	N
Terrestrial Habitat and Vegetation	N	N
Wildlife and Wildlife Habitat	Y	N
Species at Risk	N	N
Planning Policies	N	N
Existing and Planned Land Use	N	N
Population, Employment, and Economic Activities	N	N
Human Occupancy and Resource Use	Y	N
Infrastructure and Services	Y	N
Indigenous Community Land and Resource Use	N	N
Cultural Heritage Resources	Y	N

2.2 Stakeholder Engagement and Indigenous Consultation

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

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

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

- Identification of key community members and interest groups during the Study Area definition phase including the local conservation authority, utility companies, government agencies, as well as directly and indirectly impacted landowners;
- Preparation and completion of a comprehensive stakeholder engagement program (**Section 3.0**);
- The provision of key Project information to Indigenous communities;
- Online digital ads targeted to the geographic region of the City of Toronto providing a link to the Virtual Public Information Session;
- Circulation of Notices via Canada Post to approximately 4,800 residents and businesses in the Study Area;
- Advertisement of the Project in a local newspaper (The Mirror) for two weeks prior to the Virtual Public Information Session;
- A Facebook ad campaign geo-targeted to individuals within the City of Toronto that are 25 years of age and older;
- A Virtual Public Information Session website to present the Project and facilitate public and stakeholder participation;
- Provision of Project information and updates via the Enbridge Gas website;
- Receipt of and response to public input through letters, e-mails, and phone calls;
- Analysis of Project comment forms from the Virtual Public Information Session; and,

- Circulation of information at key points in the process to Indigenous communities and all stakeholders including government agencies, residents, and other interested parties.

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

3.0 Stakeholder Engagement and Indigenous Consultation Program

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

3.1 Objectives

The objectives of the consultation and engagement program were to:

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

3.2 Consultation Activities

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

Communication activities included letters of invitation/notification, newspaper advertisements, online digital advertisements, a Virtual Public Information Session presented via a Project website hosted by Dillon, a geo-targeted Facebook ad campaign, and the Enbridge Gas Project-specific website. In addition, meetings by telephone and email correspondence were also undertaken by the Project team.

3.2.1 Contact List

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

- Indigenous Communities;
- Federal and Provincial Elected Officials;
- Provincial Agencies, including the OPCC and local Conservation Authority;
- Municipal Agencies and Elected Officials; and,
- Interest Groups (e.g., local School Boards and Transportation Services).

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

3.2.2 Project Website and Project Email

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

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

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

Figure 4: Snapshot of Enbridge Gas Project Website

ENBRIDGE

Residential | Business & Industrial | Storage & Transportation | Sustainability | About Us | Connect to Gas

Home / About Enbridge Gas / Projects

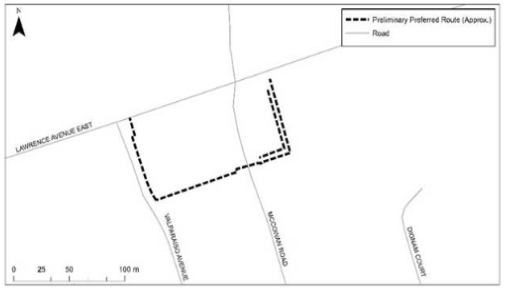
Scarborough Subway Extension (SSE) Project

Metrolinx has requested that Enbridge Gas relocate existing natural gas infrastructure at various locations in the district of Scarborough in the City of Toronto to accommodate construction of the Scarborough Subway Extension (SSE) Transit Project.

Kennedy Station Relocation Project | **Lawrence East Station Relocation Project**

The proposed Enbridge Gas SSE Lawrence East Station Relocation Project has identified a preliminary preferred route that includes the construction of approximately 79 m of 8-inch natural gas pipeline and 266 m of 12-inch natural gas pipeline in the vicinity of Lawrence Avenue East and McCowan Road.

Regulatory approval is required prior to construction. A leave-to-construct (LTC) will be filed with the Ontario Energy Board (OEB) in the fall of 2023. If approved, construction may begin in spring 2024.



3.2.3 Project Notice

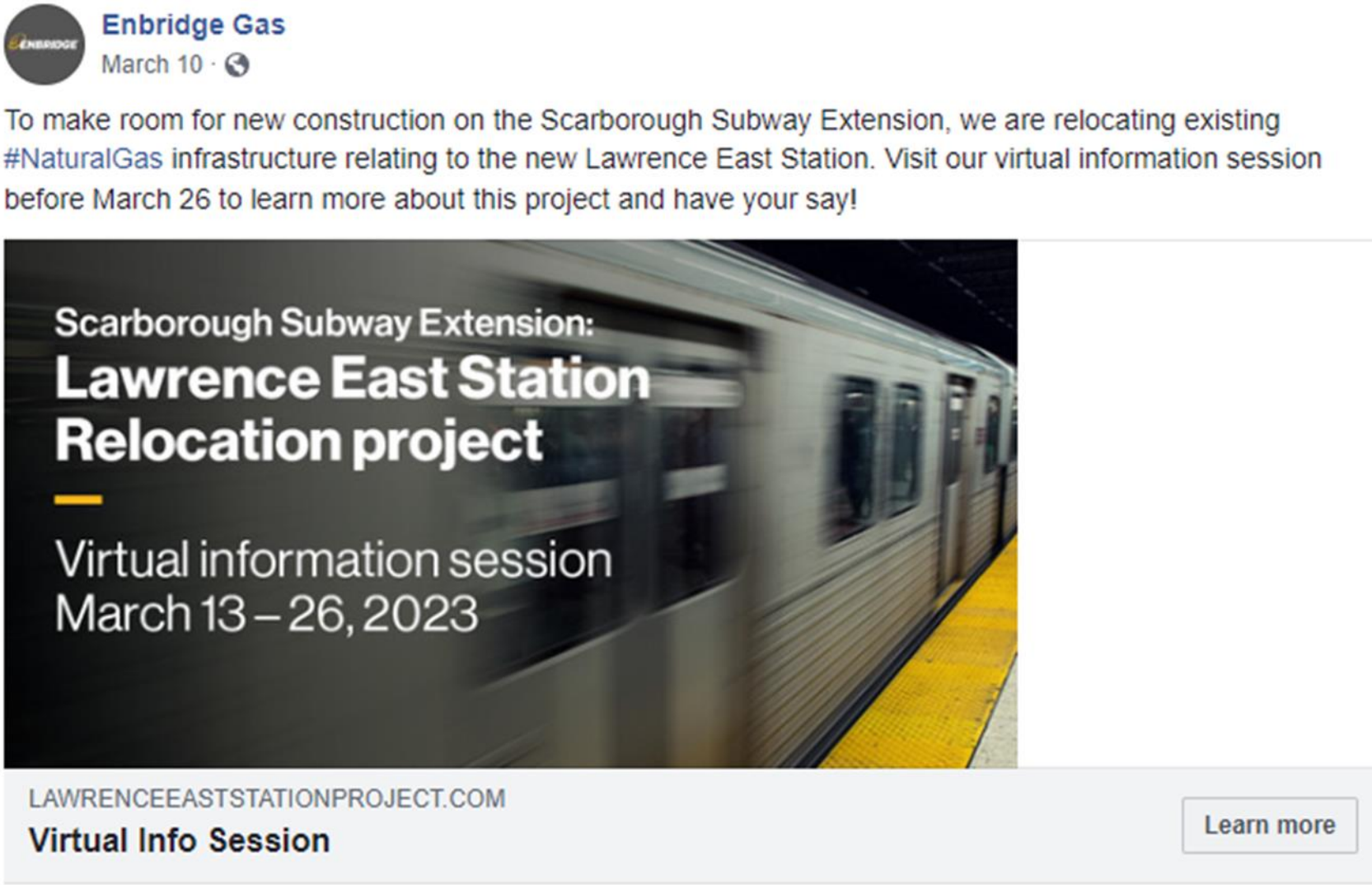
A Notice of Study Commencement and Virtual Public Information Session (Notice of Commencement) was mailed to approximately 4,800 residences and businesses in the Study Area during the week of February 27, 2023 via Canada Post. A copy of the Notice of Commencement is provided in **Appendix E.**

Online digital advertisements linking to the virtual public information session website ran from February 20 to March 6, 2023. Newspaper notices were published in The Mirror on March 2 and 9, 2023.

Enbridge Gas ran a Facebook ad campaign, geo-targeted to individuals within the City of Toronto, from March 13 to March 26, 2023. **Figure 5** shows the ads that were placed on Enbridge Gas' Facebook account.

Consultation logs for interest group and public correspondence are provided in **Appendix F-1.**

Figure 5: Enbridge Gas Facebook Ad



3.2.4 Contact Letters

The Notice of Commencement was sent out with letters requesting environmental and socio-economic data and inviting government agencies (i.e., federal, provincial, and municipal) to the Virtual Public Information Session. These letters were distributed the week of February 27, 2023.

To expedite the process, letters were sent by email (copies of the letters sent to agencies are provided in **Appendix G**). Consultation logs for agency correspondence are provided in **Appendix F-1**, along with the interest group and public consultation logs. A comment-response matrix detailing comments provided by the OPCC and the City of Toronto and the corresponding action (updates) and/or provided response is detailed in **Appendix F-2.** A record of the formal responses and comments provided by the OPCC is provided in **Appendix F-3**.

3.2.5 Virtual Public Information Session

There was one Virtual Public Information Session held for the Project.

The purpose of the Virtual Public Information Session was to provide an opportunity for the public and stakeholders to comment on the Study, planning process, and the proposed pipeline route. The virtual public information session was designed to achieve the following objectives:

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

The Virtual Public Information Session was hosted by Dillon via a Project-specific website: www.LawrenceEastStationProject.com. The Virtual Public Information Session was live from Monday, March 13, 2023 to Sunday, March 26, 2023.On the Virtual Public Information Session website, a video presentation was available providing an overview of the Project and environmental assessment process. This presentation, accompanying video transcript, and the comment form was made available for download on the Enbridge Gas website after the Virtual Information Session ended. The presentation discussed the following:

- Introduction to Enbridge Gas and their commitment to meaningful engagement and environmental sustainability;
- Enbridge Gas' Environment, Health, and Safety Policies
- Purpose of the Public Information Session;
- Consultation Approach
- Enbridge Indigenous Peoples Policy;
- Regulatory framework (OEB);
- Environmental Study Process;
- Pathways to Net-Zero Emissions In Ontario;
- Enbridge Gas' Commitment to a Cleaner Energy Future;
- Project overview;
- Project map;
- Natural environment considerations;
- Socio-economic considerations;
- Archaeology and cultural heritage considerations;
- Pipeline design and safety;
- Pipeline construction sequence;
- Mitigation and monitoring;
- Environmental assessment process and Project schedule;
- Continuous stakeholder engagement; and,
- Information on how to stay informed.

No in-person public information sessions were held for the Project.

A copy of the presentation and the video transcript for the Virtual Public Information Session is provided in **Appendix H**.

3.2.5.1 Results from the Virtual Public Information Session

The Virtual Public Information Session website was viewed by 1,406 unique visitors and there was a total of 1,426 site views. The majority of visitors to the site (1,114 unique visitors; approximately 79%) were from the City of Toronto.

Visitors to the Virtual Public Information Session were encouraged to submit a comment form – either through the online comment form, or by downloading a PDF of the comment form (see **Appendix I**) and submitting it to the Project email. No comment forms were submitted during the Virtual Public Information Session.

While the Virtual Information Session resulted in minimal public comment, the Project Notice elicited greater stakeholder engagement, either through the Project email or by telephone, and included correspondence with provincial government agencies (e.g., MECP, MNRF, and TRCA) and the City of Toronto. This correspondence is provided in the Stakeholder Engagement Logs in **Appendix F-1** and **Appendix F-2**, respectively**.**

3.2.5.2 Route Refinements Resulting from Public Input

There were no route refinements identified as a result of public input.

3.3 Indigenous Consultation

On December 23, 2022, an email was sent to the Ministry of Energy (MOE) providing notification of Enbridge Gas' intention to apply to the Ontario Energy Board (OEB) for Leave-to-Construct for the Scarborough Subway Extension Lawrence Avenue East Station Relocation Project, and to request the MOE's assessment of Duty-to-Consult requirements.

In a letter dated February 10, 2023, the MOE determined that the Project may have the potential to affect Aboriginal and Treaty Rights and provided a list of the following communities that should be consulted:

- Alderville First Nation;
- Beausoleil (Chimnissing) First Nation;
- Chippewas of Georgina Island First Nation;
- Chippewas of Rama First Nation;
- Curve Lake First Nation;
- Hiawatha First Nation;
- Mississaugas of the Credit First Nation; and,
- Mississaugas of Scugog Island First Nation.

Notification letters and the Notice of Commencement were sent to the Indigenous communities on February 22, 2023 and March 1, 2023, respectively.

The notification letters invited the communities to provide input and comments on the proposed Project, specifically regarding potential impacts that the Project may have on constitutionally protected Aboriginal or Treaty Rights and any measures for mitigating

those impacts. Enbridge Gas also requested the opportunity to meet with each community to discuss the Project.

Consultation with Indigenous communities, to date, is summarized in **Appendix J**. An Indigenous Consultation Report (ICR) will be submitted as part of the LTC Application, under separate cover.

3.4 Ongoing Engagement Activities

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

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

4.0 Physical, Natural, and Socio-Economic Environment Setting

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

4.1 Physical Environment

This subsection provides baseline information on the following components:

- Physiography and Topography;
- Surficial Geology and Soils;
- Bedrock; and,
- Groundwater.

4.1.1 Physiography and Topography

The Project is located within the South Slope physiographic region (Chapman and Putnam, 2007). The South Slope is an extensive region that is found sporadically across southern Ontario, and is characterized by clay to sand-textured till deposits (Chapman and Putnam, 1984).

Drumlinized till plains are the predominant physiographic landform in Scarborough, with a gently rolling till plain present within the Study Area (Chapman and Putnam, 1984). West Highland Creek is located just outside the Study Area but does not intersect the PPR.

Topography in the Study Area is relatively flat and ranges in elevation from approximately 153 m above sea level (masl) to 147 masl, generally decreasing in elevation to the east towards West Highland Creek. The highest elevation is at the western part of the Study Area, along Lawrence Avenue East and west of McCowan Road; and the lowest elevation is at the eastern part of the Study Area, along Lawrence Avenue East and east of McCowan Road.

Topography ranges from 153 masl to 151 masl, with the lowest point at the northeastern part of the route, at the southeast corner of the intersection between

Lawrence Avenue East and McCowan Road. The point of highest elevation is at the central part of the route along McCowan Road, approximately 70 m south of the Lawrence Avenue East and McCowan Road intersection.

4.1.1.1 Surficial Geology

Surficial geologic mapping indicates the PPR lies within Pleistocene-aged overburden deposits, comprised of stone-poor, sandy silt to silty sand-textured till (Ontario Geological Survey [OGS], 2010).

The overburden thickness ranges from approximately 75 m to 85 m (Oak Ridges Moraine Groundwater Program [ORMGP], 2018).

In the Study Area and along the PPR, the underlying surficial geology is composed of fine-grained sandy to silty glaciolacustrine deposits. Nearby overlying modern alluvial deposits from present day West Highland Creek are also found within the Study Area but do not intersect the PPR. These deposits decrease in elevation towards West Highland Creek (ORMGP, 2018).

4.1.1.2 Soils

The Project is located in a suburban setting. The Project footprint consists of partially disturbed soils, as a result of road and utility construction and related infilling. The soils underlying the road base along the PPR are likely comprised of fine-grained sandy to silty till.

A search of the Federal Contaminated Sites Inventory revealed no records of historical contamination within the Study Area (Treasury Board of Canada Secretariat, 2023). A search of the MECP (2023a) Record of Site Condition (RSC) database revealed no records within the Study Area.

Based on the suburban location within Scarborough, it is possible that historical contamination (i.e., soils and/or groundwater) may be encountered during Project construction. A decommissioned gas station (property acquired by Metrolinx) is located in the Project footprint, where potential contamination of soils may occur in the Project footprint.

4.1.2 Bedrock

The Study Area lies over Upper Ordovician bedrock, consisting of shale, limestone, dolostone and siltstone (OGS, 2011).

Underlying the overburden soils within the Study Area are Ordovician–aged sedimentary rocks of the Georgian Bay Formation (Armstrong and Dodge, 2007). The Georgian Bay Formation is characterized by greenish to blueish-grey shales, with interbedded limestones, siltstones and minor sandstones (Armstrong and Carter, 2010).

The varying overburden thickness ranges from approximately 75 m to 85 m (ORMGP, 2018). There is no exposed bedrock in the Study Area. The majority of the pipeline will be buried between 0.9 m to 1.2 m deep and in previously disturbed areas.

4.1.3 Groundwater

The Study Area lies within the jurisdiction of the Toronto and Region Conservation Authority (TRCA) (2018). The PPR passes through the Highland Creek Watershed of the TRCA.

The PPR is not located in an area of potential groundwater recharge. Based on topography and surface water features, it is anticipated that groundwater locally flows east towards West Highland Creek, and regionally flows south towards Lake Ontario.

Detailed policy information for new development within mapped Well Head Protection Areas (WHPAs) and Intake Protection Zones (IPZs) have been developed by MECP (2023b) and relevant conservation authorities, including the Credit Valley, Toronto and Region and Central Lake Ontario (CTC) Source Protection Plan (2022). WHPAs and IPZs have been identified as areas that are particularly sensitive to surface water contamination (e.g., spills, leaks, surface leaching, etc.). The PPR does not overlap with IPZs or WHPAs, but an IPZ located along West Highland Creek is within the Study Area (MECP, 2023b).

Highly Vulnerable Aquifer (HVA) areas are considered particularly susceptible to contamination due to shallow, near-surface groundwater, or a permeable soil layer above the aquifer (MECP, 2023). HVA areas are located within the Study Area, but do not intersect with the PPR (MECP, 2023b). The operation of a natural gas pipeline is not identified as a drinking water threat under the *Ontario Clean Water Act* (SO 2006,

chapter. 22); however, construction activities have the potential to affect groundwater quality and quantity. Mitigation measures are listed in section **6.1.3**.

Well information contained in the MECP (2023c) Water Well Information System (WWIS) and the Oak Ridges Moraine Groundwater Program (2018) was reviewed in the vicinity of the PPR to better understand local groundwater conditions. A total of 38 well records were found within 100 m of the PPR. There are 36 unique MECP well IDs located within 100 metres of the route, which includes 27 observation wells, 2 replacement wells, 3 abandoned-quality wells, and 4 wells with no well type information. Additionally, 2 unique wells without MECP well IDs are located within 100 m of the route (ORMGP, 2018).

The wells range in depth between 2.13 m below ground surface (mbgs) and 55.38 mbgs, with an average depth of approximately 29.70 mbgs. No records for static or found water level depths were included in the dataset for the MECP wells. No wells within 100 m of the route reached bedrock. The 2 wells without MECP well IDs possess water level depths ranging from 6 mbgs and 14 mbgs, with an average depth of approximately 10 mbgs (ORMGP, 2018).

4.2 Natural Environment

This subsection provides baseline information on the following components:

- Atmospheric Environment;
- Aquatic Environment;
- Wetlands;
- Woodlands;
- Areas of Natural and Scientific Interest and other Environmentally Sensitive Areas;
- Terrestrial Habitat and Vegetation;
- Wildlife and Wildlife Habitat; and
- Species at Risk.

4.2.1 Atmospheric Environment

4.2.1.1 Climate

Climate averages are commonly used to describe the climatic conditions of a particular location in Canada. At the end of each decade, Environment and Climate Change Canada

(ECCC) updates its climate averages for several locations across Canada and for as many climatic characteristics as possible. The climate averages and extremes are obtained from Canadian climate stations with at least 15 years of data between 1981 and 2010 (ECCC, 2023).

The Toronto Buttonville A Station, located approximately 20 kilometres northwest of the Study Area, is the nearest climate station to the Project. There are no stations located within the Study Area. **Figure 6** shows temperature and precipitation data averaged over the period from 1981 to 2010 taken at the Toronto Buttonville A Station.

Figure 6: Temperature and Precipitation Graph for 1981 to 2010 – Toronto Buttonville A Station (ECCC, 2023)

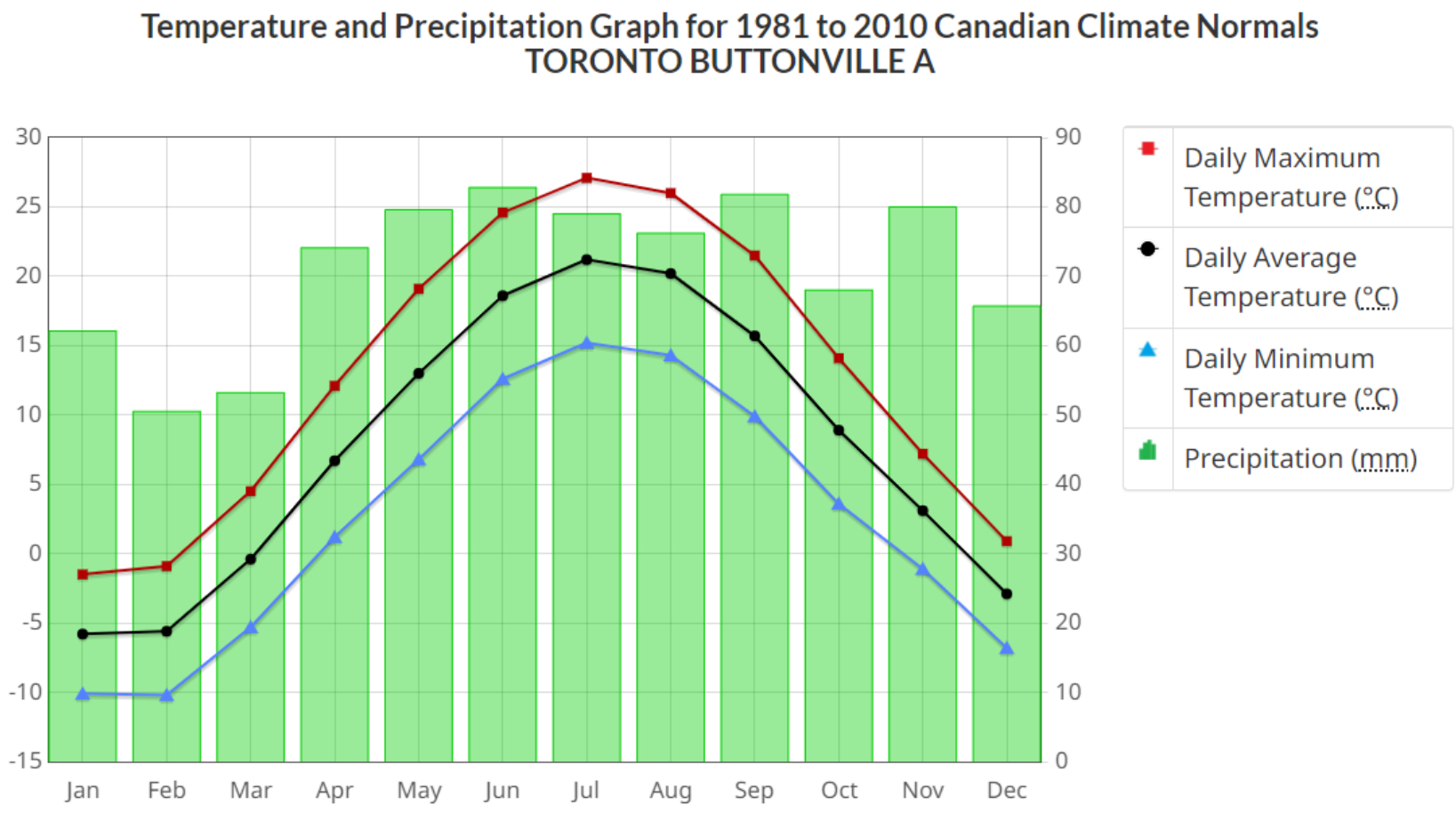


Image Source: Environment and Climate Change Canada (ECCC), 2023.

The historical climate data is summarized below based on averages for the period of 1981 to 2010 (ECCC, 2023):

- The annual daily average temperature recorded at the Toronto Buttonville A Station was 7.7°C, with January being the coldest month (average daily temperature of -5.8°C) and July being the warmest month (average daily temperature of 21.2°C). The extreme minimum temperature recorded was-35.2°C on January 13, 2005 and the extreme maximum temperature was 37.8°C on August 8, 2001.
- The annual average precipitation recorded at the Toronto Buttonville A Station was 852.9 millimetres (mm), with June being the rainiest month (average rainfall of 82.8 mm) and January being the snowiest month (average snowfall of 38.9 centimetres). The extreme daily rainfall recorded for was 80.3 mm on September 10, 1986 and the extreme daily snowfall was 37.4 cm on January 3, 1999.
- The annual average windspeed recorded at the Toronto Buttonville A Station was 12.4 kilometers/hour (km/h) with January as the highest month for wind speed (14.0 km/h). The maximum hourly speed was 80.0 km/h on November 30, 1991 and the maximum gust speed was 135 km/h on July 15, 1995.

4.2.1.2 Air Quality and Greenhouse Gases

Air quality criteria, standards, and objectives have been established provincially by MECP and federally by ECCC. The purpose of air quality objectives and standards is to protect against adverse effects on health and the environment. Data used to characterize current air quality was obtained from the available 39 ambient air monitoring stations across Ontario. Data collected from the monitoring stations provide access to hourly data and informs an annual Air Quality Report prepared by the MECP.

Overall, trends of overall air quality observed from 2010 to 2019 demonstrated the decrease of particulate matter concentrations by 20 percent, nitrogen dioxide concentrations by 22 percent, and sulphur dioxide concentrations by 63 percent on average across the province (MECP, 2020).

Due to influencing factors, it is important to note that air quality for communities across Ontario can greatly differ, and that overall quality for the province experiences variability from year to year. Factors such as weather, natural events (for example, forest fires), and the long-range transport of air pollutants may influence air quality variability. For example, exceedances (as per provincial Ambient Air Quality Criteria

[AAQC] and/or Canadian Ambient Air Quality Standards [CAAQS]) of ground-level ozone, fine particulate matter, sulphur dioxide, and benzene were noted in some Ontario communities in 2019, despite the air quality risk category of Ontario being within the low range 94.5 percent of the time during the reporting period (MECP, 2020).

The study area is classified as "Air Zone Category 2", that is an area under pressure from "multiple sources including some or all of the following: non-point sources, smaller point sources, individual large industrial point sources, and transboundary influences" (MECP, 2020).

The Study Area is centrally located in proximity to the following Air Quality Health Index (AQHI) monitoring stations:

- Toronto Downtown – The monitoring station is located in Old Toronto's downtown area at John Street and Wellington Street West. There is no mean annual data available for the Toronto Downtown station.
- Toronto East – The monitoring station is located in Toronto's east end at the intersection of Kennedy Road and Lawrence Avenue East. The ten-year trend (2011-2023) for Toronto East shows a decrease in the annual mean of nitrogen dioxide by 41 percent and a decrease in fine particulate matter concentrations by 17 percent (MECP, 2020). Sulphur dioxide is not measured at this station.
- Toronto West – The monitoring station is located in Etobicoke near the 401 Highway at 125 Resources Road. The ten-year trend (2011-2020) for Toronto West shows a decrease in the annual mean of nitrogen dioxide of 27 percent, a decrease in fine particulate matter by 25 percent, and a decrease in sulphur dioxide by 52 percent (MECP, 2020).
- Toronto North – The monitoring station is located in North York at 4905 Dufferin Street. The ten-year trend (2011-2020) for Toronto North shows a decrease in the annual mean of nitrogen dioxide of 36 percent and a decrease in fine particulate matter of 29 percent (MECP, 2020). Sulphur dioxide is not measured at this station.

Similar to air quality, greenhouse gases (GHGs) in the Study Area are emitted by a variety of source types, including industrial, commercial, residential, and transportation.

4.2.2 Aquatic Environment

A combination of desktop review of available agency resources and preliminary field investigations were conducted to determine the location of existing surface water features and the potential for fish habitat within the Study Area. Preliminary field assessments were completed on February 16, 2023 to confirm the location of surface water features within the Study Area. No existing surface water features were identified in the Study Area or the Project footprint.

4.2.2.1 Surface Water

The Project is located within the jurisdiction of the TRCA, which manages a total of nine watersheds. The Project is located within the Highland Creek watershed, which drains approximately 102 km^2 of land flowing almost entirely within the City of Toronto, with a small section located in the City of Markham. The watershed in which the Study Area lies is characterized further into the West Highland Creek subwatershed. The West Highland Creek subwatershed extends from York Region and continues south towards Scarborough. Land use within Highland Creek watershed is predominantly urban (89%), with some natural cover (11%) in the upper and lower reaches (TRCA, 2018). The surface water quality within the watershed received an overall grade of 'fair' in the Highland Creek Watershed Report Card (TRCA, 2018).

Based on the desktop review and confirmatory site investigation on February 16, 2023, no watercourses or waterbodies were identified within the Study Area or the Project footprint. West Highland Creek (**Section 4.2.6**) is located immediately east of the Study Area (**Figure 3**). The northeast portion of the Project Study Area is located within the Highland Creek floodplain (TRCA 2023a; TRCA 2023b); however, the Project footprint does not overlap with the Highland Creek floodplain.

4.2.2.2 Fish and Fish Habitat

No watercourses or waterbodies were identified within the Study Area or Project footprint. As such, the Study Area and Project footprint does not contain suitable fish habitat.

4.2.3 Wetlands

A review of readily available agency mapping identified an Unevaluated Wetland approximately 100 m north of the Project footprint in association with the Bendale Park Area. However, based on a review of TRCA's Regulation Area mapping, no local wetlands and/or Provincially Significant Wetlands (PSWs) were identified within the Study Area. No wetlands were identified during the preliminary site assessment on February 16, 2023.

The Highland Creek corridor is associated within the boundaries of TRCA's regulated areas (TRCA, 2023a). Additionally, the Highland Creek corridor connects the Bendale and Hauge Park areas. These Parks are included in the City of Toronto's Ravine and Natural Feature Protection (RNFP) areas (City of Toronto, 2022e). The extent of TRCA's regulated area, and the City's RNFP and its applicable By-Law overlap with the Project Study Area, but do not overlap with the Project footprint.

4.2.4 Woodlands

Woodlands and natural areas are mapped along West Highland Creek approximately 160 m east of the Project footprint based on a review of the City of Toronto's Official Plan (2019; Map 20) and NHIC mapping. These natural areas are located outside of the Study Area, as confirmed through the desktop review and preliminary site assessment on February 16, 2023.

4.2.5 Areas of Natural and Scientific Interest and Other Environmentally Significant Areas

Based on a review of available agency mapping, no Areas of Natural and Scientific Interest (ANSI) or other Environmentally Significant Areas occur within the Study Area.

4.2.6 Terrestrial Habitat and Vegetation

Preliminary Ecological Land Classification (ELC) surveys were conducted for the Study Area using the ELC System for Southern Ontario, second approximation classifications (Lee et al. 1998, Lee 2008). The ecological community polygon boundaries were determined through a review of aerial photography and further refined during the preliminary site assessment conducted on February 16, 2023. The location, type and approximate boundaries of the ELC communities located within the Study Area are shown on **Figure 7**.

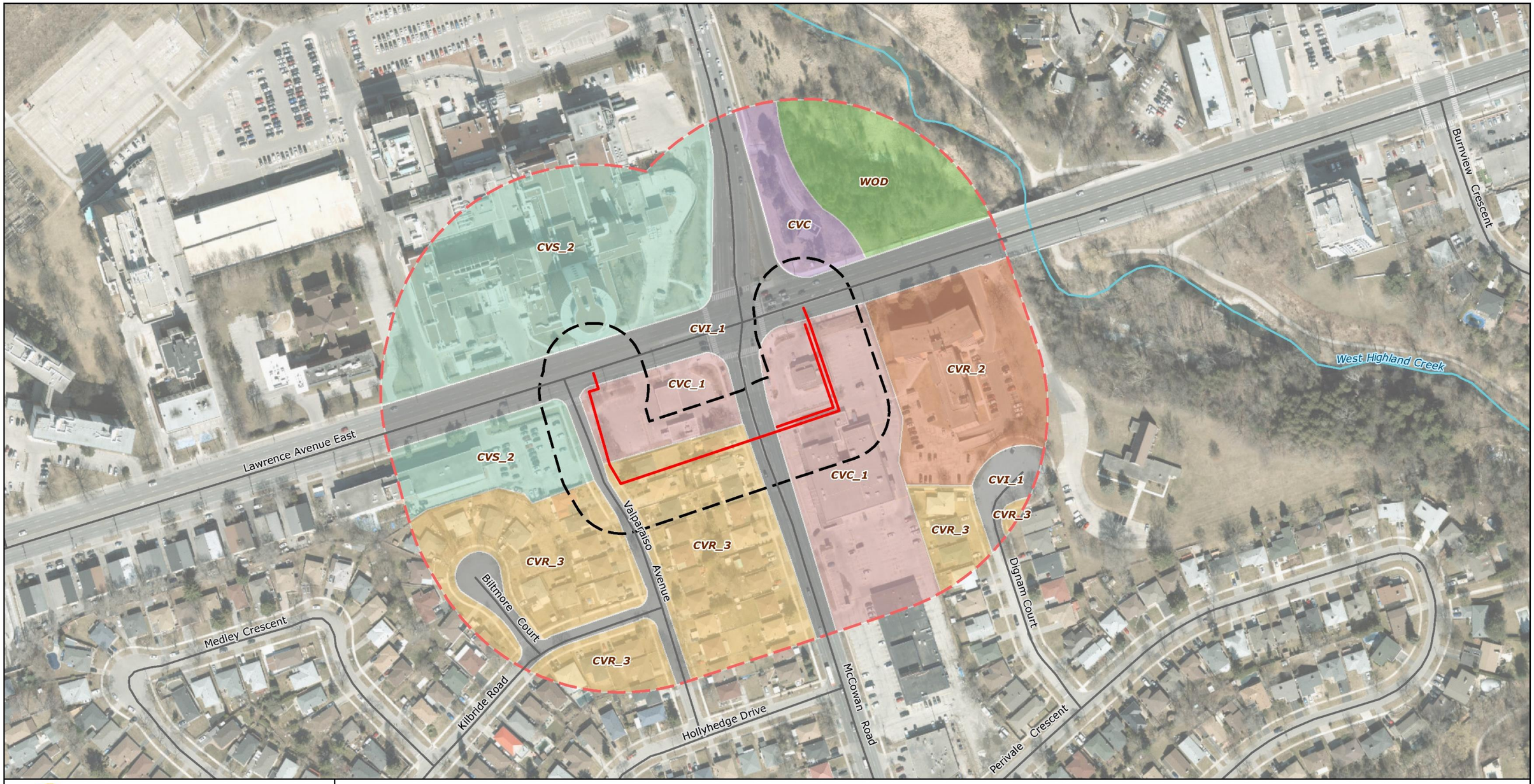
As the Study Area is located in a highly developed suburban area, naturally occurring communities were not identified for the majority of the Study Area. Lands within the Study Area were predominantly classified as 'constructed' or 'commercial' communities, with few occurrences of 'natural' or 'naturalized' community types. The Study Area is largely dominated by commercial (Business Sector – CVC_1, Health – CVS_2), Residential (High Density Residential – CVR_2, Single Family Residential – CVR_4) and Constructed (CVC) properties. One natural community was identified along the northeastern edge of the Study Area in association with the Bendale Park area. This area was treed and identified as a Deciduous Woodland (WOD), and showed heavy disturbance by the public, with garbage and trails throughout. A full list of ELC community types, and their area of coverage within the Study Area is provided in **Table 5**.

No rare or SAR vascular plant species were observed during the February 16, 2023 preliminary site assessment. Naturally occurring vegetation was not identified in the Project footprint. Residential (planted) trees were identified in the Project footprint, and were associated with the single family residential dwellings (CVR_3).

Table 5: ELC Communities within the Study Area

ELC Community	Characteristics	Study Area hectares (ha)	Project Footprint (ha)
Cultural Communities			
Commercial (CVC)	A facility structure associated with Bendale Park, located in the northeast portion of the Study Area.	0.34	0.02
Business Sector (CVC_1)	The PPR overlaps with a previously used gas station and business lot.	1.68	0.84
Health (CVS_2)	Scarborough general hospital and a senior nursing home is located directly northwest and west of the Project footprint.	2.46	0.12
High Density Residential (CVR_2)	Apartment buildings are located east of the PPR.	1.04	
Single Family Residential (CVR_3)	Single family dwellings overlap with the Project footprint, as well as the Study Area.	2.47	0.42
Transportation (CVI_1)	Lawrence Avenue East, McCowan Road and Valparaiso Avenue.	2.10	0.50
Natural Communities			
Deciduous Woodland (WOD)	A deciduous woodland associated with West Highland Creek riparian area was identified in the northeast portion of the Study Area.	0.72	
	Total:	10.81	1.90

Figure 7: Ecological Land Classification



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Scarborough Subway Extension - Lawrence Avenue East Station Relocation Project

Preliminary Preferred Route (Approx.)
Project Footprint (30 m)
Study Area (125 m)
Road
Watercourse

Ecological Land Classification

CVC: Commercial and Institutional
CVC_1: Business Sector
CVI_1: Transportation
CVR_2: High Density Residential
CVR_3: Single Family Residential
CVS_2: Health
WOD: Deciduous Woodland

ECOLOGICAL LAND CLASSIFICATION

FIGURE 7

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY MNRF, ENBRIDGE GAS INC, METROLINX, ESRI IMAGERY

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

SCALE 1:2,200
0 25 50 100 m
N W E S

PROJECT: 23-5456 STATUS: DRAFT DATE: 2023-05-23

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

FILE LOCATION: K:\2023\235456\Product\Client\EnviroReport\F7_EcologicalLandClassification.mxd

4.2.7 Wildlife and Wildlife Habitat

A records review of the information included in **Table 2** identified fauna species with historical occurrence records within 1 km of the Study Area. The majority of species identified are considered Secure or Common (S-Rank of S5 or S4) in the province of Ontario. A complete list of flora and fauna species identified through background review is included in **Appendix K.**

- **Birds** – the records review identified 65 bird species as having the potential to occur in the vicinity of the Study Area. Of the 65 species, 4 are listed as SAR provincially and 7 are listed as SAR federally; 3 species are considered provincially Species of Conservation Concern.
- **Mammals** – the records review identified 42 species as having the potential to occur in the general vicinity of the Study Area. Of the 42 species, 4 are listed as SAR provincially and 3 are listed as SAR federally.
- **Herptiles** – the records review identified 15 species as having the potential to occur in the general vicinity of the Study Area. Of the 15 species, 1 is listed as SAR both provincially and federally; 3 species are considered Species of Conservation Concern.
- **Odonata –** the records review identified 2 species as having the potential to occur in the general vicinity of the Study Area. None of these species are listed as SAR or Species of Conservation Concern.
- **Lepidoptera** – the records review identified 67 species as having the potential to occur in the general vicinity of the Study Area. None of the 67 species are listed as SAR provincially and 1 species is considered a Species of Conservation Concern.

The records review identified 191 fauna species as having the potential to occur in the vicinity of the Study Area. Of the 191 species, 9 are considered Species of Conservation Concern (SCC) and 10 are listed as SAR provincially. SAR are further discussed in **Section 4.2.8**.

4.2.7.1 Incidental Wildlife Observations

Incidental wildlife observations made during the February 16, 2023 preliminary site assessment included Eastern Grey Squirrel (*Sciurus carolinensis*) and Red Squirrel (*Tamiasciurus hudsonicus*). Both of these species are considered Secure (S-Rank of S5) in the province of Ontario.

4.2.7.2 Wildlife Habitat

Wildlife habitat is defined as an area where plants, animals and other organisms live, including areas where species concentrate at a vulnerable point in their life cycle, and areas that are important to migratory and non-migratory species (MNR 2000). To assist planning authorities, the MNRF developed the Significant Wildlife Habitat (SWH) Technical Guide (MNR 2000) that provides information on the identification, description, and prioritization of SWH in Ontario. To account for the ecological diversity across the province, MNRF developed the SWH Ecoregional Criteria Schedules to support the SWH Technical Guide. These schedules are specific to each geographic area of each eco-region. The Study Area is located in Ecoregion 7E (Carolinian Forest), in Eco-district 7E-4 (Whitby) (Henson and Brodribb, 2005); under the Criteria Schedule for Ecoregion 7E (MNRF 2015), SWH has been divided into four broad categories consisting of:

- Seasonal concentration areas;
- Rare vegetation communities or specialized habitats for wildlife;
- Animal movement corridors; and,
- Habitats of species of conservation concern excluding the habitats of endangered and threatened species.

Wildlife habitat was assessed for potential presence within the Study Area through the preliminary field assessment and ELC mapping. Candidate SWH was not identified in Project Study Area or Project footprint.

4.2.8 Species at Risk

4.2.8.1 Regulatory Context

Federal

The federal *SARA* applies to species listed under Schedule 1 of the Act on federal lands and/or aquatic species, as well as migratory birds listed under the *Migratory Birds Convention Act, 1994*. Under *SARA*, species listed on Schedule 1 receive species protection (Section 32) and residence protection (Section 33). Critical Habitat is defined under Section 2 of *SARA* as “the habitat that is necessary for the survival or recovery of a

listed wildlife species and that is identified as the species' critical habitat in the recovery strategy or in an action plan for the species".

Provincial

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

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

4.2.8.2 Potential for Species at Risk in the Study Area

Based on the results of the records review, a total of 13 provincial/federal SAR were identified as having the potential to occur in the general vicinity of the Study Area (**Appendix K**). However, following the completion of the ELC mapping and preliminary field investigations for the Study Area, the habitat requirements associated with each of the 10 SAR identified during the background review, and the last recorded date of the SAR record (where the record was >50 years), potential SAR occurrence was refined for the Study Area, with the potential to support only 6 of the 10 SAR identified in the records review (see **Table 6**). Five of the six SAR have the potential to occur along the PPR. Chimney Swift (*Chaetura pelagica*), Eastern Small-footed Myotis (*Myotis leibii*), Little Brown Myotis (*Myotis lucifugus*), Northern Myotis (*Myotis septentrionalis*) and Tri-coloured Bat (*Pipistrellus subflavus*) may be associated with the buildings or the individual trees located in the Project footprint. Butternut (*Juglans cinerea*) was not observed in the Project footprint, but may occur in the Study Area, where the treed and riparian area of Bendale Park is located.

The MECP will be consulted during detailed design to determine whether species-specific surveys may be required to support potential permitting and/or approvals under the *Endangered Species Act, 2007*.

Table 6: Federal and Provincial Species at Risk with Potential to Occur in the Study Area

Scientific Name	Common Name	Federal Status [1]	Provincial Status [2]	S-Rank [3]	General Habitat Requirements
BIRDS					
Chaetura pelagica	Chimney Swift	THR	THR	S4B, S4N	The species typically construct nests within anthropogenic structures with vertical faces and prefers larger chimneys with open tops. This habitat may be present in CVR_3 (single family residential homes), and/or other buildings in the Study Area with suitable chimney structures. This species and its preferred habitat are typically located near areas of water with an abundance of insects for feeding (i.e., West Highland Creek).
MAMMALS					
Myotis leibii	Eastern Small-footed Myotis		END	S2S3	Roosts in caves, mine shafts, crevices or buildings that are in or near woodland; hibernates in cold dry caves or mines; maternity colonies in caves or buildings; hunts in forests. Communities with the potential to support roosting habitat within the Study Area include CVC, CVC_1, CVR_2, WOD, as well as large or mature individual trees.
Myotis lucifugus	Little Brown Myotis	END	END	S4	The species uses caves, quarries, tunnels, hollow trees or buildings for roosting; winters in humid caves; maternity sites in dark warm areas such as attics and barns; feeds primarily in wetlands, forest edges. Communities with the potential to support roosting habitat within the Study Area include CVC, CVC_1, CVR_2, WOD, as well as large or mature individual trees.
Myotis septentrionalis	Northern Myotis	END	END	S3	The species hibernates during winter in mines or caves; during summer males roost alone and females form maternity colonies of up to 60 adults; roosts in houses, man-made structures but prefers hollow trees or under loose bark; hunts within forests, below canopy. Communities with the potential to support roosting habitat within the Study Area include CVC, CVC_1, CVR_2, WOD, as well as large or mature individual trees.
Pipistrellus subflavus	Tri-colored Bat	END	END	S3?	The species can be found in a variety of forested habitats. They form day roosts and maternity colonies in older forests and occasionally in barns or other structures, and overwinter in caves. They forage over water and along streams in the forest. Communities with the potential to support roosting habitat within the Study Area include CVC, CVC_1, CVR_2, WOD, as well as large or mature individual trees.
VASCULAR PLANTS					
Juglans cinerea	Butternut	END	END	S3?	The species usually grows alone or in small groups in deciduous forests. It prefers moist, well-drained soil and is often found along streams. It is also found on well-drained gravel sites and rarely on dry rocky soil. This species does not do well in the shade, and often grows in sunny openings and near forest edges. This species may occur within the Study Area for areas of treed overlap associated with the Bendale Park riparian area (community WOD).

[1] *SARA (THR= Threatened, END = Endangered)*
[2] *Endangered Species Act, 2007 (THR= Threatened, END= Endangered)*
[3] *Ontario S-Rank (S4= apparently secure; S3 = vulnerable; S2 = imperilled; S1 = critically imperilled; ? = inexact or uncertain; B = breeding status; N = non-breeding status)*

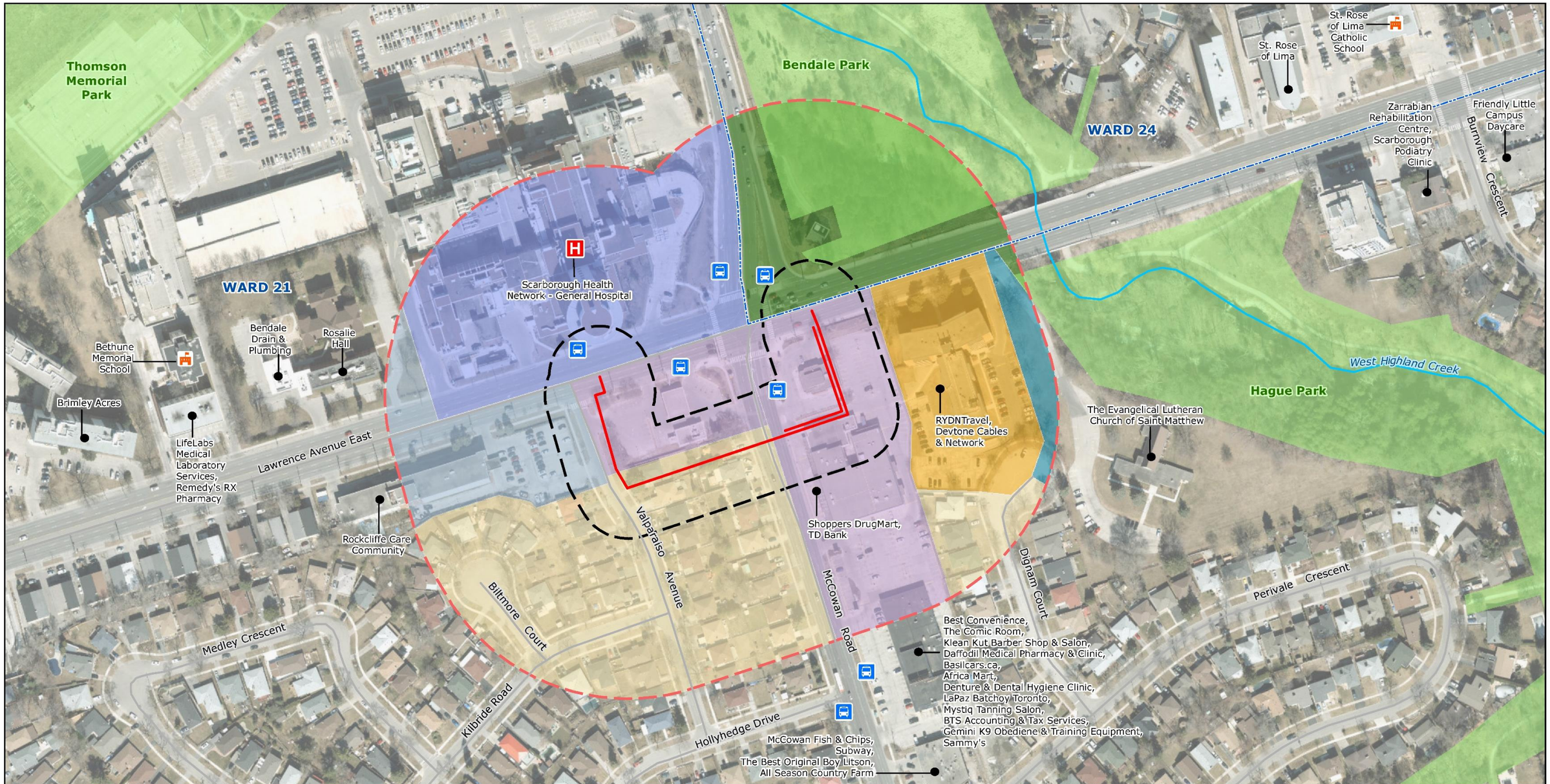
4.3 Socio-Economic Environment

This subsection provides baseline information on the following components:

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

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

Figure 8: Socio-Economic Features



ENBRIDGE

ENBRIDGE GAS INC.

Scarborough Subway Extension - Lawrence Avenue East Station Relocation Project

Preliminary Preferred Route (Approx.)
Project Footprint (30 m)
Study Area (125 m)
Road
Watercourse
Ward Boundary
City Park or Greenspace
Bus Stop
Business
Hospital
School

Zoning (City of Toronto)

Commercial Residential
Institutional
Institutional Hospital
Institutional Place of Worship
Open Space
Residential Apartment
Residential

SOCIO-ECONOMIC FEATURES

FIGURE 8

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY MNRF, ENBRIDGE GAS INC, METROLINX, CITY OF TORONTO, ESRI IMAGERY

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

SCALE 1:2,200

0 25 50 100 m

PROJECT: 23-5456 STATUS: DRAFT DATE: 2023-05-23

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

FILE LOCATION: K:\2023\235456\Product\Client\EnviroReport\F8_SocioEconomicFeatures.mxd

4.3.1 Planning Policies

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

Plans and policies reviewed as part of the Project include:

- Provincial Policy Statement (2020); and,
- City of Toronto Official Plan (2022).

4.3.1.1 Provincial Policy Statement

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

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

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

4.3.1.2 City of Toronto Official Plan

The City of Toronto Official Plan (City of Toronto, 2022b) highlights the improvements to connectivity and the growth strategy for the city. This includes the consolidation of transit, land use development, and the environment. The Official Plan is broken down into chapters to highlight city-wide policy, land use designations, Secondary Plans, site and area specific policy and Official Plan Maps. Scarborough is located in the east end of

Toronto and is covered under this Official Plan. The Project is in alignment with the City's Official Plan, as stated in Chapter 3.1.1 The Public Realm:

> "City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. New and existing City streets will incorporate a Complete Streets approach and be designed to perform their diverse roles by: a) balancing the needs and priorities of the various users and uses within the right-of-way, including provision for: iii. space for other street elements, such as utilities and services" (City of Toronto, 2022c).

4.3.2 Existing and Planned Land Use

The City of Toronto Official Plan outlines land uses within its respective boundaries implemented through a range of detailed land-use zones. The Project, as a natural gas pipeline or "utility" that is being relocated to accommodate public transportation is directly supported by the City within the City of Toronto Official Plan, Chapter 3.5.1 Creating a Strong and Diverse Civic Economy Policy:

> "Investment on the part of public agencies or through partnership agreements will ensure that key infrastructure will be maintained, improved and extended to support current and future employment needs in the following areas: a) roads and public transit; b) water and sewer lines; c) reliable supply of energy sources including electricity, natural gas, district energy centres and cooling systems" (City of Toronto 2022d).

4.3.3 Population, Employment, and Economic Activities.

4.3.3.1 Population and Demographics

According to the 2021 Census, the City of Toronto has a population of 2,794,356 people representing a 2.3% increase from 2016 (2,731, 571) (Statistics Canada, 2023a). Scarborough is a district of the Municipality of Toronto and according to the 2021 Census, the electoral district of Scarborough Centre experienced a 0.4% increase in population between 2016 (112,603 people) and 2021 (113,104 people) (Statistics Canada, 2022b). Comparatively, the Province of Ontario experienced a population increase of approximately 5.8% over the same period (Statistic Canada, 2023c).

In 2021, the City of Toronto had an average population density of approximately 4,427.8 people per square kilometre and the average age of the population was 41.5 years (Statistics Canada 2023a). For the same year, Scarborough Centre has an average population density of approximately 4,021.6 people per square kilometre and the average age of the population was 41.3 years (Statistics Canada, 2023b).

The 2021 Census also indicates that the total visible minority population of the City of Toronto was 1,537,285 (Statistics Canada, 2023a). Of the visible minorities in the City of Toronto, the majority of individuals identified as South Asian (385,440 individuals or 25% in the combined areas) (Statistic Canada, 2023a). In Scarborough Centre, the total visible minority population was 83,025. Of the visible minorities in Scarborough Centre, the majority of the individuals identified as South Asian (31,780 individuals or 38% in the combined area) (Statistics Canada, 2023b). The number of individuals who identify as Indigenous in the City of Toronto are 22,925 people, and in Scarborough Centre are 705 people (Statistics Canada, 2023b).

4.3.3.2 Employment and Economy

According to the 2021 Census, the City of Toronto has a labour participation rate of 55.0% and an unemployment rate of 13.9% (Statistics Canada, 2023a). For the same period, Scarborough Centre has a participation rate of 49.9% and an unemployment rate of 15.7% (Statistics Canada, 2023b). Comparatively, the Province of Ontario has a labour participation rate of 62.8% and an unemployment rate of 12.2% (Statistics Canada, 2023c).

The largest employment industries in the City of Toronto are professional, scientific and technical services, health care and social assistance, retail trade, educational services and manufacturing (Statistics Canada 2023a). While in Scarborough Centre, the largest employment industries are health care and social assistance, retail trade, manufacturing, professional, scientific and technical services, and finance and insurance (Statistics Canada, 2023b).

The median household income in the City of Toronto had an increase of 21.7% from $65,829 in 2015 to $84,000 in 2020 (Statistic Canada, 2023a; Statistic Canada, 2017a). In Scarborough Centre there was an increase of 25.7% from $58,368 in 2015 to $78,500 in 2020 (Statistics Canada, 2023b; Statistic Canada, 2017b). Comparatively, the Province of

Ontario's median household income was $79,500 in 2020, which is a 6.6% increase from $74,287 in 2015 (Statistics Canada 2023c; Statistic Canada, 2017c).

4.3.3.3 Main Economic Sectors

The City of Toronto's prominent industries include professional scientific and technical services, health care and social assistance, and retail trade.

Professional Scientific and Technical Services

This sector employed over 738,000 people in 2021 in Ontario which accounts for 10% of the workforce. In Toronto, this sector employed over 461,000 people in 2021, accounting for 62.5% of Ontario's total. This sector primarily involves services that engage with human capital. These include legal services, accounting, architectural, engineering, specialized design services, scientific and technical consulting services, advertising and scientific research and development services. Approximately 7 in 10 people in this sector worked from home throughout the pandemic which is the highest amongst all sectors in Ontario (Government of Canada, 2023a).

Health Care and Social Assistance

The Health Care and Social Assistance sector employs over 918,000 people in Ontario which accounted for 12.5% of Ontario's total workforce in 2021. In Toronto, over 391,000 people are employed in this sector accounting for 42.6% of the Ontario total. This sector is comprised of the following sub-industries: ambulatory health care services; hospitals; nursing and residential care facilities; and social assistance, including family services, daycares, and food banks. This sector has experienced labour shortages over the last few years, but overall this sector is expected to grow over the 2022 to 2024 forecasted period (Government of Canada, 2023b).

Retail Trade

Retail trade includes a diverse range of services including food and beverage, clothing and accessories, motor vehicle and parts dealers, electronics and appliances, and online shopping platforms. In the City of Toronto, over 394,000 people work in retail trade which accounts for 48.3% of Ontario's total. Since the pandemic, there has been a push for increased online shopping platforms to meet customer's needs and this trend is

expected to persist. Between December 2020 and December 2021, retail sales in Toronto increased by 13% (Government of Canada, 2023c).

4.3.4 Human Occupancy and Resource Use

4.3.4.1 Culture, Tourism, and Recreation

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

Scarborough is located in the east end of Toronto and is known for its outdoor tourist attractions. These include the Toronto Zoo, Scarborough Bluffs, and Rouge National Urban Park. Scarborough offers public transit through GO transit and the Line 3 Scarborough Subway (Tourism Toronto, 2022a). Tourism and recreation in the Project Study Area include local restaurants and commercial retail facilities.

Transportation infrastructure and services are a priority in Scarborough Centre. The goal is to provide increased transit, pedestrian and cycling options for those that live, work and visit the Centre. This is achieved through the enhancement of the subway system, access to major arterial roads, and 400 series highways connecting people across Toronto and the Greater Toronto Area (GTA). Transit is promoted in areas of higher density residential and employment land uses to accommodate balanced growth at strategic locations within Toronto (City of Toronto, 2023a).

4.3.4.2 Neighbourhoods and Residences

The Study Area for the PPR and surrounding area falls under several zoning codes. The PPR falls largely under the zoning code of CR (commercial residential) with the southwestern portion of the route falling under zoning code RD (residential). The surrounding Project area falls under four primary zoning codes: IH (institutional) northwest of the PPR; OH (open space) northeast of the PPR; RA (residential apartment) east of the PPR; and RD (residential) southwest of the PPR (City of Toronto, 2022e).

4.3.5 Infrastructure and Services

4.3.5.1 Existing Linear Infrastructure

The City of Toronto is served by an extensive network of local, collector and arterial roads and highways that provide linkages within the community and to other parts of Ontario. Highway 401 and Highway 427 are currently under the jurisdiction of the Ministry of Transportation (MTO). All roads within the Study Area are serviced by the City of Toronto.

Lawrence Avenue East and McCowan Road are classified as major arterial roads while Valparasio Avenue is classified as a local road. The City of Toronto's major arterial roads are designed for traffic movement as the primary function and carry volumes of traffic greater than 20,000 vehicles per day. While local roads are designed to provide access to properties and local traffic less than 2,500 vehicles per day (City of Toronto, 2018; City of Toronto, 2023b).

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

- McCowan Rd at Lawrence Ave East Scarborough General Hospital (Stop ID: 5290),
- Lawrence Ave East at McCowan Rd Westside Scarborough General (Stop ID: 5289), and,
- Lawrence Ave East at McCowan Rd (Stop ID: 9650).

It is assumed that the PPR encounters power and telecommunication lines since these utilities tend to follow the municipal road network.

4.3.5.2 Community Services and Institutions

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

Community services are services that are sought by residents and tourists including grocery stores, pharmacies, parks, sports and recreation, schools, health and wellness

centres, libraries, pet care, financial institutions, general retail and convenience stores, and gas stations, etc.

The Scarborough Hospital is located within the Study Area and provides 24/7 emergency services.

4.3.6 Indigenous Community Land and Resource Use

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

- Alderville First Nation;
- Beausoleil (Chimnissing) First Nation;
- Chippewas of Georgina Island First Nation;
- Chippewas of Rama First Nation;
- Curve Lake First Nation;
- Hiawatha First Nation;
- Mississaugas of the Credit First Nation; and,
- Mississaugas of Scugog Island First Nation.

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

4.4 Cultural Heritage Resources

The Cultural Heritage Resources assessment was completed in adherence to the OEB's *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Projects and Facilities in Ontario, 8th Edition* (Section 5.4).

4.4.1 Archaeology

A Stage 1 Archaeological Assessment was completed by TMHC Inc. (TMHC) that consisted of a review of current land use, historic and modern maps, registered archaeological sites and previous archaeological studies, past settlement history for the

area and a consideration of topographic and physiographic features, soils, and drainage. A copy of the Stage 1 Archaeological Assessment report prepared for the Project is provided in **Appendix A** and was submitted to the MCM in May, 2023.

The Stage 1 Archaeological Assessment determined that all portions of the Study Area (0.25 ha) are extensively disturbed and do not require further assessment.

4.4.2 Built Heritage Resources and Cultural Heritage Landscapes

A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHRECPIA) was completed by TMHC and is provided in **Appendix B.** The CHRECPIA was prepared in accordance with the MCM *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes*.

The CHS noted that there are no designated properties or properties listed on the City of Toronto Heritage Register within or adjacent to the Project Study Area. There are no National Historic Sites, Ontario Heritage Trust-owned properties, conservation easements, or Provincial Heritage Properties present within, or adjacent to, the Study Area as confirmed by the Ontario Heritage Trust and the MCM.

The CHS for the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHRECPIA) determined that of the 25 structures, properties, and landscapes reviewed in the Study Area, one Built Heritage Resource (BHR) and one Cultural Heritage Landscape (CHL) have potential Cultural Heritage Value or Interest (CHVI), based on professional judgement and the preliminary application of the *Ontario Heritage Act,* O. Reg. 9/06 criteria.

The recommendations of the Heritage Impact Assessment portion of the CHRECPIA indicated that the Project has the potential to cause indirect impacts to the potential BHR and CHL, and as such, a pre-construction vibration monitoring assessment by a qualified professional should be completed to determine if vibration monitoring or site plan controls are required.

5.0 Route Selection

The PPR is the only route alternative that will meet the needs of the Project and is, therefore, identified as the Preferred Route.

5.1 Preferred Route

The Preferred Route involves the relocation of approximately 345 metres of pipeline in the vicinity of Lawrence Avenue East, McCowan Road, and Valparaiso Avenue to accommodate the Metrolinx Scarborough Subway Extension while maintaining existing services to Enbridge Gas customers.

A section of the pipeline is located through private residences, which have been acquired by Metrolinx. These buildings were removed to accommodate the construction of the proposed Lawrence Avenue East Station. Construction for the Preferred Route would occur following building demolition of the private residences and decommissioned gas station located in the Project footprint.

5.2 Temporary Workspace and Laydown Areas

Temporary workspace and laydown areas will be required adjacent to the proposed location of the pipeline to facilitate the movement and storage of equipment necessary for construction. Enbridge Gas will work with the local municipalities, regulatory agencies, and landowners to identify and secure appropriate workspace, as required.

Field work completed for the Project included lands located approximately 30 metres on each side of the road ROW (i.e., Project footprint). Information and mapping obtained for the Project footprint can be used to site temporary facilities. When siting temporary facilities, the following criteria should be used to minimize adverse environmental and socio-economic effects:

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

- Avoid areas with known cultural heritage/archaeological resources.

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

6.0 Effects Assessment and Proposed Mitigation

This section provides the assessment of the potential effects associated with the Preferred Route on the physical, natural, and socio-economic environment, based on the findings of the existing condition studies. Recommended mitigation measures are also described in this section and select mitigation measures are shown on **Figure 9**.

The criteria for the characterization of residual effects and evaluation of significance are provided in **Section 7.0**. All assessment criteria (**Table 3**) were considered when determining the significance of each residual effect.

6.1 Physical Environment

6.1.1 Physiography and Topography

The pipeline will be installed within, or immediately adjacent to, existing road ROW, as well as through areas of private property (owned by Metrolinx) where localized topography is heavily influenced by grading conducted for past utility and road works, and residential land uses, respectively. Roads, driveways, and adjacent vegetated areas will be returned to their pre-construction grade following construction, where appropriate. As such, no adverse effects to physiography and topography are expected to occur as a result of Project activities.

6.1.2 Surficial Geology and Soils

The pipeline will be installed within, or immediately adjacent to, existing road ROW, as well as through areas of private property (owned by Metrolinx). The soils and subsoils in the Project footprint have been heavily disturbed by past utility and road works and related infilling, as well as residential development and commercial land uses. In addition, there is also the potential for impacts in soil as a decommissioned gas station is located in the central to western portion of the Project footprint. The potential for leaks or spills from Project activities to affect soils is considered in Accidents and Malfunctions (**Section 8.0**).

Table 9 identifies potential effects, mitigation measures, and residual effects on the surficial geology and soils component, and provides an assessment of the significance of the residual effects, where present.

Table 7: Assessment of Potential Effects of the Project on Surficial Geology and Soils

Potential Effects	Mitigation Measures	Residual Effects	Characterization and Significance Evaluation
Discovery of historical contamination during construction.	• The contractor should proceed with construction cautiously and be aware of the potential for contaminated soils. If contaminated soils are suspected, the Suspect Soils Procedure in the latest Enbridge Gas C&M Manual and/or the applicable processes and procedures should be followed, as suspect soils must be safely handled and disposed of in a manner consistent with regulatory requirements. • Additional subsurface investigations (confirmatory and waste classification samples) should take place in areas suspected of having soil contamination. The latest Enbridge C&M Manual Suspect Soils Procedure provides direction for managing contaminated sites that are encountered during construction. Should suspect soils be encountered, third party consultants are on-call 24/7 to provide support. Suspect soils are typically identified based on the following: • An odour emanating from the excavation; • A significant change in colour, oil sheen, texture or stunted vegetation condition; • The presence of coloured, odorous or non-water like liquid seeping into the excavation; and, • The presence of solid wastes including drums, containers or tanks. • If suspect soils are identified, implement the Suspect Soils Procedure (see the latest Enbridge Gas C&M Manual for further details).	No residual effect is anticipated following implementation of the recommended mitigation measures.	Not Applicable (N/A)

6.1.3 Groundwater

The Preferred Route is not located in an area of potential groundwater recharge. Based on topography and surface water features, it is anticipated that groundwater locally flows east towards West Highland Creek and regionally flows south towards Lake Ontario.

The Project footprint does not overlap with IPZs or WHPAs. An IPZ is located along West Highland Creek within the Study Area, but outside of the Project footprint (MECP 2023b). HVA areas are located within the Study Area, but do not intersect with the Project footprint (MECP 2023b). Due to Study Area overlap with these vulnerable areas, policies listed in the CTC Source Protection Plan (2022) should be followed to mitigate potential effects to groundwater quality, as listed in **Table 8**.

The pipeline will be installed at an approximate depth (top of pipe) of between 0.9 m to 1.2 m and may be installed using a combination of open-cut trenching and trenchless techniques. A total of 38 well records were found within 100 m of the Preferred Route. Water well data for the Preferred Route indicates that groundwater was found at depths ranging from 6 mbgs and 14 mbgs, with an average “water found” depth of 10 mbgs.

Should sections of the pipeline trench encounter the groundwater table, groundwater may exfiltrate into the trench and may require dewatering to facilitate construction. Similarly, groundwater may be encountered at trench depth where integrity digs are conducted during operations.

There is the potential to encounter contaminated groundwater in conjunction with the discovery of historically contaminated soils, including the proximity to a decommissioned gas station within the Project footprint.

Bentonite slurry will be generated during construction if trenchless construction methods are used. There is potential for bentonite slurry to seep into porous subsurface formations, reduce groundwater quality, and leave the tunnel along a preferential flow pathway and inadvertently seep into a nearby watercourse, or interfere with nearby structures (i.e., roadways). Bentonite slurry used in trenchless construction process can be considered a liquid solid or industrial waste and so requires specific handling.

The potential for leaks or spills from Project activities to affect groundwater is considered in Accidents and Malfunctions (**Section 8.0**).

Table 8 identifies potential effects, mitigation measures, and residual effects on the groundwater component, and provides an assessment of the significance of the residual effects, where present.

Table 8: Assessment of Potential Effects of the Project on Groundwater

Potential Effects	Mitigation Measures	Residual Effects	Characterization and Significance Evaluation
Reduction in groundwater quality	**General** • Review and adhere to Section 4.1 (Hazardous Waste Management and Disposal) of Enbridge Gas's Construction and Maintenance Manual 2023 to avoid contaminant introduction during construction. • Maintain equipment in good working condition such that equipment and vehicles are free of leaks. • Store all fuels, chemicals, and other lubricants away from drainage features and on relatively flat areas in designated and contained storage areas. Re-fuelling activities should be completed a minimum of 30 m away from drainage features, water bodies, and other sensitive environmental features. Should a spill occur, mitigation measures will follow Enbridge Gas's Spill Management Procedure. • Operate and maintain all stormwater management measures in good working condition and in accordance with local policies, best management practices, and the CTC Source Protection Plan (2022). • Review and adhere to policies in the CTC Source Protection Plan (2022), specifically, section 10. • Application of road salt is not anticipated during construction activities, but should it occur, application will be minimized and applied in a way to avoid drainage into natural waterways.	Temporary and localized reduction in groundwater quality	The residual effect reversible and will occur occasionally over the assessment period. It is anticipated to be low magnitude, short to medium-term in duration, and not significant.

Potential Effects	Mitigation Measures	Residual Effects	Characterization and Significance Evaluation
	Dewatering • Register under the EASR where dewatering in excess of 50,000 L/day and up to 400,000 L/day is required. Excess water should be directed away from sensitive natural features. • Obtain a PTTW from the MECP where dewatering in excess of 400,000 L/day is required. Excess water should be directed away from sensitive natural features. • Develop a Groundwater Management Plan prior to construction. • Potentially contaminated groundwater should be managed and disposed of in accordance with applicable regulatory requirements. • Additional measures will be completed in accordance with Enbridge Gas's Spill Management Standard and Spill Response Procedure. **Bentonite Slurry** • Bentonite slurry generation can be reduced by using a centrifuge to screen out solids and fines, allowing the bentonite to be reused on-site to a certain extent. Prior to disposal, bentonite slurry can be treated by solidification methods and removed from the site under the appropriate waste classification and/or as excess soil. • The composition of the bentonite slurry should be determined based on the geotechnical conditions of the site.		

Potential Effects	Mitigation Measures	Residual Effects	Characterization and Significance Evaluation
	• The application of bentonite slurry should be monitored frequently by the Contractor. • Extra caution should be exercised near drainage features, natural features, and nearby structures that could be impacted. • Additional measures will be completed in accordance with Enbridge Gas's General Trenchless Installation Standard.		

6.1.4 Bedrock

The overburden thickness (i.e., depth to bedrock) in the Study Area varies between approximately 75 m to 85 m. There is no exposed bedrock in the Study Area.

The majority of the pipeline will likely be buried between 0.9 metres to 1.2 metres deep and given the depth to bedrock in the Study Area, it is highly unlikely that intact bedrock will be encountered during pipeline construction. As such, no adverse effects to bedrock are expected to occur as a result of Project activities.

6.2 Natural Environment

6.2.1 Atmospheric Environment

Air emissions (including GHGs) from vehicle and equipment use (i.e., exhaust and dust) will occur during construction and site-specific maintenance activities (e.g., integrity digs and welding) during operations.

Air contaminants from vehicle and equipment use include sulphur dioxide, nitrogen oxide, volatile organic compounds, carbon monoxide, and particulate matter. In addition, carbon dioxide, a GHG, is emitted from internal combustion engines.

Emissions produced through welding cannot be mitigated; however, these emissions will be short-term and localized. It is not anticipated that this will be a significant contributor to air quality and GHG emissions.

Table 9 identifies potential effects, mitigation measures, and residual effects on the atmospheric environment component, and provides an assessment of the significance of the residual effects, where present.

Table 9: Assessment of Potential Effects of the Project on the Atmospheric Environment

Potential Effects	Mitigation Measures	Residual Effects	Characterization and Significance Evaluation
Increase in air emissions during construction and operations (where preventative maintenance is performed).	• Limit the area of open trenches (where possible) to reduce dust. • Equip vehicles with emission controls, as applicable, and operate within regulatory requirements. • Limit long-term idling, where possible. • Reduce idling of equipment when possible. • Ensure equipment is in working order (properly maintained, emission control devices installed). • Utilize fuel-efficient equipment when possible. • Implement dust management practices such as road watering to reduce fugitive road dust. • Implement wetting or apply dust suppressants during cutting and crushing activities. • Implement dust control measures during dry and windy conditions. Dust control measures should be monitored regularly to increase efficiency. • Limit construction activities during high wind events. • Cover or water material stock piles when possible to minimize fugitive dust from wind erosion.	Temporary and localized increase in air emissions during construction and operations (where preventative maintenance is performed).	The residual effect is reversible and will occur occasionally over the assessment period. It is anticipated to be low magnitude, short-term in duration, and not significant.

6.2.2 Aquatic Environment

No surface water features or fish habitat occur within the Project Study Area. As such, no effects to the aquatic environment are expected to occur as a result of Project activities.

6.2.3 Wetlands

No wetlands occur within the Study Area, and all Project activities will be limited to the existing road ROW and previously developed private property. As such, no effects to wetlands are expected to occur as a result of Project activities.

6.2.4 Woodlands

No woodlands occur within the Project footprint. One woodland feature was identified in the Study Area. Project activities will be confined to the existing road ROW and previously disturbed private property. As such, no effects to woodlands are expected to occur as a result of Project activities.

6.2.5 Areas of Natural and Scientific Interest and Other Environmentally Significant Areas

No Areas of Natural and Scientific Interest or Environmentally Significant Areas were identified within the Study Area. As such, no effects on ANSIs or other environmentally significant areas are expected to occur as a result of Project activities.

6.2.6 Terrestrial Habitat and Vegetation

The Project will be installed within, or immediately adjacent to, existing road ROW, as well as through existing residential properties (acquired by Metrolinx). Building and vegetation removal is anticipated to be completed by Metrolinx prior to construction activities for the Preferred Route. No vegetation clearing or building removal is expected to occur as a result of Project activities. Construction activities could result in the introduction or spread of invasive species and/or weeds.

The potential for leaks or spills from Project activities to affect vegetation is considered in Accidents and Malfunctions (**Section 8.0**).

6.2.7 Wildlife and Wildlife Habitat

Limited wildlife habitat is expected for the Study Area. Existing natural features associated with West Highland Creek may provide suitable wildlife habitat; however, the Project footprint is located in a highly developed urban area. Wildlife associated with highly developed and disturbed urban areas (such as racoons and squirrels) have potential to occur in the Study Area; however, as the Project footprint will not provide any habitat features for these species, or act as an area to facilitate wildlife movement, wildlife encounters are not anticipated during construction.

The potential for leaks or spills from Project activities to affect wildlife and wildlife habitat is considered in Accidents and Malfunctions (**Section 8.0**).

6.2.8 Species at Risk

The potential for SAR to occur in the Project Study Area is very low given the highly developed and disturbed characteristics of the area. No SAR were identified during the site assessment in February 2023. It is unlikely that the Project footprint provides suitable habitat for SCC or SAR identified during background review. As the buildings and trees within the Project footprint have been cleared and removed (Metrolinx), SAR and SAR habitat is considered absent from the Project footprint.

Project activities will be limited to the existing road ROW and private property (Metrolinx). As such, no effects to SAR are expected to occur as a result of Project activities.

6.3 Socio-Economic Environment

6.3.1 Planning Policies

The Project is required to replace an important natural gas pipeline supplying customers in Scarborough. Under the relevant plans and policies reviewed for this report, the Project would generally be defined as necessary infrastructure and is, therefore, in line with the policy directions for maintaining safe, livable, and economically diverse and prosperous communities.

No effects to planning policies are expected to occur as a result of Project activities.

6.3.2 Existing and Planned Land Use

It is not anticipated that Project activities will have any impact on existing or planned land use as the proposed pipeline will be installed within, or immediately adjacent to, existing, previously disturbed road ROW and on private property acquired for transit use. The Project does not require re-zoning of lands and will not restrict future development within existing linear infrastructure corridors (beyond their currently existing and planned allowable uses).

The Project is a permissible use of the existing road ROW and Enbridge Gas will obtain all required permits and approvals prior to construction and operations.

6.3.3 Population, Employment and Economic Activities

The Project is located in an urban area where there are numerous commercial businesses. Construction activities may affect traffic and/or access to businesses for a short period of time. The Project is not anticipated to have a noticeable impact on business levels due to the short-term duration of construction activities and the implementation of appropriate traffic control and access measures.

The Project will employ a small workforce for a short period of time and no permanent jobs will be created or lost as a result of the Project.

No effects to population, employment, and economic activities are expected to occur as a result of Project activities.

6.3.4 Human Occupancy and Resource Use

The Project is located in an urban area adjacent to residential neighbourhoods and construction activities will temporarily cause nuisance noise for local residents and businesses. Visual effects of construction cannot be mitigated; however, they will be short-term and localized. The presence of construction equipment and vehicles is not uncommon or unexpected in an urban environment. During operations, visual effects will be limited to the presence of above-ground safety signage.

Table 10 identifies potential effects, mitigation measures, and residual effects on human occupancy and resource use, and provides an assessment of the significance of the residual effects, where present.

Table 10: Assessment of Potential Effects of the Project on Human Occupancy and Resource Use

Potential Effects	Mitigation Measures	Residual Effects	Characterization and Significance Evaluation
Increase in nuisance noise during construction.	• Construction activities will be carried out in compliance with municipal noise by-laws with respect to noise and construction equipment usage. Applicable noise by-law exemptions will be sought if construction activities cannot be avoided on Statutory Holidays, Sundays or at night. • General noise control measures will be implemented during construction (i.e., proper maintenance of equipment, muffling systems, minimum idling of equipment and vehicles).	Temporary and localized increase in nuisance noise	The residual effect is reversible and isolated to the construction period. It is anticipated to be low magnitude, short-term in duration, and not significant.

6.3.5 Infrastructure and Services

The Project is located in an urban area where traffic levels can be high, especially at peak commuting times. Construction may cause traffic disruptions (e.g., lane closures or detours) impacting traffic flow, on-street parking, bus routes, cycling tracks, and access to driveways or side streets. The Study Area overlaps with major arterial roads (Lawrence Avenue East and McCowan Road) and local roads (Valparaiso Avenue).

The Project will result in the creation of hazardous wastes (e.g., pneumatic oils from hydraulic systems, gasoline, and other lubricants and oils) and non-hazardous wastes (e.g., packaging, spent lubricating cartridges, coffee cups) requiring proper storage and disposal.

Table 11 identifies potential effects, mitigation measures, and residual effects on infrastructure and services, and provides an assessment of the significance of the residual effects, where present.

Table 11: Assessment of Potential Effects of the Project on the Socio-Economic Environment

Potential Effects	Mitigation Measures	Residual Effects	Characterization and Significance Evaluation
Traffic disruptions during construction	• Traffic access will be maintained, where possible, during construction. However, lane closures and traffic detours may be required to allow construction equipment and materials passage, or where open-cut construction is planned. Good management and best practices will be implemented during construction to minimize traffic disruption. If required, temporary detour routes will be provided to reduce potential impacts to drivers. • Appropriate signage and flag personnel will be used should detours be necessary. • Enbridge Gas is encouraged to consult with municipal staff to develop an appropriate traffic management plan to assist with maintaining traffic flow. Consultation with Emergency Medical Services may also be required if temporary detours are deemed necessary. • A common parking area should be established for construction crews to reduce traffic and better manage parking congestion. The Contractor should be encouraged to transport construction staff to the site from a central collection point via bus or other method to reduce the potential for parking issues and traffic congestion. • Enbridge Gas will respond to any construction complaints promptly. • Vehicle traffic will be managed in accordance with the Traffic Control and Protection Plan, Road and Railway Crossings, Pipeline Depth of Cover Survey, Trenching/Excavating, Trenching, and Paving Excavation and Repairs sections of the latest Enbridge C&M Manual and/or the applicable processes and procedures. • An appropriate Traffic Control Plan will be developed and implemented in accordance with Ontario Traffic Manual (OTM) Book 7 – Temporary Conditions. • Solid waste will be collected and disposed of appropriately in accordance with applicable regulations at a licensed waste facility. • Hazardous wastes will be transported by MECP licensed waste haulers to a MECP registered disposal site. • Temporary storage of wastes onsite will include the use of secured containers in designated sites away from sensitive areas. • All construction waste will be disposed of in accordance with the Hazardous Waste Management and Disposal section of the latest Enbridge C&M Manual and/or the applicable processes and procedures.	Temporary and localized traffic disruptions	The residual effect is reversible and isolated to the construction period. It is anticipated to be low magnitude, short-term in duration, and not significant.

Potential Effects	Mitigation Measures	Residual Effects	Characterization and Significance Evaluation
Temporary increase in waste during construction	• Solid waste will be collected and disposed of appropriately in accordance with applicable regulations at a licensed waste facility. • Hazardous wastes will be transported by MECP licensed waste haulers to a MECP registered disposal site. • Temporary storage of wastes onsite will include the use of secured containers in designated sites away from sensitive areas. • All construction waste will be disposed of in accordance with Section 4.1: Hazardous Waste Management and Disposal of Enbridge Gas's Construction and Maintenance Manual 2023 and/or the applicable processes and procedures.	• No residual effect is anticipated following implementation of the recommended mitigation measures.	N/A

6.3.6 Indigenous Community Land and Resource Use

To date, Indigenous communities consulted on the Project have not identified any specific issues or concerns regarding the impact of the Project on Aboriginal or Treaty Rights or on their use of land and resources in the Study Area.

No effects to Aboriginal or Treaty rights or Indigenous communities' use of land and resources are expected to occur as a result of Project activities.

Enbridge Gas will continue to engage with Indigenous communities throughout the Project and will work with Indigenous communities to address issues or concerns, should they arise.

6.4 Cultural Heritage Resources

The results of the Stage 1 Archaeological Assessment for the Project indicate that the Project Study Area is extensively disturbed and retains no archaeological potential.

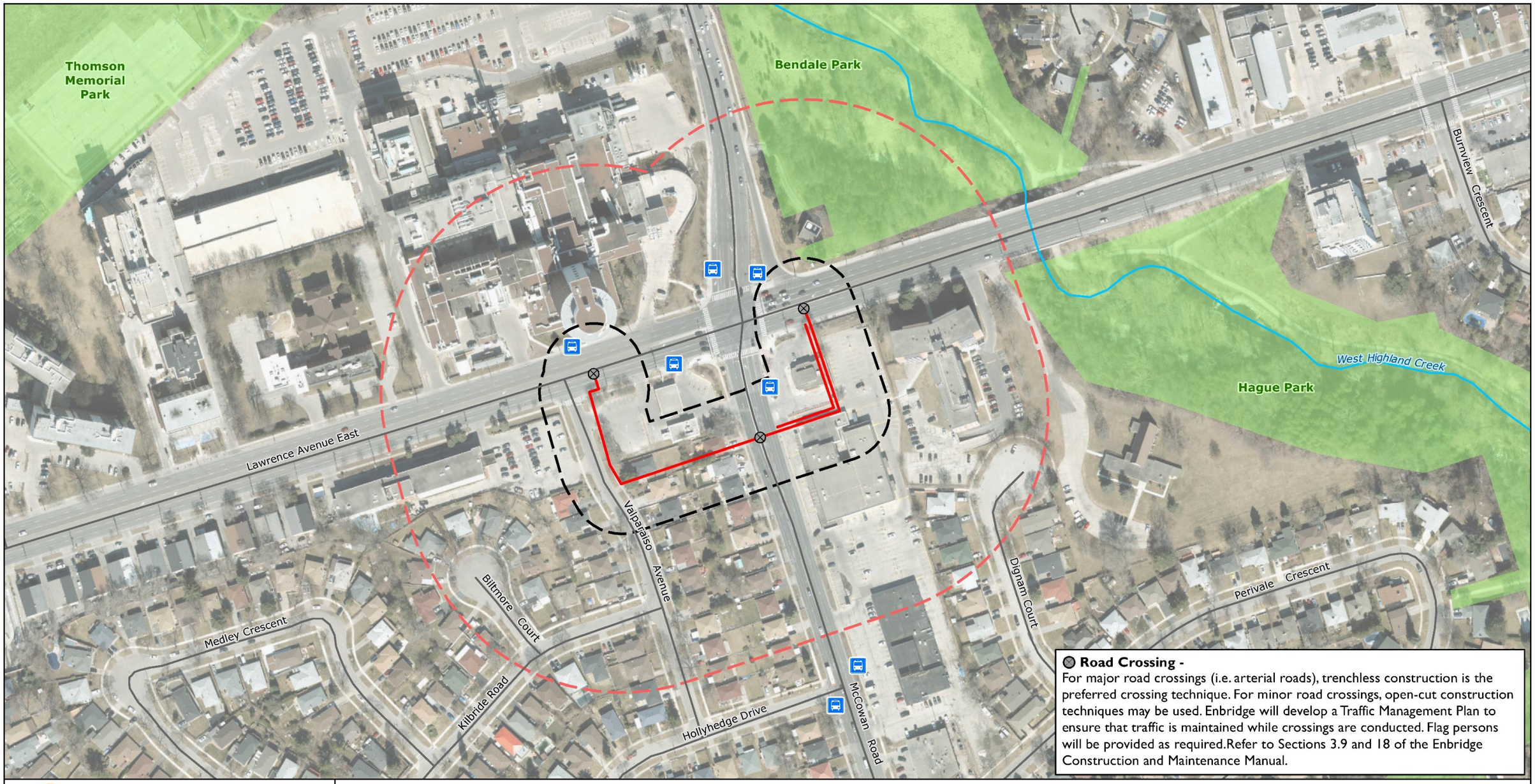
The CHRECPIA identified the potential indirect impacts to one BHR and one CHL with the recommendation of a vibration monitoring assessment prior to construction.

Table 12 identifies potential effects, mitigation measures, and residual effects on cultural heritage resources, and provides an assessment of the significance of the residual effects, where present.

Table 12: Assessment of Potential Effects of the Project on the Socio-Economic Environment

Potential Effects	Mitigation Measures	Residual Effects	Characterization and Significance Evaluation
• Disturbance of previously undiscovered archaeological resources during construction	• Should previously undocumented (i.e., unknown or deeply buried) archaeological resources be discovered, the person discovering the archaeological resources will notify the Enbridge Environmental Advisor. A stop-work procedure will be implemented to immediately cease alteration of the site and a licensed consultant archaeologist will be engaged to carry out archaeological fieldwork in compliance with Section 48(1) of the *Ontario Heritage Act*. • Work undertaken in and around areas with known archaeological potential will be completed in accordance with the Archaeological Areas section of the latest Enbridge C&M Manual.	• No residual effect is anticipated following implementation of the recommended mitigation measures.	N/A
• Disturbance of built heritage resources or cultural heritage landscapes during construction.	• Implement recommendations in the CHRECPIA and/or Heritage Impact Assessment to be completed prior to construction.	• No residual effect is anticipated following implementation of the recommended mitigation measures.	N/A

Figure 9: Mitigation Map



ENBRIDGE

ENBRIDGE GAS INC.

Scarborough Subway Extension - Lawrence Avenue East Station Relocation Project

- Preliminary Preferred Route (Approx.)
- Project Footprint (30 m)
- Study Area (125 m)
- Road
- Watercourse
- City Park or Greenspace
- Bus Stop

MITIGATION MAP

FIGURE 9

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY MNRF, ENBRIDGE GAS INC, METROLINX, CITY OF TORONTO, ESRI IMAGERY

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

SCALE 1:2,200

0 25 50 100 m

N W E S

PROJECT: 23-5456 STATUS: DRAFT DATE: 2023-05-23

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

FILE LOCATION: K:\2023\235456\Product\Client\EnviroReport\F9_MitigationMap.mxd

7.0 Cumulative Effects Assessment

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

7.1 Methods

The cumulative effects assessment was conducted in accordance with the OEB Guidelines (2016) and included developing a cumulative effects Study Area with appropriate boundaries.

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

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

Two conditions must be met to pursue an assessment of cumulative environmental effects:

- There are likely residual Project effects on a specific element as identified through the assessment in **Section 6.0**; and,
- Residual Project effects could act cumulatively with effects of other past, present, and reasonably foreseeable future projects or physical activities.

7.1.1 Spatial and Temporal Boundaries

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

The temporal boundaries identified for the assessment include recently constructed projects, projects currently under review, under construction, or planned within the

reasonably foreseeable future following Project construction (i.e., reasonably foreseeable).

7.1.2 Characterization of Cumulative Effects and Evaluation of Significance

The same criteria that were used to characterize and evaluate the significance of residual effects were used for the cumulative effects assessment (see **Section 2.1.3**).

The cumulative effects assessment predicted the level of significance of total cumulative effects; however, in order to determine the incremental increase in total cumulative effects caused by the Project, the cumulative effects assessment focuses on an evaluation of the significance of the Project's contribution to total cumulative effects (that is, the extent to which the Project alone is contributing to the total cumulative effect). Predicted levels of significance of total cumulative effects and the significance evaluation of Project contribution to the total cumulative effects are provided for each identified cumulative effect.

The Project's contribution to potential cumulative effects depends on many factors, including:

- The source of the disturbance;
- Resilience of the receiving environment; and,
- The way in which disturbances interact within the spatial and temporal boundaries defined for the Project.

A qualitative assessment was considered the most appropriate method to evaluate the significance of predicted cumulative effects in consideration of the nature and context of the Project activities. The assessment of cumulative effects relied on available literature, baseline data and information, and the professional judgement of the assessment team.

7.2 Existing and Reasonable Foreseeable Activities and Disturbances

Existing activities and disturbances or reasonably foreseeable developments that may occur in the Project area were considered within the spatial and temporal boundaries outlined in **Section 7.1.1**. Future projects considered in the assessment do not include proposed or hypothetical projects where formal plans have not been disclosed.

7.2.1 Past and Present Activities and Disturbances

This subsection includes a high-level summary of past and present disturbances within the spatial boundaries of the cumulative effects assessment to provide an understanding of the Project's contribution to the current state of the environment in the context of existing cumulative impacts from successive past and present activities.

7.2.1.1 Scarborough Township

A brief discussion of historic and municipal settlement and land uses is provided below, as a means of providing general context for understanding past and present activities and disturbances.

The Project area falls within the former Scarborough Township, though the area has now been incorporated as the City of Toronto.

The history of land use, development, and change in the Study Area and broader Scarborough Township can be described in four distinct periods - the first period is the use of the land by Indigenous peoples for agriculture, fishing, and hunting; the second is the use of the land by Euro-Canadian settlers for agricultural and forestry (lumber); the third is the period of rapid settlement; and the fourth is the postwar period of the rise of industrial and commercial uses.

Prior to the beginning of full-scale European settlement in what is now the City of Toronto, the area was inhabited primarily by Indigenous peoples (namely, the Senecas and Mississaugas). The major waterways, including the Humber and the Rouge Rivers, provided important passageways from and to the Lake through the interior and were vital for establishing sites for gathering, trading, hunting, fishing, and ceremonies (City of Toronto 2021).

Following the Toronto Purchase with the Mississaugas of the Credit First Nation in 1787/1805, the British colonial government partitioned the land into parcels for agricultural use by Euro-Canadian settlers. The land remained in agricultural use from the nineteenth to mid-twentieth centuries. A prominent physical feature in the Study Area dating from the Euro-Canadian agricultural period are the early, rural concession roads (formerly the 7th Concession Road, now known as McCowan Road, and Lawrence Avenue East).

Kingston Road, initially Kingston Street, was first made in 1800, connecting Kingston and the former County of York. With the clearing of land for farming and the vast variety and quantity of lumber materials, the lumber industry thrived in this area. As a result, saw mills began to emerge as early as 1804 and eventually dozens could be found along the Highland Creek and the Rouge River. This continued until the depletion of the forests in the area. Over the second half of the twentieth century, these rural roads were converted to "wide arterial roads to serve the increasingly automobile-dependent population" (City of Toronto 2021, pp. 11).

David Thomson, a stone mason and first permanent resident in Scarborough Township, was granted 400 acres of land in 1796. In 1799, Thomson built two saw mills and a Presbyterian church, and his land became the centre of the prospering "Thomson Settlement". Bendale, the community where the Project is located, grew around the 1799 settlement (Ontario Heritage Trust, No Date.) forming a largely residential area.

In the postwar period, the Township of Scarborough quickly transformed from a largely rural, agricultural area into a rapidly growing urban area. During the 1950s, Scarborough developed with industrial, commercial, and residential uses. A section of Eglinton Avenue became famously known as Scarborough's "Golden Mile of Industry" – "which was a hub of large-scale manufacturing" (City of Toronto 2021, pp. 14).

While areas off Eglinton Avenue became predominantly industrial, in and immediately outside the Study Area, the land developed into a mix of industrial, commercial, and residential uses and in 1968, the nearby Scarborough General Hospital development was completed (Architectural Conservancy Ontario 2022).

Land use in the Study Area has remained relatively unchanged since the 1960's and today, the mix of land uses – residential, commercial, and low-rise industrial, is still evident.

7.2.2 Reasonably Foreseeable Developments

The best practices approach described in the Cumulative Effects Assessment Practitioners' Guide (Hegmann et al., 1999) advise inclusion of certain (that is, actions that will proceed or have a high probability of proceeding) and reasonably foreseeable (that is, actions that may proceed, but there is some uncertainty) activities for

cumulative effects assessment. The certain and reasonably foreseeable developments and activities identified for the Project adopt this approach, using the following criteria:

- **Certain** – the activity or development will proceed or there is a high probability it will proceed (that is, the development is either under construction or has been approved).
- **Reasonably foreseeable** – the activity or development is expected to proceed (that is, the development is in the process of obtaining approval and permits, or the proponent has publicly disclosed its intention to seek the necessary approvals to proceed).

Reasonably foreseeable activities and developments included in the assessment were identified as of March 15, 2023.

Sources reviewed included the Canadian Impact Assessment Registry (Impact Assessment Agency of Canada 2022), Natural Resources Canada Major Projects Inventory (Government of Canada 2022b), Investing in Canada Plan Project Map (Infrastructure Canada 2022), Infrastructure Ontario Projects Map (Infrastructure Ontario 2022), Environmental Registry of Ontario (Government of Ontario 2022b), Hydro One Major Projects (Hydro One Networks Inc. 2022), Toronto and Region Conservation Authority (2023), and City of Toronto (City of Toronto 2023c).

Specific projects identified within the spatial and temporal boundaries for the cumulative effects assessment are summarized in **Table 13** however, the list is not exhaustive. It is anticipated that future and ongoing consultation with the municipality and other key stakeholders may result in the identification of other planned development activities in the cumulative effects assessment boundaries. Enbridge Gas will work to identify efficiencies in regard to timing and coordination of Project construction with other planned developments, where feasible, in order to reduce the cumulative impact. Note that only the sources that yielded results for the project inclusion list are included in **Table 13** (that is, a source with no results was not documented and no result is considered implied by the source's absence from the table).

Table 13: Projects Identified for Inclusion in the Cumulative Effects Assessment

Source	Project Name	Description
City of Toronto (2023c)	Metrolinx-Tunnel Work	• Project Status: In Progress • Construction Date(s): 2021 to 2027 • Project Scope: Construction of a new tunnel for subway or LRT • Location: Eglinton Avenue East - Danforth Road McCowan Road from Kennedy Station
	Metrolinx Corridor Development Permit	• Project Status: In Progress • Construction Date(s): 2021 to 2023 • Project Scope: Transit Corridor Lands and Prescribed distances from them represent lands where a corridor Development Permit is required. • Location: McCowan Road near Eglinton Avenue East
	Watermain Cathodic Protection-Toronto Water	• Project Status: In Progress • Construction Date(s): 2024 • Project Scope: Road and sidewalk reconstruction. Storm water collection system expansion and water distribution system replacement. • Location: Valparaiso Avenue from Hollyhedge Drive to Lawrence Avenue East
	Bridge Rehabilitation	• Project Status: Planned • Construction Date(s): Q2 2023 to Q3 2024 • Project Scope: Capital repair work to maintain the bridge in a state of good repair. • Location: McCowan Road over West Highland Creek near Highland Creek

7.3 Analysis of Cumulative Effects

The residual effects identified for the physical and natural environment components are all anticipated to be low magnitude and either short or short to medium term in duration. Based on the planned and existing developments identified, there may be cumulative effects related to:

- Reduction in groundwater quality (associated with potential multiple linear construction projects occurring simultaneously in the same right-of-way); and,

- Temporary and localized increase in air emissions during construction.

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

Based on the planned and existing developments, there is a possibility of socio-economic cumulative effects related to temporary traffic disruptions and noise. The use of appropriate mitigation techniques, coordination with the City, Metrolinx, and other developers, and the segmented approach to Project construction over a short construction timeframe will reduce the magnitude of the cumulative effect. Construction activities and traffic disruptions are to be expected in a city the size of Toronto and, while these types of activities pose a nuisance, they can be appropriately managed. Therefore, it is anticipated that the cumulative effects of temporary traffic disruptions and noise will be reversible, low to moderate in magnitude, short-term in duration, and not significant.

8.0 Accidents and Malfunctions

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

8.1 Accidents and Malfunctions Considered

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

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

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

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

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

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

8.1.1 Equipment or Machinery Leaks or Other Spills

Hazardous materials are a component of vehicles, machinery, and construction equipment and some hazardous materials will be stored onsite during the construction

period. Potential contaminants associated with the Project may include gasoline, diesel fuel, lubricants, and hydraulic fuels. If equipment is not properly maintained or if hazardous materials are not stored or handled properly, spills may occur.

8.1.2 Pipeline Failure during Operations

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

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

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

8.2 Effects Assessment and Significance

The assessment of potential effects and identification of key mitigation measures for accidents and malfunctions is provided in **Table 14**. Additional mitigation measures can be found in Enbridge Gas' C&M Manual and/or the applicable process and procedure documents. Policies in the CTC Source Protection Plan (2022) should also be adhered to in order to protect vulnerable groundwater recharge areas.

Table 14: Potential Effects, Mitigation Measures, and Potential Residual Effects of Accidents and Malfunctions

Potential Effect(s)	Project Activity	Spatial Boundary	Mitigation Measures	Potential Residual Effect(s)

Equipment or machinery leaks or other spills resulting in contamination of the surrounding environment	Construction or site-specific maintenance during operations (e.g., integrity digs)	Project footprint (i.e., 30 metres on either side of the pipeline route)	• Equipment and machinery should be kept in good working order and maintained on a regular basis.
			• Follow safe work procedures when working with, or storing, chemicals. Crews should be properly trained in the handling of wastes.
			• Immediately contain and clean up spills in accordance with regulatory requirements and Enbridge Gas procedures.
			• Contractor(s) and construction crews should have appropriate spill containment and hazardous material and response training.
			• Implement applicable sections of Enbridge Gas' internal protocols for safety, pre-emergency preparedness, and emergency response actions.
			• Depending on the type/extent and or nature of spill, the following should be contacted:
			  ○ MECP Spills Action Centre at 1-800-268-6060 (out of Province 1-416-325-3000)
			  ○ MECP Pollution 24-hour public hotline at: 1-866-MOE-TIPS (1-866-663-8477)
			  ○ Report emergencies by calling 911 (Emergency Services)
				A release of hazardous materials would be immediately contained and recovered. A release of this nature is expected to be avoided, or effectively mitigated, therefore, no residual effects are predicted.

Potential Effect(s)	Project Activity	Spatial Boundary	Mitigation Measures	Potential Residual Effect(s)
Pipeline failure resulting in a release of natural gas	Operations	Study Area (i.e., 125 metres on either side of the pipeline route)	• Implement applicable sections of Enbridge Gas' internal protocols for safety, pre-emergency preparedness and emergency response.	Depending on the size of the leak and the environmental and socio-economic components that are impacted, the duration of the residual effect may be immediate to long-term and the magnitude may be low to high. The potential residual effects of a leak are reversible with the implementation of remedial measures and residual effects are not likely to be significant.

8.3 Summary of Residual Effects

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

9.0 Effects of the Environment on the Project

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

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

9.1 Environmental Conditions Considered

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

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

9.1.1 Severe Weather Events

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

9.1.2 Natural Hazards

9.1.2.1 Seismic Activity

Shifting of large sections of the earth's crust (tectonic plates) has the ability to cause severe earthquakes and accounts for over 97% of earthquakes worldwide (Natural Resources Canada [NRCan] 2022a). Central and Eastern Canada have a relatively low rate of earthquake activity due to their location in a stable continental region within the North American Plate. Rather than being caused by the shifting of earth’s tectonic

plates, seismic activity in this zone appears to be related to regional stress fields with earthquake activity concentrated in areas of crustal weakness (NRCan 2022a).

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

9.1.2.2 Flooding

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

The Markham Branch of Highland Creek is surrounded by high density residential and commercial lands. It flows southeast from Highway 401 to Bellamy Road North crossing, and then east to Markham Road. Historically, infrequent storm events cause water spills from the river flooding adjacent roads and lands. The City of Toronto and TRCA are working together on a Flood Remediation Environmental Assessment (EA) to mitigate this issue. The northeast portion of the Project Study Area is located within the Highland Creek floodplain (TRCA 2023a; TRCA 2023b). The Project is not within the boundaries of the Flood Remediation EA project (TRCA 2023a; TRCA 2023b).

9.2 Effects Assessment and Significance

The assessment of effects of the environment on the Project is provided in **Table 15**.

Table 15: Potential Effects, Mitigation Measures, and Potential Residual Effects of Effects of the Environment on the Project

Potential Effect(s)	Project Activity	Spatial Boundary	Mitigation Measures	Potential Residual Effect(s)
Severe weather events (i.e., heavy or persistent precipitation, extreme temperatures, high winds, or frequent/intense storms [lightning, ice]) and natural hazards (i.e., seismic activity, flooding) may affect the Project in the following ways: • Delay the Project schedule; • Damage construction equipment; • Increase safety concerns for workers during construction; and • Damage the operating pipeline.	Construction and Operations	Project footprint and Study Area	• Notify the Enbridge Gas Environmental Advisor in the event mitigation measures are ineffective at avoiding or reducing environmental effects or if alternative measures to address environmental issues are warranted due to site or weather conditions. • Postpone work during severe weather events that may pose a hazard to safety and/or result in damage to Project infrastructure and equipment. • Design and construct the pipeline in accordance with all applicable industry standards (e.g., Canadian Standards Association Standard Z662). • Conduct regular monitoring during operations and maintenance (O&M) in accordance with regulatory requirements.	With the implementation of mitigation measures, no residual effects are predicted for potential effects of the environment on the Project.

9.3 Summary of Residual Effects

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

10.0 Inspection and Monitoring Recommendations

It is Dillon's recommendation that Enbridge Gas employ the Environmental Advisor to communicate with on-site inspection personnel to facilitate the successful implementation of environmental mitigation measures in accordance with Enbridge Gas's processes and procedures, and applicable environmental regulations or permits.

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

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

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

10.1 Pre-Construction

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

- Acquisition of all necessary permits and approvals;

- The development of appropriate management and contingency plans (e.g., Waste Management, Traffic Management, Spill Contingency) with detailed mitigation measures;
- Environmental training for the Contractor. This usually occurs with the Construction Manager and Project Supervisor. The purpose of the training is to educate the construction crew on the key components warranting environmental protection, including the location of sensitive environmental features and associated mitigation measures including SAR, wildlife, vegetation, and working within residential areas. Other areas of concern along the ROWs are also reviewed in the field at this time; and,
- A pictorial record of conditions is compiled to compare restoration efforts with pre-construction conditions.

10.2 Construction

10.2.1 Environmental Advisor and Monitors

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

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

A licensed archaeologist 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.

10.2.2 Spill Contingency Plan

Enbridge Gas’s Spill Management Procedure will be followed, as this procedure captures the Spill Contingency Plan as well as the HDD Contingency Plan.

10.3 Post-Construction

10.3.1 Monitoring Reports

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

10.3.1.1 Interim Monitoring Report

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

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

10.3.1.2 Final Monitoring Report

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

- Describe the condition of the rehabilitated ROW and actions taken subsequent to the submission of the Interim Monitoring Report;

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

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

11.0 Summary and Conclusions

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

Mitigation measures were recommended to reduce potential negative effects to the environment. These recommendations, in combination with the Enbridge Gas C&M Manual and/or the applicable process and procedure documents, are anticipated to effectively protect the physical, natural, and socio-economic features along the pipeline route. The mitigation recommendations contained in this report, along with Enbridge Gas' construction policies, should be included in contract specifications. Engagement of the Environmental Advisor will help reduce disturbance to the environment during pipeline construction activities.

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

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

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Appendix A

Stage 1 Archaeological Assessment Report

Stage 1 Archaeological Assessment
Environmental Assessment
Proposed Scarborough Subway Extension – Lawrence Avenue East Relocation Project
Lots 22 and 23, Concession D
Former Geographic Township of Scarborough
County of York
Now the City of Toronto, Ontario

Original Report

Submitted to:
Ministry of Citizenship and Multiculturalism

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PIF No:	P1189-0012-2023
Project No:	2022-529
Dated:	May 4, 2023

EXECUTIVE SUMMARY

In 2023, TMHC Inc. (TMHC) was contracted to carry out a Stage 1 archaeological assessment for the proposed Scarborough Subway Extension – Lawrence Avenue East Relocation Project (the Project) in the City of Toronto, Ontario by Dillon Consulting Limited (Dillon) who are coordinating the environmental assessment on behalf of Enbridge Gas Inc. (Enbridge). The Project is required in order to reconfigure the natural gas supply in the surrounding area to accommodate construction of the Metrolinx Scarborough Subway Extension Transit Project while maintaining the existing service to Enbridge customers in the City of Toronto. The Project has three infrastructure components requiring relocation which comprise the Preliminary Preferred Route and these are:

- Relocation of approximately 79 meters (m) of pipeline at Lawrence Avenue East and McCowan Road onto Metrolinx private property easement;
- Approximately 154 m of pipeline relocation at Lawrence Avenue East and McCowan Road onto Metrolinx private property easement; and
- Approximately 112 m of pipeline relocation at Lawrence Avenue East and McCowan Road and along Valparaiso Avenue.

The Project area includes portions of the municipal right-of-way (ROW) of Valparaiso Avenue, McCowan Road and Lawrence Avenue East, and small portions of 23 Valparaiso Avenue, 642 McCowan Road and 3091 Lawrence Avenue East. It lies within part of Lots 22 and 23, Concession D in the former Geographic Township of Scarborough, York County, now City of Toronto, Ontario. The work was undertaken in accordance with the provisions of the *Environmental Assessment Act* and the *Provincial Policy Statement* (PPS). The purpose of the assessment was to determine whether there was potential for the discovery of archaeological resources within the Project area.

The Stage 1 background study included a review of current land use, historic and modern maps, registered archaeological sites and previous archaeological studies, past settlement history for the area and a consideration of topographic and physiographic features, soils and drainage. 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 (West Highland Creek);
- 19th century travel routes (Lawrence Avenue East and McCowan Road); and,
- Mapped 19th century structures.

As the Project area contained several features signaling archaeological potential, a Stage 1 property inspection was conducted to evaluate the current conditions of the Project area and determine if any areas of archaeological potential remained intact within the Project area. Based on this investigation the following recommendations are made:

- All portions of the Project area identified as extensively disturbed do not retain archaeological potential and do not require further assessment (0.25 hectares (ha); 100%); and
- If the extent of the Project Area or route alternatives change to incorporate lands not addressed in this study, further assessment will be required.

Our recommendations are subject to the conditions laid out in Section 7.0 of this report and to the Ministry of Citizenship and Multiculturalism's (MCM) review and acceptance of this report into the provincial registry.

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ACKNOWLEDGEMENTS

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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 consultation services throughout the Province of Ontario. We provide consulting services for Indigenous communities, municipal heritage planning and training, public outreach and educational programs, and have established specialties in community engagement, cemetery investigations, faunal analysis, and large and sensitive projects. Since TMHC's inception, we have evolved with the needs of our clients, the demands of the regulatory environment, and the growth in the industry.

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

KEY STAFF BIOS

Matthew Beaudoin, PhD, Principal/Manager – Archaeological Assessments

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

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

Kelly Gostick, MA – Project Manager

Kelly received her MA in Archaeology from the Western University in 2017, studying Late Woodland period settlement patterns. With ten years' experience in consulting archaeology, Kelly has performed numerous roles including field director, report writer, artifact analysis and lab manager. Since joining TMHC in 2016, Kelly has performed all aspects of archaeological work including lab work, archaeological field work and report writing. Kelly is a member of the Ontario Archaeological Society and the Canadian Archaeological Association.

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"):

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- Represents TMHC's professional judgment in light of the Limitation and industry standards for the preparation of similar reports;
- May be based on information provided to TMHC which has not been independently verified;
- Has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
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QUALITY INFORMATION

Report prepared by: Kelly Gostick

Kelly Gostick, MA (P1189)

Project Manager/Staff Archaeologist

Report reviewed by:

Matthew Beaudoin, PhD (P324)

Principal/Manager of Archaeological Assessment

1 PROJECT CONTEXT

1.1 Development Context

1.1.1 Introduction

In 2023, TMHC Inc. (TMHC) was contracted to carry out a Stage 1 archaeological assessment for the proposed Scarborough Subway Extension – Lawrence Avenue East Relocation Project (the Project) in the City of Toronto, Ontario by Dillon Consulting Limited (Dillon) who are coordinating the environmental assessment on behalf of Enbridge Gas Inc. (Enbridge). The Project is required in order to reconfigure the natural gas supply in the surrounding area to accommodate construction of the Metrolinx Scarborough Subway Extension Transit Project while maintaining the existing service to Enbridge customers in the City of Toronto. The Project has three infrastructure components requiring relocation which comprise the Preliminary Preferred Route and these are:

- Relocation of approximately 79 m of pipeline at Lawrence Avenue East and McCowan Road onto Metrolinx private property easement;
- Approximately 154 m of pipeline relocation at Lawrence Avenue East and McCowan Road onto Metrolinx private property easement; and
- Approximately 112 m of pipeline relocation at Lawrence Avenue East and McCowan Road and along Valparaiso Avenue.

The Project area includes portions of the municipal right-of-way (ROW) of Valparaiso Avenue, McCowan Road and Lawrence Avenue East, and small portions of 23 Valparaiso Avenue, 642 McCowan Road and 3091 Lawrence Avenue East. It lies within part of Lots 22 and 23, Concession D in the former Geographic Township of Scarborough, York County, now City of Toronto, Ontario. The work was undertaken in accordance with the provisions of the *Environmental Assessment Act* and the *Provincial Policy Statement* (PPS). The purpose of the assessment was to determine whether there was potential for the discovery of archaeological resources within the Project area.

All archaeological assessment activities were performed under the professional archaeological license of Kelly Gostick, MA (P1189) and in accordance with the 2011 *Standards and Guidelines for Consultant Archaeologists* (MTC 2011). Permission to commence the study was given by Natalie Taylor of Dillon.

1.1.2 Purpose and Legislative Context

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

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

In the PPS, the term conserved means:

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

The Environmental Assessment Act provides for the protection and conservation of the environment. In this case, the environment is widely defined to cover "cultural heritage" resources. Section 5(3)(c) of the Act stipulates that heritage resources to be affected by a proposed undertaking be identified during the environmental screening process. Within the EA process, the purpose of a Stage 1 background study is to determine if there are known cultural resources within the proposed Project area, or potential for such resources to exist. Subsequently, it can act as a planning tool by identifying areas of concern that, where possible, could be avoided to minimize environmental impact. It is also used to determine the need for a Stage 2 field assessment involving the search for archaeological sites.

The Stage 1 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 Pipelines and Facilities in Ontario* (OEB 2023) and the 2020 PPS. The purpose of a Stage 1 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 1 BACKGROUND REVIEW

2.1 Research Methods and Sources

A Stage 1 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 1 background study must include a review of:

- An up-to-date listing of sites from the Ministry of Citizenship and Multiculturalism (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 Project area (completed January 16, 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;
- Detailed mapping provided by the client was also reviewed;
- A series of historic maps and photographs was reviewed related to the post-1800 land settlement; and,
- The City of Toronto's *Archaeological Management Plan* (ASI et al. 2016).

Additional sources of information were also consulted, including modern aerial photographs, local history accounts, soils 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 Project area, in an effort to evaluate its archaeological potential. The Province of Ontario (MTC 2011; Section 1.3.1) has defined the criteria that identify archaeological potential as:

- Previously identified archaeological sites;
- Water sources;
    - Primary water sources (e.g., lakes, rivers, streams, creeks);
    - Secondary water sources (e.g., intermittent streams and creeks, springs, marshes, swamps);
    - Features indicating past water sources (e.g., glacial lake shorelines, relic river or stream channels, shorelines of drained lakes or marshes, cobble beaches);
    - Accessible or inaccessible shorelines (e.g., high bluffs, sandbars stretching into a marsh);
- Elevated topography (e.g., eskers, drumlins, large knolls, plateau);
- Pockets of well-drained sandy soils;

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

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

Typically, a Stage 1 assessment will determine potential for Indigenous and 19th-century period sites independently. This is due to the fact that lifeways varied considerably during these eras, so the criteria used to evaluate potential for each type of site also varies.

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

- Quarrying;
- Major landscaping involving grading below topsoil;
- Building footprints; and,
- Sewage and infrastructure development.

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

2.2 Project Context: Archaeological Context

2.2.1 Project Area: Overview and Physical Setting

The Project area includes portions of Lawrence Avenue East and its ROW, the Valparasio Avenue ROW, McCowan Road and part of the ROW and private property located at the corner of Lawrence Avenue East and McCowan Road (Maps 1 and 2). The Project area is roughly 0.25 ha (0.62 ac) in size located in Scarborough, Ontario. The Project area is urban in nature and contains paved roadways, paved parking lots, sidewalks and grassed areas.

The Project area falls within the South Slope physiographic region, as defined by Chapman and Putnam (1984:172-174; Map 3). The South Slope is the southern slope of the Oak Ridges Moraine and extends from the Niagara Escarpment in the west to the Trent River in the east. The South Slope meets the Moraine at heights of approximately 300 m above sea level and descends southward towards Lake Ontario. The South Slope predominantly consists of shallow shale and till plains. The soil within the Project area is classified as Woburn Sandy Loam, a well-drained soil developed on glacial till and is classified as a grey-brown podzolic soil (Hoffman and Richards 1955:33). The Project area is located approximately 60 m west of West Highland Creek (Map 1).

2.2.2 Summary of Registered or Known Archaeological Sites

According to PastPortal (accessed January 16, 2023) there are five registered archaeological sites within 1 km of the Project area. AkGt-219 is roughly 780 m to the northwest and was first reported in 2019 by the Toronto and Region Conservation Authority. AkGt-219 consisted of 108 artifacts from four test units. The majority of the artifacts date to the 20th century, as such the site does not have further CHVI and no further work was recommended. It should be noted that two sites, AkGt-70 and AkGt-20 are further than 1 km from the Project area.

Table 1: Registered Archaeological Sites within 1 km of the Project Area

Borden Number	Site Name	Time Period	Affinity	Site Type	Status	Distance from PA
AkGt-70	St. Albert's School	Post-Contact		homestead	No Further CHVI	1.6 km
AkGt-5	Tabor Hill Ossuary	Woodland		burial		950 m
AkGt-222	St. Andrew's Cemetery Midden	Post-Contact		cemetery	Further CHVI	825 m
AkGt-219	St. Andrews Cemetery	Post-Contact	Euro-Canadian	Unknown, cemetery	No Further CHVI	780 m
AkGt-20	Thompson	Woodland, Late	Iroquoian	village		1.4 km

2.2.3 Summary of Past Archaeological Investigations within 50 m

During the course of this study, it was established that two previous archaeological assessments have occurred within 50 m of the Project area (Maps 5 and 6). However, it should be noted that the MCM currently does not provide an inventory of archaeological assessments to assist in this determination.

2.2.3.1 City of Toronto Archaeological Management Plan

According to the City of Toronto's archaeological potential map (ASI et al. 2016) the Project area does not retain archaeological potential.

2.2.3.2 Stage 1 Archaeological Assessment – Scarborough Subway Extension (AECOM 2017) (Map 5)

In 2017, AECOM conducted a Stage 1 archaeological assessment for the proposed Scarborough Subway Extension, between Eglinton Avenue to the south, Markham Road to the east, Sheppard Avenue East to the north and Kennedy Road to the west. The Stage 1 assessment indicated that the majority of the study area had been previously disturbed and does not retain archaeological potential and some areas retain archaeological potential. The results of this work are presented in a report entitled *Stage 1 Archaeological Assessment, Scarborough Subway Extension, City of Toronto/Toronto Transit Commission, Various Lots and Concessions, Geographic Township of Scarboro (now Scarborough), County of York (Now the City of Toronto), Ontario, Transit Project Assessment Process* (AECOM 2017; Licensee Glenn Kearsley; PIF# P123-0274-2015).

2.2.3.3 Stage 2 Archaeological Assessment – Scarborough Subway Extension (AECOM 2021) (Map 6)

AECOM conducted a Stage 2 assessment for the proposed Scarborough Subway Extension. The extension will be 6.2 km long from the existing Bloor-Danforth Subway from Kennedy Station to Scarborough Centre via Eglinton Avenue, Danforth Road and McCowan Road. This study area overlaps the current Project area along two residential properties. Stage 2 assessment was recommended for this area of overlap. The results of this work are presented in a report entitled *Stage 2 Archaeological Assessment Report, Multiple Lots and Concessions, Geographic Township of Scarboro, County of York, Now the City of Toronto, Ontario, Scarborough Subway Extension Environmental Project Report – 2020 Addendum* (AECOM 2021; Licensee Adria Grant; PIF# P131-0121-2019).

2.2.4 Dates of Archaeological Fieldwork

The Stage 1 site inspection was conducted on January 18, 2023 in overcast and cool weather conditions. The field inspection was conducted by Matthew Severn (R1093).

2.3 Project Context: Historical Context

2.3.1 Indigenous Settlement in City of Toronto

There is archaeological evidence of Indigenous settlement in Toronto and vicinity since the time of glacial retreat some 12,000 years ago through to the modern era. Our knowledge of past Indigenous land use in the area is incomplete due primarily to a lack of archeological investigation of many areas prior to urban development. Nonetheless, using province-wide and region-specific data, a general model of Indigenous settlement in the area can be proposed. The following paragraphs provide a basic textual summary of the known general cultural trends and archaeological periods and a tabular summary appears in Table 2.

Table 2: Chronology of Indigenous Settlement in the Toronto Area

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

2.3.1.1 Paleo Period

Archaeological evidence indicates that the human populations inhabited the Toronto region between 12,000 and 10,000 years ago, coincident with the end of the last period of glaciation; however, it should be noted that the oral traditions from several Indigenous communities speak to a longer and more complex habitation on the landscape at this time. Climate and environmental conditions were significantly different than they are today. Termed Paleoindians by archaeologists, Indigenous peoples would have crossed the landscape in small groups (i.e., bands or family units) searching for food, particularly migratory game species. In this area, caribou may have provided the staple of the Paleo period diet, supplemented by wild plants, small game, birds and fish.

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

2.3.1.2 Archaic Period

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

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

2.3.1.3 Early, Middle and Transitional Woodland Periods

Significant changes in cultural and environmental patterns are witnessed in the Early, Middle and Transitional Woodland periods (ca. 950 BCE to 1000 CE). Occupations became increasingly more permanent in this period, culminating in major semi-permanent villages by 1,000 years ago. Archaeologically, one of the most significant changes by Woodland times is the appearance of artifacts manufactured from modeled clay and the emergence of more sedentary villages. The Woodland Period is often defined by the occurrence of pottery, storage facilities and residential areas similar to those that define the early agricultural or Neolithic period in Europe. The earliest pottery was crudely made by the coiling method and early house structures were simple oval enclosures. Both the Early and Middle Woodland sub-periods are characterized by an elaborate burial

complex that in some areas in Ontario involved the construction of large burial mounds. Trade in exotic items, including rare stone and shell objects, became common at this time, reflecting interconnections between Ontario populations and those in the Ohio and Mississippi river valleys to the south.

2.3.1.4 Late Woodland Period

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

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

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

2.3.2 Indigenous Community-shared Histories

There is no single, monolithic version of Indigenous or Ontario history. In the past, the histories of Indigenous communities, of Ontario, and of Canada, have been presented through a single colonial perspective with inherent biases. Although its focus is reconstructing the past through material remains, archaeology has inherited many of the cultural prejudices and perspectives of the colonial histories that have shaped current understanding of the origins, movements, and activities of contemporary Indigenous communities. The archaeological chronology and summary presented earlier in this report presents only one version of the past.

Indigenous communities have long contested elements of both colonial and archaeological histories. As a means to combat these colonial versions of their past, Indigenous communities have been sharing their own histories shaped by oral history, community memory, culturally-informed readings of historical events and documents, language, and tradition. These histories survive in traditional knowledge, stories, and the remembrances of elders; they persist despite the long-term effects of residential schools and government programs aimed to erase Indigenous culture. In the spirit of the Truth and Reconciliation Commission Calls to

Action, community-based histories are included here as a way for Indigenous groups to share their own versions of the past.

Each Indigenous community maintains its own histories. These may represent not only the historical narratives of particular interest to a community (such as reserve histories and treaty negotiations), but also their unique perspectives on shared stories, events, places, and people (such as conflicts and migration stories). As such, different Indigenous community histories may approach the same subject in different, and sometimes contradicting, ways. Individual communities may not agree on the same series of events, the use of territories, or on various impetus for change, for example. Some draw on archaeological knowledge and some do not. These differences do not diminish the value of these histories. Instead, they emphasize the distinct languages, experiences, and priorities of different Indigenous communities and nations. Together, they offer a multitude of perspectives on Ontario's first peoples and offer important counterpoints to colonial stories.

The following section includes project-relevant community histories from Curve Lake First Nation and Huron-Wendat Nation. It should be acknowledged that these two communities have differing perspectives on their shared past.

2.3.2.1 History of the Michi Saagiig (Mississauga Anishinaabeg)

This historical context was prepared by Gitiga Migizi, a respected Elder and Knowledge Keeper of the Michi Saagiig Nation.

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

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

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

The traditional territories of the Michi Saagiig span from Gananoque in the east, all along the north shore of Lake Ontario, west to the north shore of Lake Erie at Long Point. The territory spreads as far north as the tributaries that flow into these lakes, from Bancroft and north of the Haliburton highlands. This also includes all the tributaries that flow from the height of land north of Toronto like the Oak Ridges Moraine, and all of the rivers that flow into Lake Ontario (the Rideau, the Salmon, the Ganaraska, the Moira, the Trent, the Don, the Rouge, the Etobicoke, the Humber, and the Credit, as well as Wilmot and 16 Mile Creeks) through

Burlington Bay and the Niagara region including the Welland and Niagara Rivers, and beyond. The western side of the Michi Saagiig Nation was located around the Grand River which was used as a portage route as the Niagara portage was too dangerous. The Michi Saagiig would portage from present-day Burlington to the Grand River and travel south to the open water on Lake Erie.

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

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

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

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

Michi Saagiig Elder Gitiga Migizi (2018) recounts:

> *We weren't affected as much as the larger villages because we learned to paddle away for several years until everything settled down. And we came back and tried to bury the bones of the Huron but it was overwhelming, it was all over, there were bones all over – that is our story.*
>
> *There is a misnomer here, that this area of Ontario is not our traditional territory and that we came in here after the Huron-Wendat left or were defeated, but that is not true. That is a big misconception of our history that needs to be corrected. We are the traditional people, we are the ones that signed treaties with the Crown. We are recognized as the ones who signed these treaties and we are the ones to be dealt with officially in any matters concerning territory in southern Ontario.*
>
> *We had peacemakers go to the Haudenosaunee and live amongst them in order to change their ways. We had also diplomatically dealt with some of the strong chiefs to the north and tried to make peace as much as possible. So we are very important in terms of keeping the balance of relationships in harmony.*

> *Some of the old leaders recognized that it became increasingly difficult to keep the peace after the Europeans introduced guns. But we still continued to meet, and we still continued to have some wampum, which doesn't mean we negated our territory or gave up our territory – we did not do that. We still consider ourselves a sovereign nation despite legal challenges against that. We still view ourselves as a nation and the government must negotiate from that basis.*

Often at times, southern Ontario is described as being "vacant" after the dispersal of the Huron-Wendat peoples in 1649 (who fled east to Quebec and south to the United States). This is misleading as these territories remained the homelands of the Michi Saagiig Nation.

The Michi Saagiig have been in Ontario for thousands of years, and they remain here to this day.

2.3.2.2 History of the Nation Huronne-Wendat

As an ancient people, traditionally, the Huron-Wendat, a great Iroquoian civilization of farmers and fishermen-hunter-gatherers and also the masters of trade and diplomacy, represented several thousand individuals. They lived in a territory stretching from the Gaspé Peninsula in the Gulf of Saint Lawrence and up along the Saint Lawrence Valley on both sides of the Saint Lawrence River all the way to the Great Lakes. Huronia, included in Wendake South, represents a part of the ancestral territory of the Huron-Wendat Nation in Ontario. It extends from Lake Nipissing in the North to Lake Ontario in the South and Île Perrot in the East to around Owen Sound in the West. This territory is today marked by several hundred archaeological sites, testifying to this strong occupation of the territory by the Nation. It is an invaluable heritage for the Huron-Wendat Nation and the largest archaeological heritage related to a First Nation in Canada.

According to our own traditions and customs, the Huron-Wendat are intimately linked to the Saint Lawrence River and its estuary, which is the main route of its activities and way of life. The Huron-Wendat formed alliances and traded goods with other First Nations among the networks that stretched across the continent.

Today, the population of the Huron-Wendat Nation is composed of more than 4000 members distributed on-reserve and off-reserve.

The Huron-Wendat Nation band council (CNHW) is headquartered in Wendake, the oldest First Nations community in Canada, located on the outskirts of Quebec City (20 km north of the city) on the banks of the Saint Charles River. There is only one Huron-Wendat community, whose ancestral territory is called the Nionwentsïo, which translates to "our beautiful land" in the Wendat language.

The Huron-Wendat Nation is also the only authority that have the authority and rights to protect and take care of their ancestral sites in Wendake South.

2.3.3 Treaty History

The former Scarborough Township encompassing the Project area lies at the intersection of a complex history of treaties. The earliest includes the area as part of the far-reaching Five Nations' Beaver Hunting Grounds of the 1701 Fort Albany/Nanfan Treaty between the Haudenosaunee Confederacy and the British Crown (Six Nations of the Grand River n.d.). In 1787-88, the Johnson-Butler Purchases sought to acquire the territory now occupied by the Mississauga nations along the north shore of Lake Ontario and further inland. Also known as the Gunshot Treaty, these purchases proved difficult to uphold due to unclear records and poorly defined boundaries (Surtees 1984). The Williams Treaties of 1923 attempted to clarify the terms of the Gunshot Treaty and address the outstanding issues with the Anishinaabe nations now affiliated with that treaty, the Williams Treaties Nations of Mississaugas of Alderville First Nation, Curve Lake First Nation, Hiawatha First Nation, Scugog Island First Nation and the Chippewas of Beausoleil First Nation, Georgina Island First Nation and the Rama First Nation (Surtees 1986).

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

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

2.3.4 Nineteenth-Century and Municipal Settlement

The Project area falls within parts of Lots 22 and 23, Concession D, County of York. Though the area has now been incorporated as the City of Toronto, it was originally part of the Geographic Township of Scarborough. A brief discussion of early historic and municipal settlement is provided below, as a means of providing general context for understanding former land use.

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

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

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

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

2.3.5 Nineteenth Century Land Use History and Map Review

The Project area falls within parts of Lots 22 and 23, Concession D, County of York. Though the area has now been incorporated as the City of Toronto, it was originally part of the Geographic Township of Scarborough.

Tremaine's 1860 *Tremaine's Map of the County of York, Canada West* (Map 7) indicates that at this time Lot 22, Concession D is owned by Arch. D. Thomson and Lot 23 does not have an occupant depicted. No structures are depicted on or within 300 m of the Project area. McCowan Road and Lawrence Avenue East are both depicted as open at this time. At this time Danforth Road is depicted as running to Lawrence Avenue East at the eastern end of the Project area.

The 1878 Belden and Co. *Illustrated Historical Atlas of the County of York, Ont.* (Map 8) shows that Lot 22, Concession D is owned by Arch. Thompson and Lot 23 is owned by Jas Chester. The Benlomond Post Office is associated with the corner of Lawrence Avenue East and McCowan Road. No other houses or structures are located near the Project area.

2.3.6 Twentieth Century Land Use History and Map Review

A review of 20th-century aerial images and maps was also completed as part of this Stage 1 assessment, aimed at identifying more recent changes within the Project area. While fire insurance plans were reviewed, none extended into the Project area.

Aerial imagery from 1957 (Map 9) shows that the Project area is actively being developed at this time with stripping occurring along Valparaiso Avenue and between Valparaiso Avenue and McCowan Road. Topsoil stripping and soil stockpiling are present within the Project area. A building and paved area is present at the corner of Lawrence Avenue East and McCowan Road within the Project area.

By 1959 (Map 10) the Project area has been completely developed and now includes two residential houses, one fronting Valparaiso Avenue and one on McCowan Road. A building and paved area is now present south of the Project area on McCowan Road.

2.3.7 Built Heritage Environment

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

3 STAGE 1 PROPERTY INSPECTION

As the Project area was in proximity to several features signaling archaeological potential, a Stage 1 property inspection was conducted to evaluate the current conditions of the Project area and its integrity.

The property inspection was conducted on January 18, 2023 in overcast and cool weather. The weather conditions allowed for good visibility for the inspection of the surface features.

The Project area includes portions of the municipal right-of-way (ROW) of Valparaiso Avenue, McCowan Road and Lawrence Avenue East, and small portions of 23 Valparaiso Avenue, 642 McCowan Road and 3091 Lawrence Avenue East.

Lawrence Avenue East and the ROW consist of concrete sidewalks and above and below ground utilities in the ROW (Images 1 and 7). Hydro poles are present, as well as below ground water, hydro and telecommunications lines.

The Valparaiso Avenue ROW consists of concrete sidewalks and above and below ground utilities in the ROW (Image 2). Below ground water lines are present within the ROW.

23 Valparaiso Avenue (Image 3) and 642 McCowan Road (Image 4) consist of existing buildings, paved driveways and grassed areas. This area was entirely disturbed in 1957 (Map 9) by topsoil stripping, soil stockpiling and construction of the existing houses.

3091 Lawrence Avenue East consists of a paved parking lot and existing building (Images 5 and 6). Below ground utilities run through the property including hydro, gas, sewer and water.

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

Table 3: Documentary Records

Date	Field Notes	Field Maps	Digital Images
January 18, 2023	Digital and hard copies	Digital and hard copies	14 Images

4 ANALYSIS AND CONCLUSIONS

As noted in Section 2.1, the Province of Ontario has identified numerous factors that signal the potential of a property to contain archaeological resources. The Stage 1 background study included a review of current land use, historic and modern maps, registered archaeological sites and previous archaeological studies, past settlement history for the area and a consideration of topographic and physiographic features, soils and drainage. 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 (West Highland Creek);
- 19th century travel routes (Lawrence Avenue East and McCowan Road); and,
- Mapped 19th century structures.

As the Project area contained several features signaling archaeological potential, a Stage 1 property inspection was conducted to evaluate the current conditions of the Project area and determine if any areas of archaeological potential remained intact within the Project area. The Stage 1 property inspection has visually confirmed that the entirety of the Project area is considered extensively disturbed (0.25 ha) by previous stripping in the 1950s and the extensive installation of below ground utilities. This work was completed prior to the requirement to complete archaeological assessments. As the impacts are deep, these areas no longer retain archaeological potential under the *Standards and Guidelines* (MTC 2011) and have been photo-documented.

Of note is that TMHC's determination that 23 Valparaiso Avenue and 642 McCowan Road have no archaeological potential is based on the area being previously stripped as documented by aerial imagery and the property inspection. This refutes and replaces previous recommendations by AECOM (2021) regarding this location. AECOM's previous assessment identified this area as retaining archaeological potential and recommended further assessment; however, the previous assessment did not include detailed background research or a property inspection.

The results of our Stage 1 archaeological assessment, as well as the location and orientation of report photographs, are presented on Map 11. Map 12 presents the Stage 1 results on the proponent mapping. An unaltered proponent map is presented as Map 13.

5 RECOMMENDATIONS

A Stage 1 archaeological assessment was conducted for the proposed Scarborough Subway Extension – Lawrence Avenue East Relocation Project in the City of Toronto, Ontario. Approximately 345 m of new natural gas pipeline will be installed in order to reconfigure the natural gas supply in the surrounding area to accommodate construction of the Metrolinx Scarborough Subway Extension Transit Project while maintaining the existing service to Enbridge customers in the City of Toronto.

Based on the Stage 1 background research and property inspection, the following recommendations apply:

- All portions of the Project area identified as extensively disturbed do not retain archaeological potential and do not require further assessment (0.25 ha; 100%); and
- If the extent of the Project Area or route alternatives change to incorporate lands not addressed in this study, further assessment will be required.

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

6 SUMMARY

A Stage 1 archaeological assessment was conducted for the proposed Scarborough Subway Extension – Lawrence Avenue East Relocation Project in the City of Toronto, Ontario. Approximately 345 m of new natural gas pipeline will be installed in order to reconfigure the natural gas supply in the surrounding area to accommodate construction of the Metrolinx Scarborough Subway Extension Transit Project while maintaining the existing service to Enbridge customers in the City of Toronto. The background research indicated that the Project area was in proximity to features signaling archaeological potential and a Stage 1 field inspection was undertaken. The Stage 1 property inspection has visually confirmed that the entirety of the Project area is considered extensively disturbed (0.25 ha) by previous stripping in the 1950s and the extensive installation of below ground utilities. As such, there areas no longer retain archaeological potential and have been photo-documented.

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, A/Registrar of Burial Sites, Ontario Ministry of Government and Consumer Services. Her telephone number is 416-212-7499 and e-mail address is Crystal.Forrest@ontario.ca.

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9 IMAGES

Image 1: Lawrence Avenue East ROW – Disturbed, Below Ground Utilities

Looking North

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

Looking South

Image 3: 23 Valparaiso Avenue – Disturbed

Looking East

Image 4: 642 McCowan Road – Disturbed, Paved and Below Ground Utilities

Looking West

Image 5: 3091 Lawrence Avenue East – Disturbed, Paved

Looking Northeast

Image 6: 3091 Lawrence Avenue East – Disturbed, Paved and Below Ground Utilities

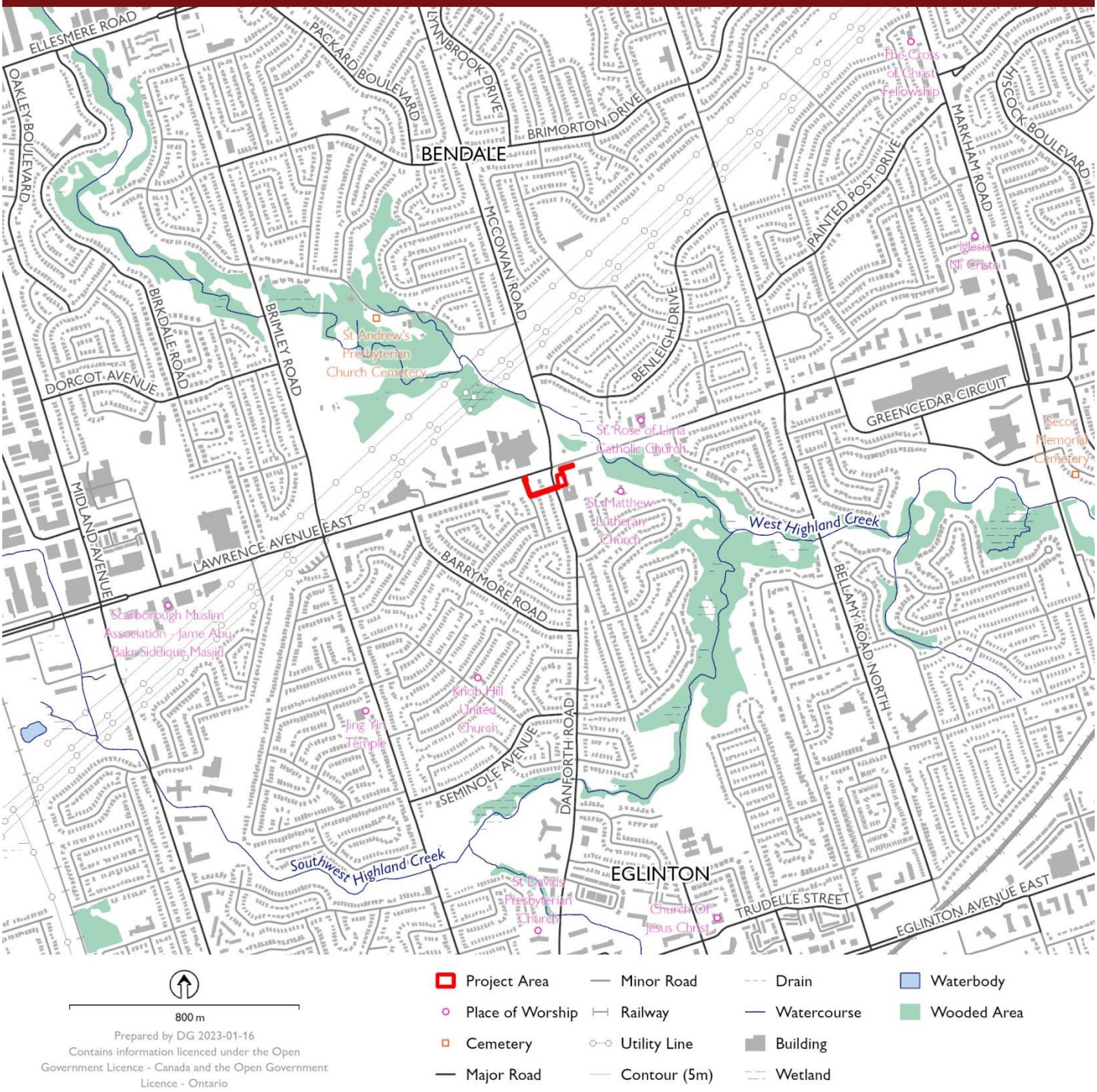
Looking South

Image 7: Lawrence Avenue East ROW – Disturbed, Paved and Below Ground Utilities

Looking West

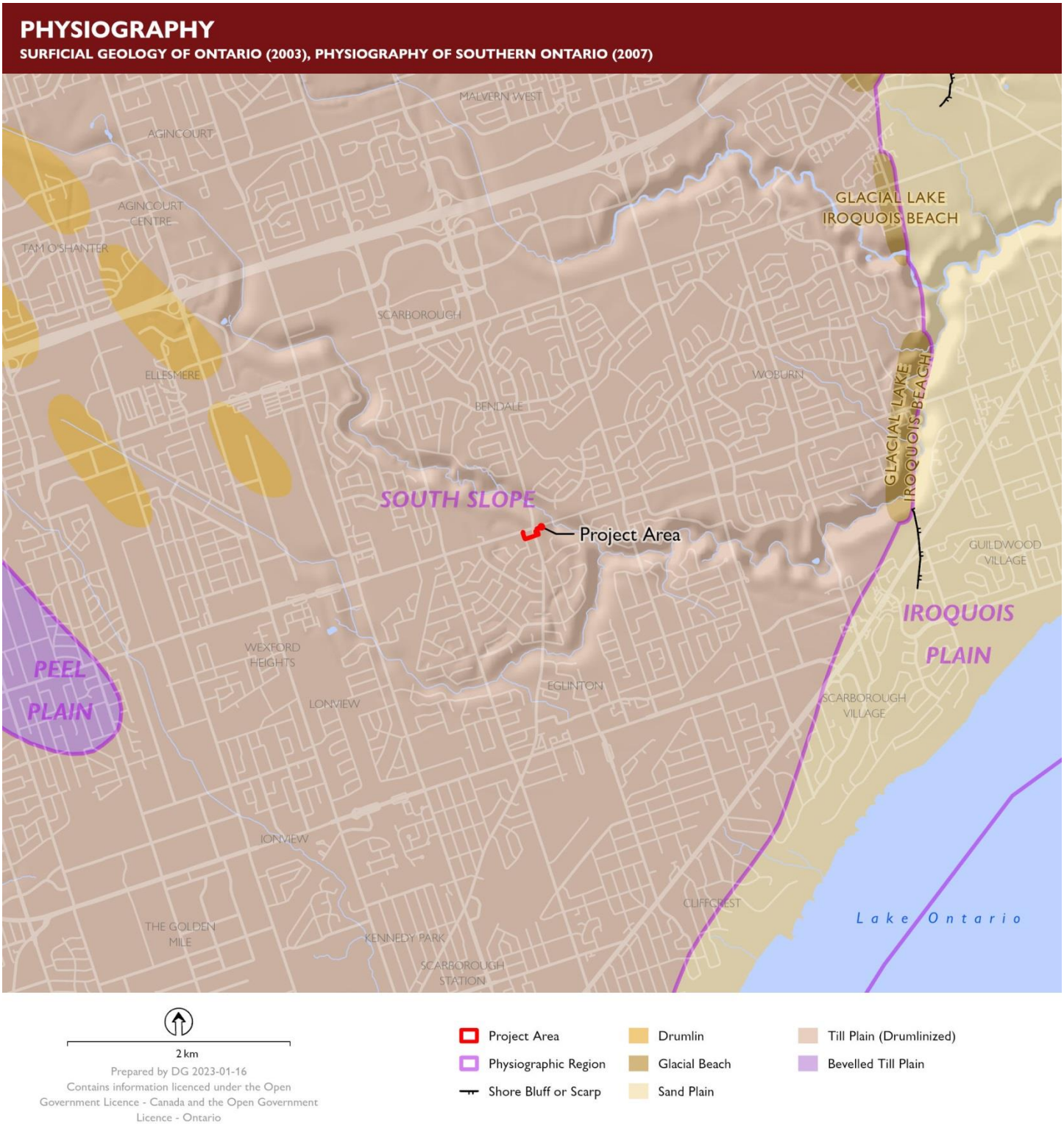
10 MAPS

PROJECT LOCATION

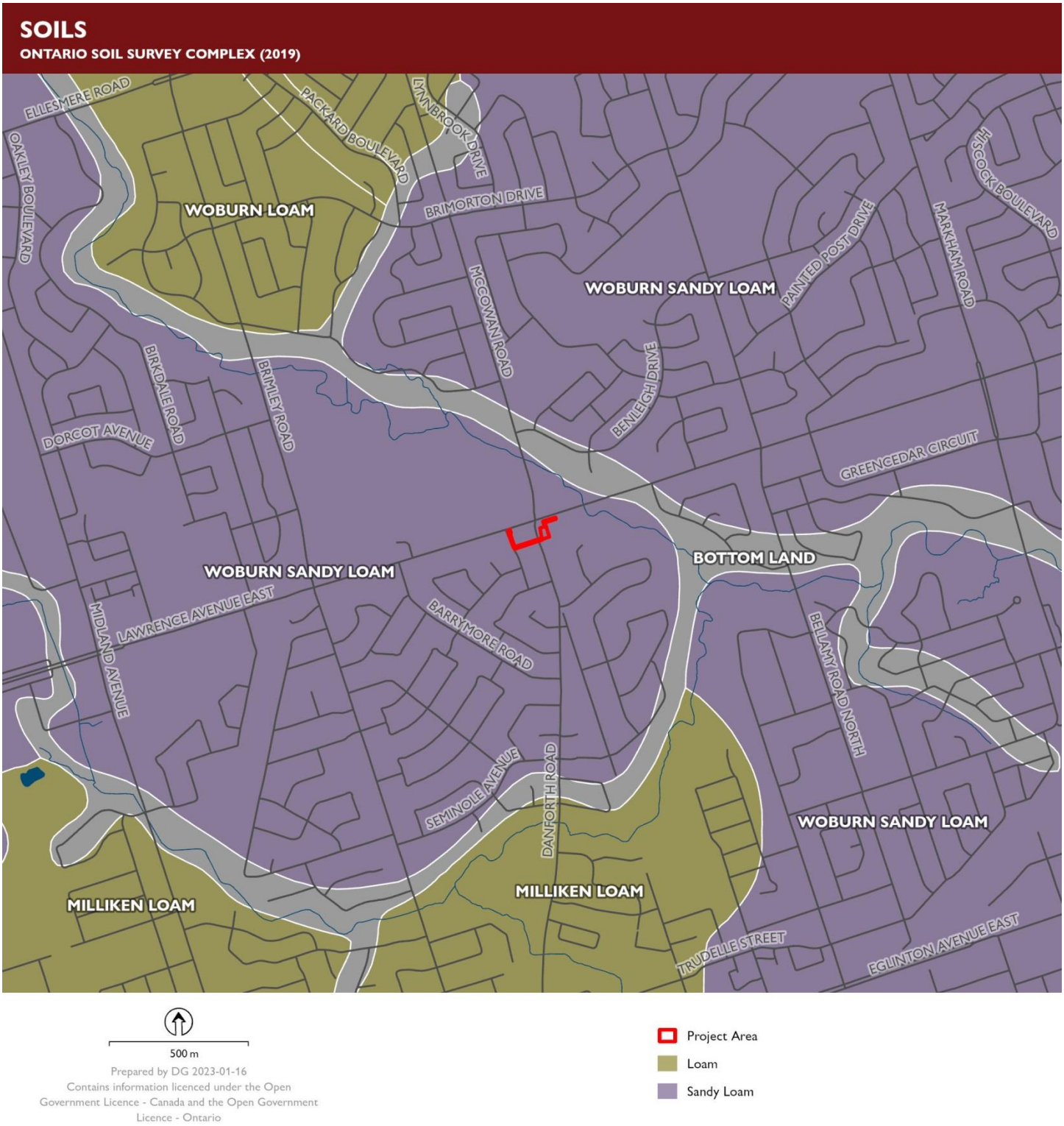


Map 1: Location of the Project Area in the City of Scarborough, ON

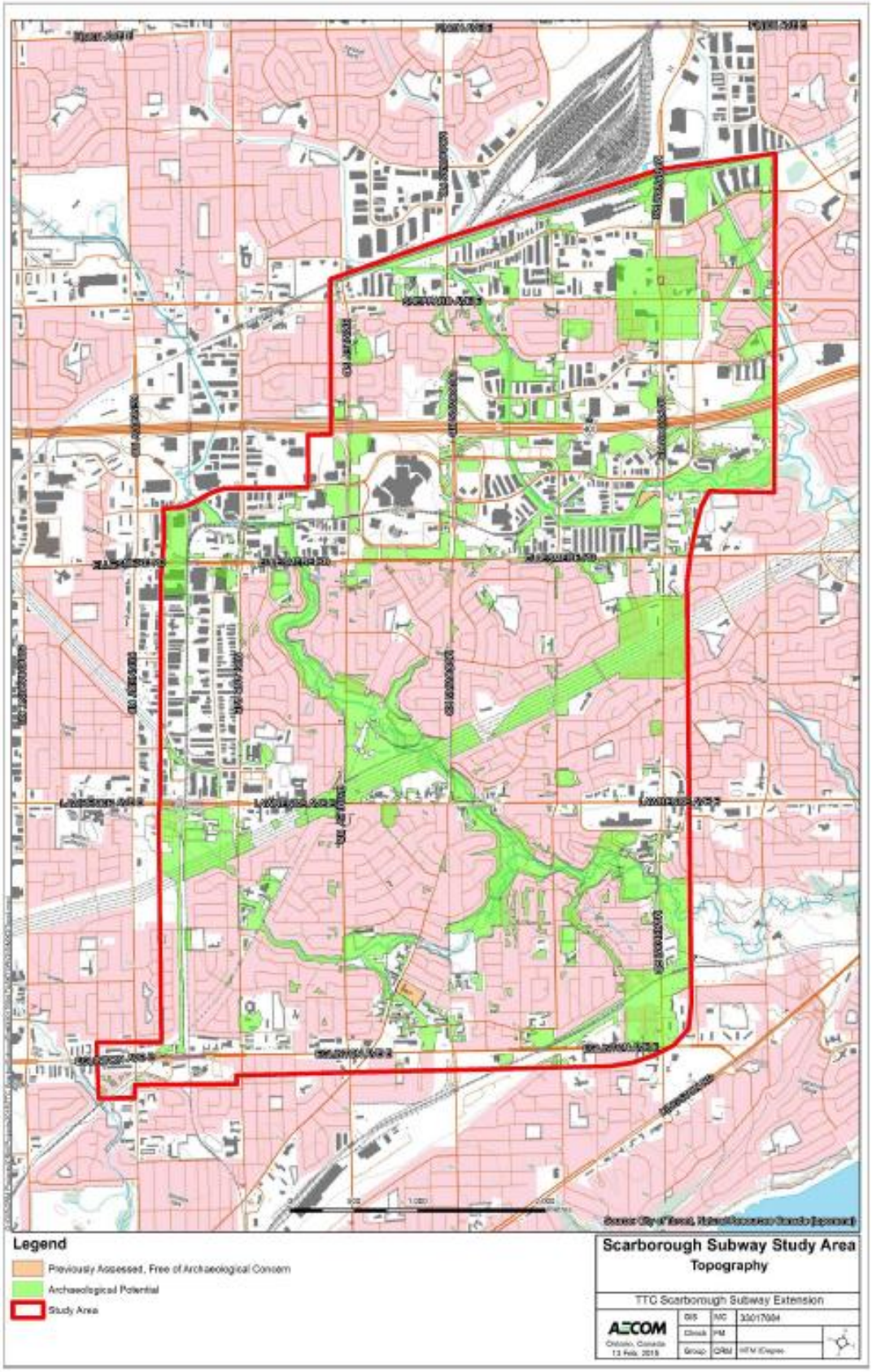
Map 2: Aerial Photograph Showing the Location of the Project Area



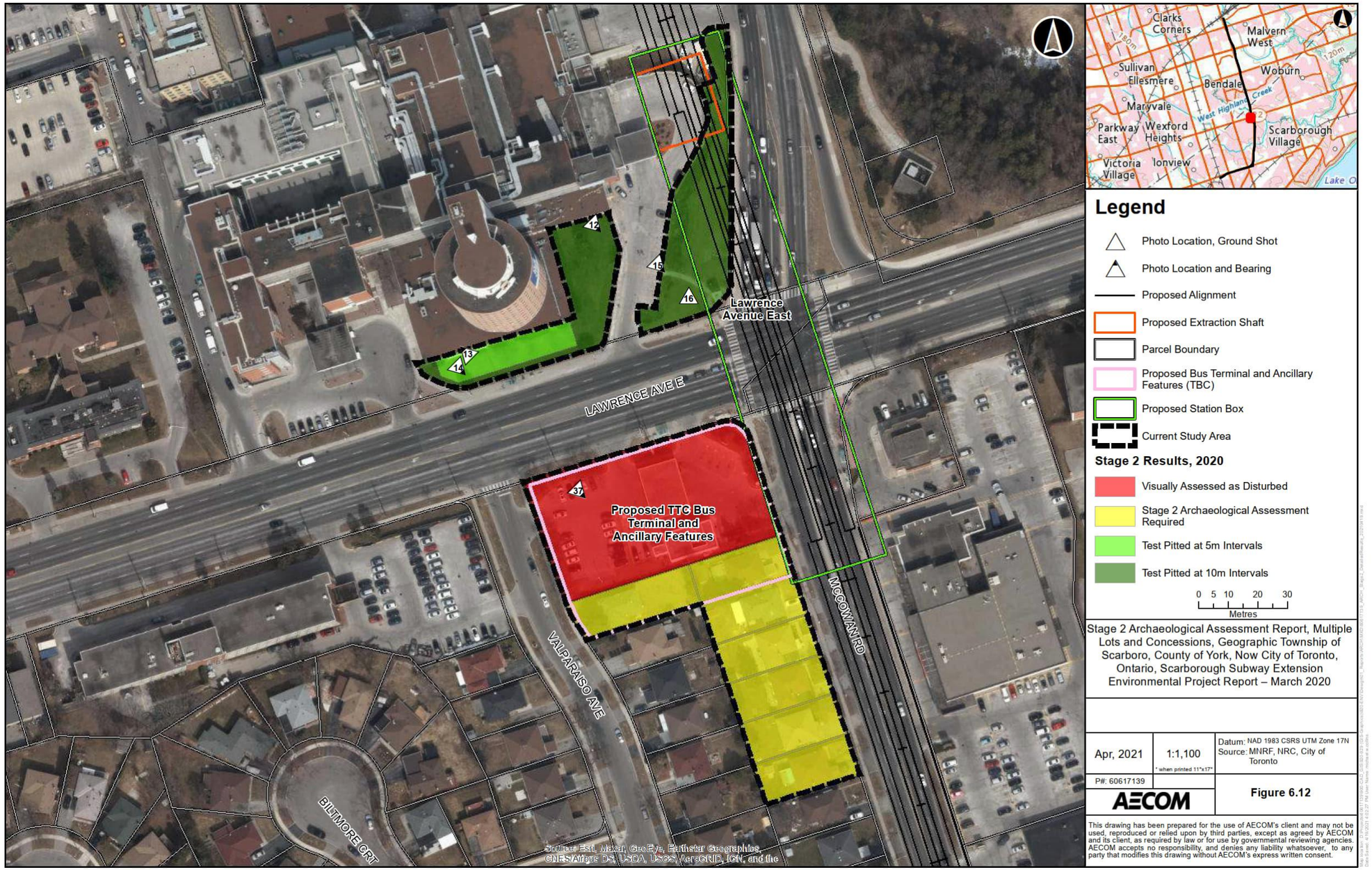
Map 3: Physiography Within the Vicinity of the Project Area



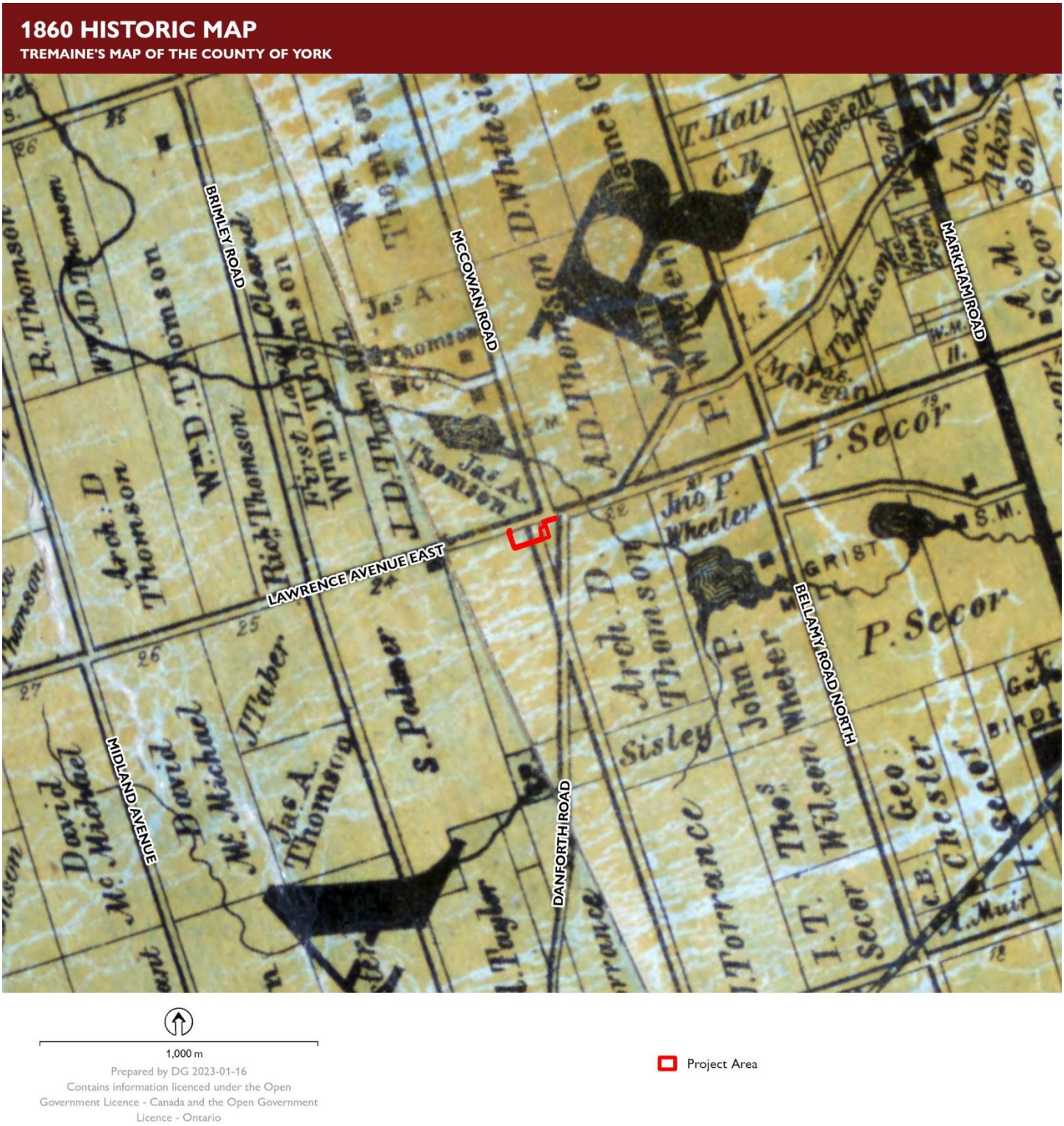
Map 4: Soils Within the Vicinity of the Project Area



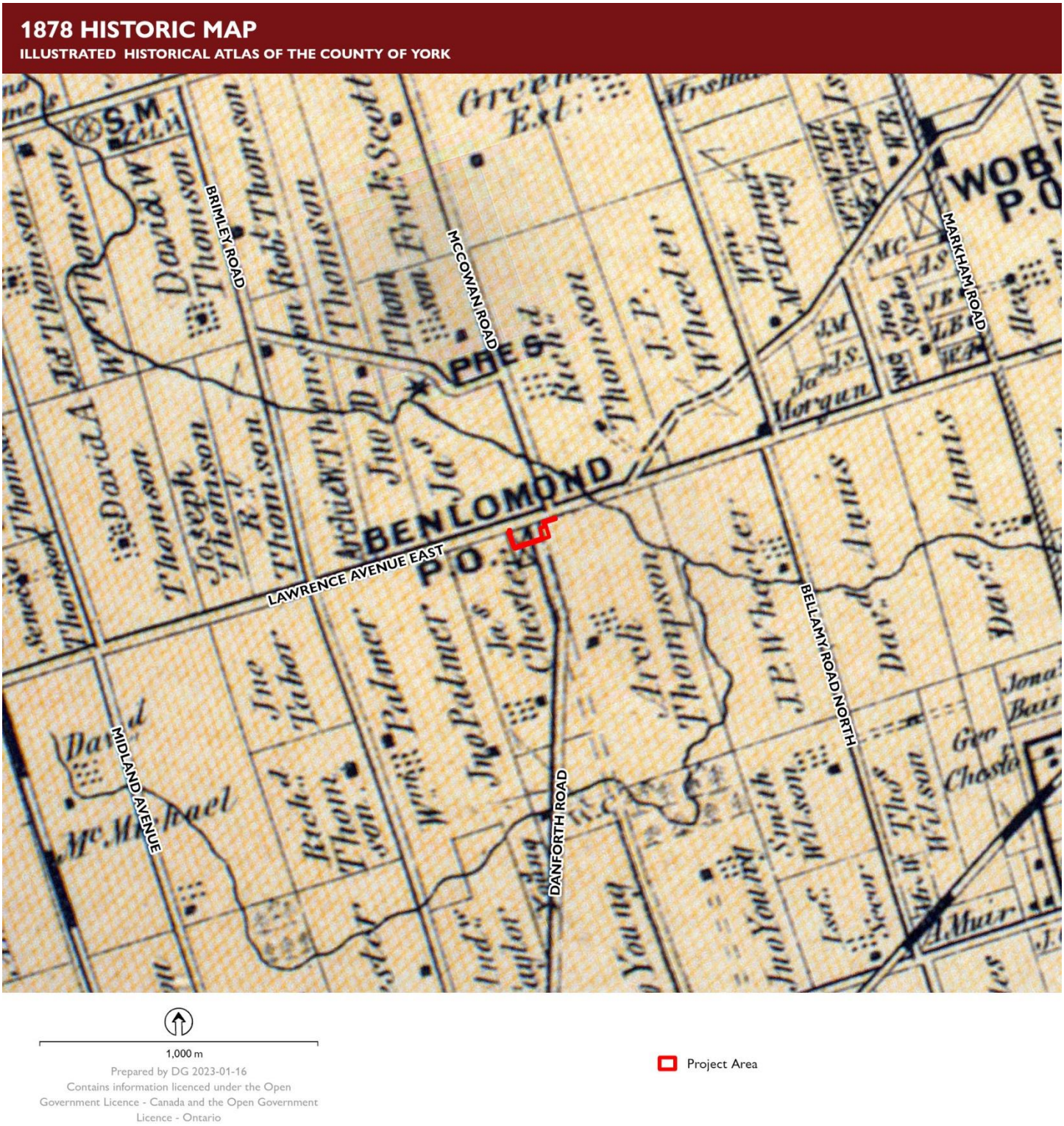
Map 5: AECOM (2017) Stage 1 Archaeological Assessment – Scarborough Subway Extension



Map 6: AECOM (2021) Stage 2 Archaeological Assessment – Scarborough Subway Extension



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

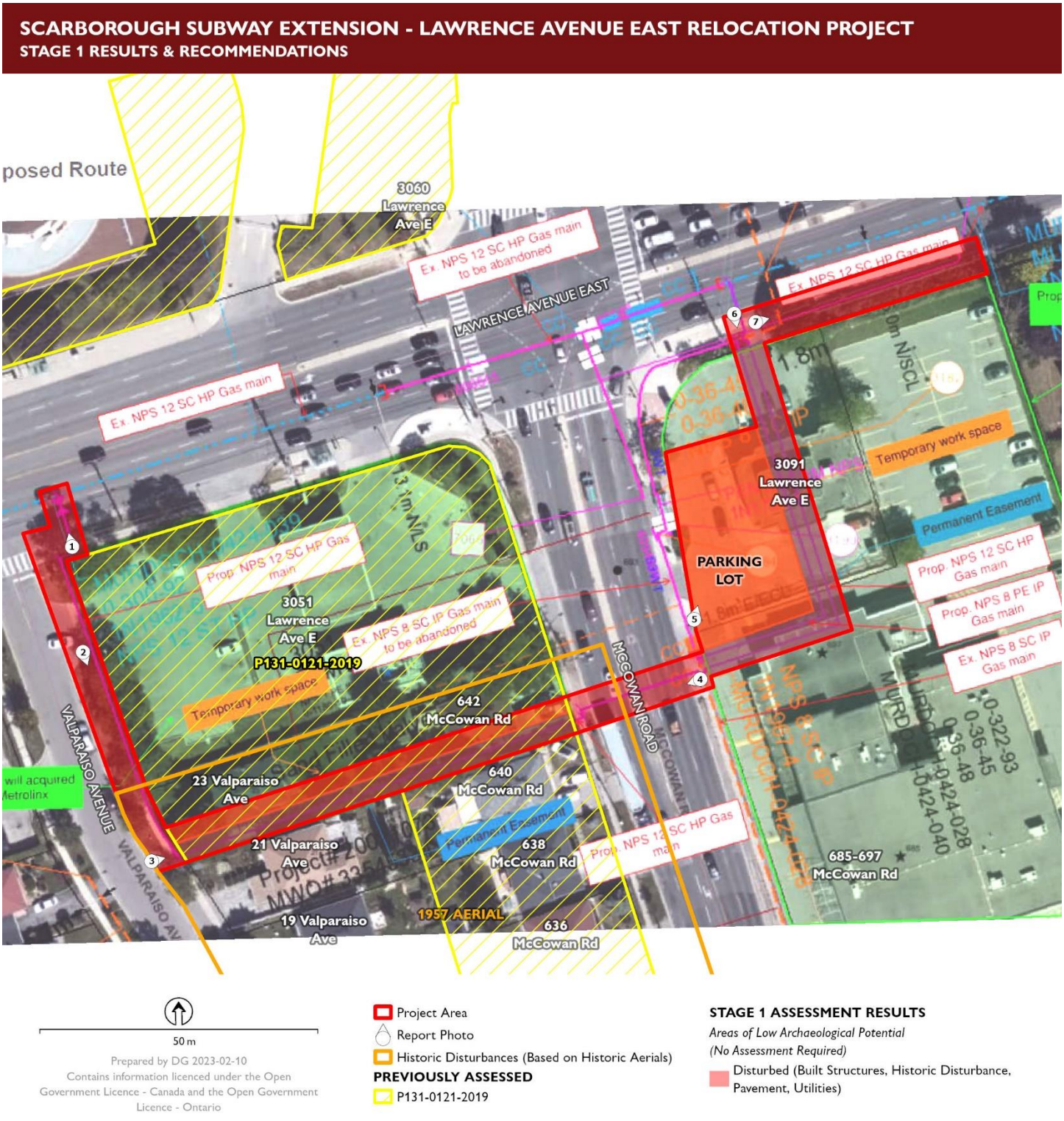


Map 8: Location of the Project Area Shown on the 1878 Historic Atlas Map

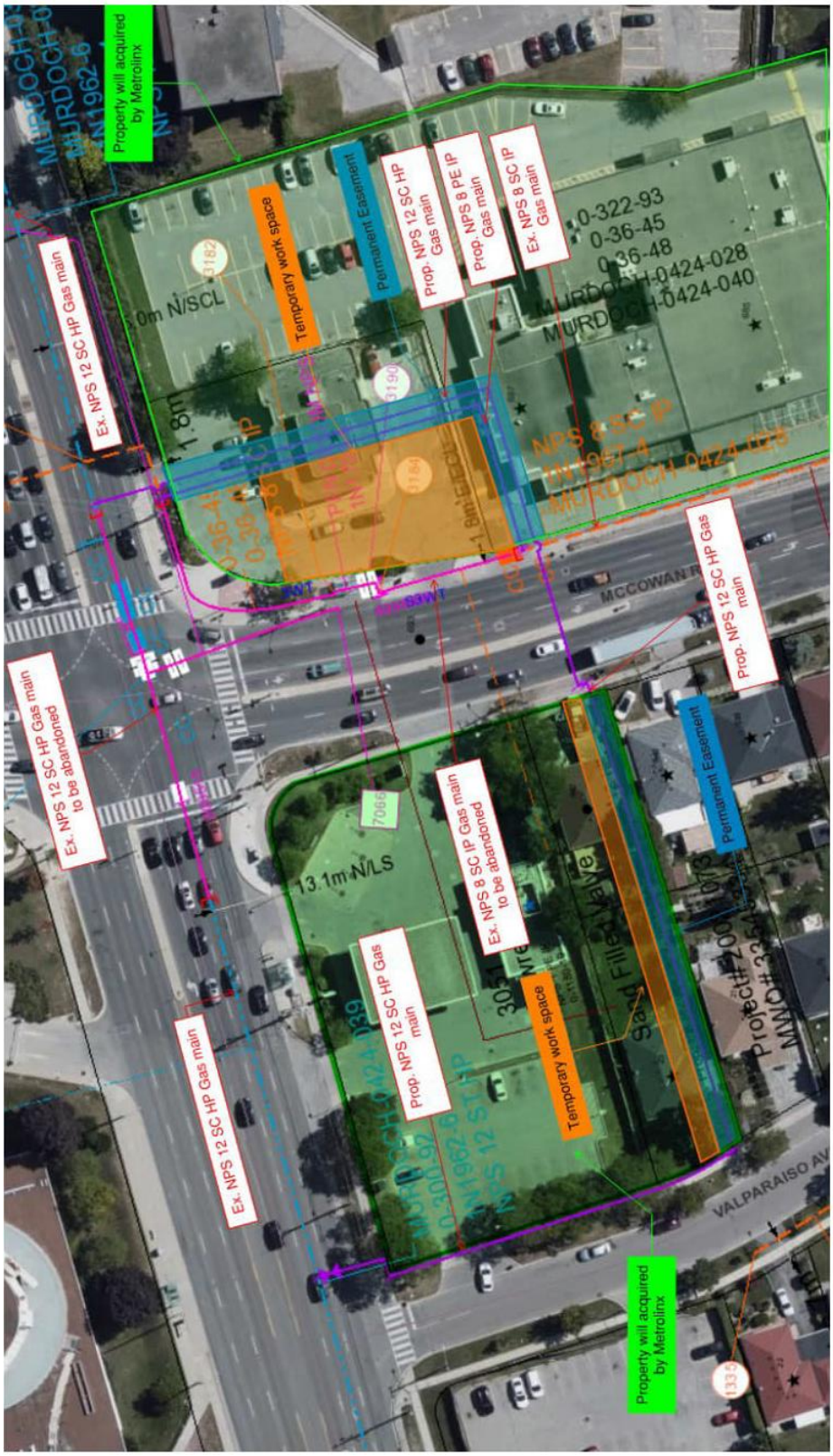
Map 9: Location of the Project Area Shown on 1957 Historic Aerial

Map 10: Location of the Project Area Shown on 1959 Historic Aerial

Map 11: Stage 1 Assessment Results



Map 12: Stage 1 Assessment Results on Proponent Map



Map 13: Proponent Map

Appendix B

Cultural Heritage Report Existing Conditions and Preliminary Impact Assessment

Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment Scarborough Subway Extension - Lawrence Avenue East Station Relocation Project Scarborough, City of Toronto, Ontario

Prepared for:
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Project No: 2022-534

Revised Draft: May 24, 2023

EXECUTIVE SUMMARY

Dillon Consulting Limited (Dillon), on behalf of Enbridge Gas Inc. (Enbridge), has engaged TMHC Inc. (TMHC) to produce a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHRECPIA) for the proposed Scarborough Subway Extension (SSE) – Lawrence Avenue East Station Relocation Project (the "Project") in Scarborough, City of Toronto, Ontario (the "Study Area"). This CHRECPIA is required in partial fulfillment of the Ontario Energy Board's (OEB) *Environmental Guidelines for the Location, Construction and Operation for Hydrocarbon Pipelines and Facilities in Ontario*, 8th ed. 2023. The Project proposes to reconfigure the natural gas supply in the Study Area to accommodate construction of the Metrolinx SSE.

Under the OEB's *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario*, 8th ed. 2023, where a project may affect known or potential resources, further study must be undertaken. This CHRECPIA fulfills the OEB requirement for further study by:

1. Completing a Cultural Heritage Screening that encompasses all properties within the Study Area based on the Ministry of Citizenship and Multiculturalism's (MCM) *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes*, and Section 4.3.4 of the OEB Environmental Guidelines;

2. Completing a preliminary cultural heritage evaluation through the application of professional judgement regarding the potential to meet the *OHA* O.Reg. 9/06 criteria (as amended by O.Reg. 569/22) of all potential built heritage resources (BHRs) and potential cultural heritage landscapes (CHLs) flagged by the cultural heritage screening and any identified during field review; and

3. Completing a preliminary Heritage Impact Assessment (HIA) of all subject properties identified as having potential cultural heritage value or interest (CHVI) in the preliminary evaluation. The preliminary HIA follows the general format set out in the MCM's *InfoSheet #5*: Heritage Impact Assessments and Conservation Plans, which is included in the resource Heritage Resources in the Land Use Planning Process within the *Ontario Heritage Toolkit*. Subsequent site specific HIAs with the comprehensive application of O.Reg. 9/06 (as amended by O.Reg. 569/22) may be recommended where direct impacts are identified.

The Project has three infrastructure components that comprise the Preliminary Preferred Route and these are:

- Relocation of approximately 79 metres(m) of pipeline at Lawrence Avenue East and McCowan Road onto the Metrolinx private property easement;
- Relocation of approximately 154 m of pipeline at Lawrence Avenue East and McCowan Road onto the Metrolinx private property easement; and
- Relocation of approximately 112 m of pipeline at Lawrence Avenue East and McCowan Road and along Valparaiso Avenue.

Within or adjacent to the Study Area, there are no designated properties or properties listed on the City of Toronto Heritage Register. There are also no National Historic Sites, Ontario Heritage Trust-owned

properties, conservation easements, or Provincial Heritage Properties present on, or adjacent to, the Study Area as confirmed by the Ontario Heritage Trust and the MCM.

The cultural heritage screening for this CHRECPIA determined that of the 25 properties, structures, and landscapes reviewed in the Study Area, all were found to have potential for BHRS/CHLs (see Appendix A for the MCM Screening Checklist and Appendix C for historic property aerial photographs). Of the 25 potential properties, structures, and landscapes reviewed, one BHR, the Scarborough Health Network – General Hospital at 3050 Lawrence Avenue East (LAW-07), and one CHL, Bendale Park at 705 McCowan Avenue (LAW-05), were determined to have potential CHVI based on professional judgement and the preliminary application of *OHA* O.Reg. 9/06 criteria (as amended by O.Reg. 569/22; Appendix B).

The recommendations of the HIA portion of this report are three-fold:

1. That the proposed Project in the Study Area is unlikely to cause direct or indirect impacts to the heritage value of one potential BHR and one potential CHL (see Appendix D for maps). As parts of the BHR and CHL are located within the Study Area, any potential for direct or indirect impacts can be monitored by onsite construction personnel.
2. Should plans for construction activities change, whereby there is the potential for direct or indirect impacts to the potential BHR, ongoing monitoring of construction activities is recommended to ensure adequate practices for the safety of the potential BHR. Furthermore, a pre-construction vibration monitoring assessment by a qualified professional is recommended in order to determine if vibration monitoring or site plan controls are required.
3. Ongoing monitoring of construction activities by onsite construction personnel is recommended to ensure adequate practices for the integrity of the potential BHR and CHL.

Although not anticipated, if direct impacts to identified BHRs/CHLs are identified during the detailed design phase, more comprehensive, site-specific cultural heritage evaluation reports (CHERs) and HIAs should be initiated prior to further planning and implementation of proposed construction activities.[1] Copies or summaries of this CHRECPIA should be included in future Public Information Centres (PICs) and other public/municipal outreach as well as made available made available to Indigenous communities and other interested organizations or individuals, upon request. Consequential feedback about this CHRECPIA should be shared with TMHC and the report updated, when and where appropriate.

Any subsequent CHER/HIAs should be circulated to MCM, the City of Toronto (Heritage Planning department and the Toronto Preservation Board), Indigenous communities, and other interested local organizations or individuals.

[1] These may be considered independently under a combined HIA for the entire project.

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LIST OF ACRONYMS

BHR	Built Heritage Resource
CHER	Cultural Heritage Evaluation Report
CHL	Cultural Heritage Landscape
CHRECPIA	Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment
CHVI	Cultural Heritage Value or Interest
HCD	Heritage Conservation District
HIA	Heritage Impact Assessment
MCM	Ministry of Citizenship and Multiculturalism
OEB	Ontario Energy Board
OHA	Ontario Heritage Act
PIC	Public Information Centre
SSE	Scarborough Subway Extension

PROJECT PERSONNEL

Principal	Matthew Beaudoin, PhD
Senior Reviewer	Joshua Dent, PhD, CAHP
Project Manager	Joan Crosbie, MA, CAHP
Cultural Heritage Specialist	Hayden Bulbrook, MA
Project Administrator	Kellie Theaker, CHRP
Health and Safety Coordinator	Wendi Jakob, CTech, CAPM
GIS Technicians	Andrew Turner, BA
	John Moody, PhD

ACKNOWLEDGEMENTS

Ministry of Citizenship and Multiculturalism	Karla Barboza & Joseph Harvey
Ontario Heritage Trust	Kevin Baksh
City of Toronto Heritage Planning	Gary Miedema

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, the City of Barrie, 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

Matthew received a PhD in Anthropology from Western University in 2013 and has a professional archaeological license with the Province of Ontario (P324). During his archaeological career, Matthew has conducted extensive field research and artifact analysis in Labrador and Ontario, and has taught the Field Methods Course and Principals of archaeology courses as a part-time faculty member at Western University. Matthew has also conducted ethnographic projects in Labrador, and has volunteered with the OAS to provide archaeological training to several Indigenous communities throughout the province.

Over the course of his career, Matthew has supervised over 600 archaeological assessments in Ontario, including Stages 1-4, under a variety of regulatory triggers including provincial and municipal Environmental Assessments, Green Energy projects, development projects under the *Planning Act*, and as due diligence process. Matthew has extensive experience managing large and complex archaeological projects in conjunction with other disciplines, specialists, and Indigenous communities including Enbridge Line 10 Westover Segment, Imperial Oil from Waterdown to Finch, and Highway 3 Widening in Kingsville. Since joining TMHC in 2008, Matthew has also been involved with several notable projects, such as the archaeological assessment of Stoney Point/Camp Ipperwash. For these and other projects, Matthew works closely with heritage staff at TMHC and with heritage staff employed by clients and stakeholder communities.

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

Joshua Dent, PhD, CAHP – Manager – Community Engagement & Heritage Division

Joshua (Josh) has worked extensively on cultural heritage and archaeological assessments in Ontario and Western Canada. Josh's role at TMHC has involved background research, community consultation, report production, and project management. Josh specializes in multi-faceted heritage studies including large-scale inventories, environmental assessments, and complex institutional assessments. In his role at TMHC, he regularly communicates with Indigenous communities and a variety of heritage stakeholders. These efforts were recently recognized as part of the Oakville Harbour Cultural Heritage Landscape Strategy Implementation which received the Canadian Association of Heritage Professionals' 2021 Award of Merit for Documentation & Planning. He has volunteered extensively with the heritage community in London, Ontario, in both municipal and not-for-profit roles. Josh is professional member of the Canadian Association of Heritage Professionals (CAHP).

Joan Crosbie, MA, CAHP – Manager – Cultural Heritage

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

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

Hayden Bulbrook, MA – Cultural Heritage Specialist

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

Prior to coming to TMHC in 2021, Hayden worked on a contract with the City of Ottawa to assess the architectural integrity of the built environment in the Byward Market and Lowertown West heritage conservation districts. With an interest in public engagement, education, and advocacy for heritage conservation, Hayden actively participates as an executive member for the Stratford-Perth branch of the Architectural Conservancy of Ontario. He works on digital history projects that showcase Ontario's

architectural history as well as the history of the City of Stratford, Ontario, with a focus on analyzing the architectural, economic, and environmental history of the city. Hayden actively publishes historical columns in the *Stratford Times* and the Stratford-Perth ACO publication *More Than Bricks & Mortar*. Hayden is a member of The International Committee for the Conservation of Industrial Heritage (TICCIH).

STATEMENT OF QUALIFICATIONS AND LIMITATIONS

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

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

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

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

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

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

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

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

QUALITY INFORMATION

Report prepared by: _____

Hayden Bulbrook, MA

Cultural Heritage Specialist

Report reviewed by: _____

Joshua Dent, PhD, CAHP

Senior Review

Report reviewed by: _____

Matthew Beaudoin, PhD

Principal

1 INTRODUCTION

1.1 Report Scope and Purpose

Dillon Consulting Limited (Dillon), on behalf of Enbridge Gas Inc. (Enbridge), has engaged TMHC Inc. (TMHC) to produce a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHRECPIA) for the proposed Scarborough Subway Extension (SSE) – Lawrence Avenue East Station Relocation Project (the "Project") in Scarborough, City of Toronto, Ontario (the "Study Area"). This CHRECPIA is required in partial fulfillment of the Ontario Energy Board's (OEB) *Environmental Guidelines for the Location, Construction and Operation for Hydrocarbon Pipelines and Facilities in Ontario*, 8th ed. 2023. The Project proposes to reconfigure the natural gas supply in the Study Area to accommodate construction of the Metrolinx SSE.

Under the OEB's *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario*, 8th ed. 2023, where a project may affect known or potential resources, further study must be undertaken. This CHRECPIA fulfills the OEB requirement for further study by:

> 1. Completing a Cultural Heritage Screening that encompasses all properties within the Study Area based on the Ministry of Citizenship and Multiculturalism's (MCM) *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes*, and Section 4.3.4 of the OEB Environmental Guidelines;
>
> 2. Completing a preliminary cultural heritage evaluation through the application of professional judgement regarding the potential to meet the *OHA* O.Reg. 9/06 criteria (as amended by O.Reg. 569/22) of all potential built heritage resources (BHRs) and potential cultural heritage landscapes (CHLs) flagged by the cultural heritage screening and any identified during field review; and
>
> 3. Completing a preliminary Heritage Impact Assessment (HIA) of all subject properties identified as having potential cultural heritage value or interest (CHVI) in the preliminary evaluation. The preliminary HIA follows the general format set out in the MCM's *InfoSheet #5*: Heritage Impact Assessments and Conservation Plans, which is included in the resource Heritage Resources in the Land Use Planning Process within the *Ontario Heritage Toolkit*. Subsequent site specific HIAs with the comprehensive application of O.Reg. 9/06 (as amended by O.Reg. 569/22) may be recommended where direct impacts are identified.

The Project has three infrastructure components that comprise the Preliminary Preferred Route and these are:

- Relocation of approximately 79 metres(m) of pipeline at Lawrence Avenue East and McCowan Road onto the Metrolinx private property easement;
- Relocation of approximately 154 m of pipeline at Lawrence Avenue East and McCowan Road onto the Metrolinx private property easement; and
- Relocation of approximately 112 m of pipeline at Lawrence Avenue East and McCowan Road and along Valparaiso Avenue.

TMHC staff visited the Study Area in February, 2023. A full list of sources is included in Section 11 of this CHRECPIA.

1.2 Client Contact Information

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2 SITE DESCRIPTION

2.1 Location and Physical Description

The Study Area, located in Scarborough, Ontario, is roughly 4 ha (9.9 ac) in size and includes portions of the municipal rights-of-way (ROWs) and 50 m buffers along Lawrence Avenue East, McCowan Road, Valparaiso Avenue, and Biltmore Court. The Study Area is urban in nature and contains paved roadways, paved parking lots, sidewalks and grassed areas. Part of the Study Area lies in Bendale Park, to the northeast of the intersection of Lawrence Avenue East and McCowan. This urban park contains the West Highland Creek, the West Highland Creek Trail, woodlands and other greenspace. The West Highland Creek Trail abuts the northern portion of the Scarborough General Hospital property, on the west side of McCowan Road. A gas station is located on the southwest corner of McCowan Road and Lawrence Avenue East. A mix of residential, commercial, recreational, and healthcare uses comprise the Study Area which lies within part of Lots 22 and 23, Concession D, and Lots 22 and 23, Concession 1 in the former Geographic Township of Scarborough, York County, now City of Toronto, Ontario.

2.2 Heritage Status

There are no designated properties within or adjacent to the Study Area. No properties listed on the City of Toronto Heritage Register are present within or adjacent to the Study Area. There are also no National Historic Sites, Ontario Heritage Trust-owned properties, conservation easements, or Provincial Heritage Properties present on, or adjacent to, the Study Area as confirmed by the OHT and the MCM. The property at 3050 Lawrence Avenue East (LAW-07) is included on the Architectural Conservancy of Ontario Toronto Branch's TOBuilt Database.

Map 1: Location of the Study Area

3 HISTORICAL RESEARCH & ANALYSIS

3.1 Indigenous Settlement and Treaties

3.1.1 Indigenous Settlement

There is archaeological evidence of Indigenous settlement in Toronto and vicinity since the time of glacial retreat some 12,000 years ago through to the modern era.

Since time immemorial, Indigenous peoples use and management of land differed greatly from the much more recent era of colonial development. Instead of roads and highways cut through the landscape, Indigenous travel, especially in this region, focused on waterways and the portages between them. In addition to fish and other animals, Indigenous communities harvested wild rice, and actively managed and maintained nut and berry resources for food.[2] They maintained fields of corn, beans, and squash. Far from the pristine wilderness often characterized in popular culture, Indigenous landscapes included actively managed meadows (*Mishkodeh*) and forests (such as Black Oak Savannas) shaped and maintained by controlled burns and other interventions.[3] This system of land management is often framed in terms of kinship between people and landscape, a mutual responsibility for each to promote and maintain the health of the other.

Indigenous responsibility to and kinship with the land contrasted strongly with subsequent colonial treatment of these landscapes. Early colonial development typically looked to impose, rather than embed, itself on the landscape. As a result, colonial activities often displaced, interrupted, or destroyed Indigenous land management and subsistence activities. Waterways were dammed for mills or canalized with locks, blocking Indigenous highways and interrupting trade routes and fisheries. Meadows and fields maintained by Indigenous communities for generations were occupied by colonial settlements and farms. When these spaces were no longer sufficient or convenient, forests were cleared. The systems and relationships between Indigenous people and landscapes that had been refined over thousands of years were increasingly being broken during the height colonization, often within a single generation. Treaties isolated Indigenous communities to relatively small reserves and colonial land development including the privatization of property increasingly limited the accessibility of lands outside of these reserves for subsistence activities. Residential schools further damaged these traditional lifeways by systematically preventing the transfer of Indigenous knowledge from one generation to the next. Despite all these challenges, contemporary Indigenous communities are increasing undertaking to revitalize their traditional histories and systems of land management including their relationships and responsibility to the landscape.[4]

Several contemporary communities are associated with Indigenous settlement in this area including Wendat, Anishinaabe, and Haudenosaunee peoples.

[2] Williams 2018
[3] Miskokdeh Centre for Indigenous Knowledge n.d.
[4] Miskokdeh Centre for Indigenous Knowledge n.d.

3.1.2 Treaty History

The former Scarborough Township that encompasses the Study Area lies at the intersection of a complex history of treaties. The earliest agreement includes the area as part of the far-reaching Five Nations' Beaver Hunting Grounds of the 1701 Fort Albany/Nanfan Treaty or Deed between the Haudenosaunee Confederacy and the British Crown.[5] In 1787-88, the Johnson-Butler Purchases sought to acquire the territory now occupied by the Mississauga nations along the north shore of Lake Ontario and further inland. Also known as the Gunshot Treaty, these purchases proved difficult to uphold due to unclear records and poorly defined boundaries.[6] It was not until the Williams Treaties of 1923 that the majority of the outstanding claims were settled with the Anishinaabe nations now affiliated with that treaty, the Williams Treaties Nations of Mississaugas of Alderville First Nation, Curve Lake First Nation, Hiawatha First Nation, Scugog Island First Nation and the Chippewas of Beausoleil First Nation, Georgina Island First Nation and the Rama First Nation.[7]

One Mississauga nation which did not participate in the Williams Treaties negotiations, particularly as it related to the former Gunshot Treaty lands, was the Mississaugas of the Credit First Nation (MCFN) of the neighbouring Toronto Purchase (1805). In 2015, MCFN filed the Rouge River Valley Tract Claim asserting unextinguished title over the areas around Markham and Scarborough.[8]

In 2018, Canada, Ontario, and the Williams Treaties First Nations ratified the Williams Treaties First Nations Settlement Agreement, which confirmed that the Crown did not act honourably when making and implementing the Williams Treaties.[9] Specifically, the Crown never provided proper compensation or additional lands as promised, and that First Nations' harvesting rights had been unjustly denied. The negotiated settlement agreement recognized pre-existing treaty harvesting rights for First Nations members in certain treaty areas, provided for the acquisition of additional reserve lands, included financial compensation, and resulted in both federal and provincial apologies for the negative impacts of the Williams Treaties on the First Nations.

3.2 Early Municipal Settlement

3.2.1 County of York

The Study Area falls within parts of Lots 22 and 23, Concession 1 and Lots 22 and 23, Concession D, in the former Township of Scarborough, County of York now part of the City of Toronto. A brief discussion of early historic and municipal settlement is provided below, as a means of providing general context for understanding former land use.

Prior to the beginning of full-scale municipal settlement in what is now the City of Toronto, the area was inhabited primarily by the Senecas and Mississaugas, although Etienne Brulé and a party of Huron-Wendat may have settled the area at least a century earlier, in 1615. The Seneca village of Ganatsekwyagon was documented between 1669-71 by Sulpician priests, Father d'Urfé and the Abbé Fenelon. The major waterways, including the Humber and the Rouge Rivers, provided passageways to and from Lake Ontario

[5] Six Nations of the Grand River n.d.
[6] Surtees 1984
[7] Surtees 1986
[8] Mississaugas of the Credit First Nation 2015
[9] Canada 2018

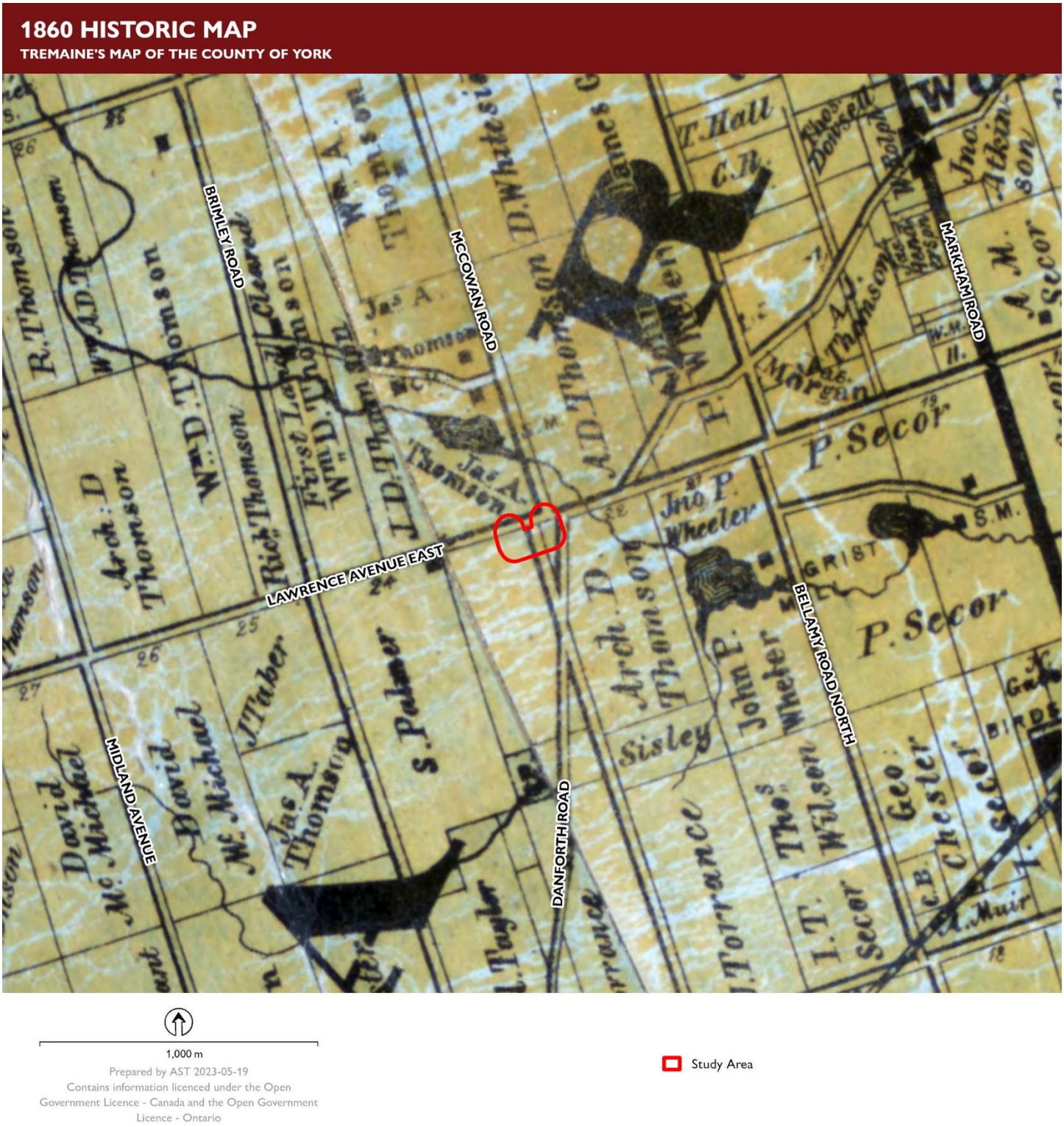
through the interior. Many of the area's first thoroughfares were constructed on old Indigenous trails. By the mid-18th century, the French had established trading operations on the Humber at Magasin Royal and Fort Toronto. The Fort was abandoned after 1759.[10]

York County was created in 1792, as part of the Home District of Upper Canada and provided an electoral division and a territorial unit for the militia. The county was originally divided up by John Graves Simcoe. It included frontage on Lake Ontario from the mouth of the Etobicoke River in the west to that of the Rouge River in the east and extended as far north as Lake Simcoe.[11]

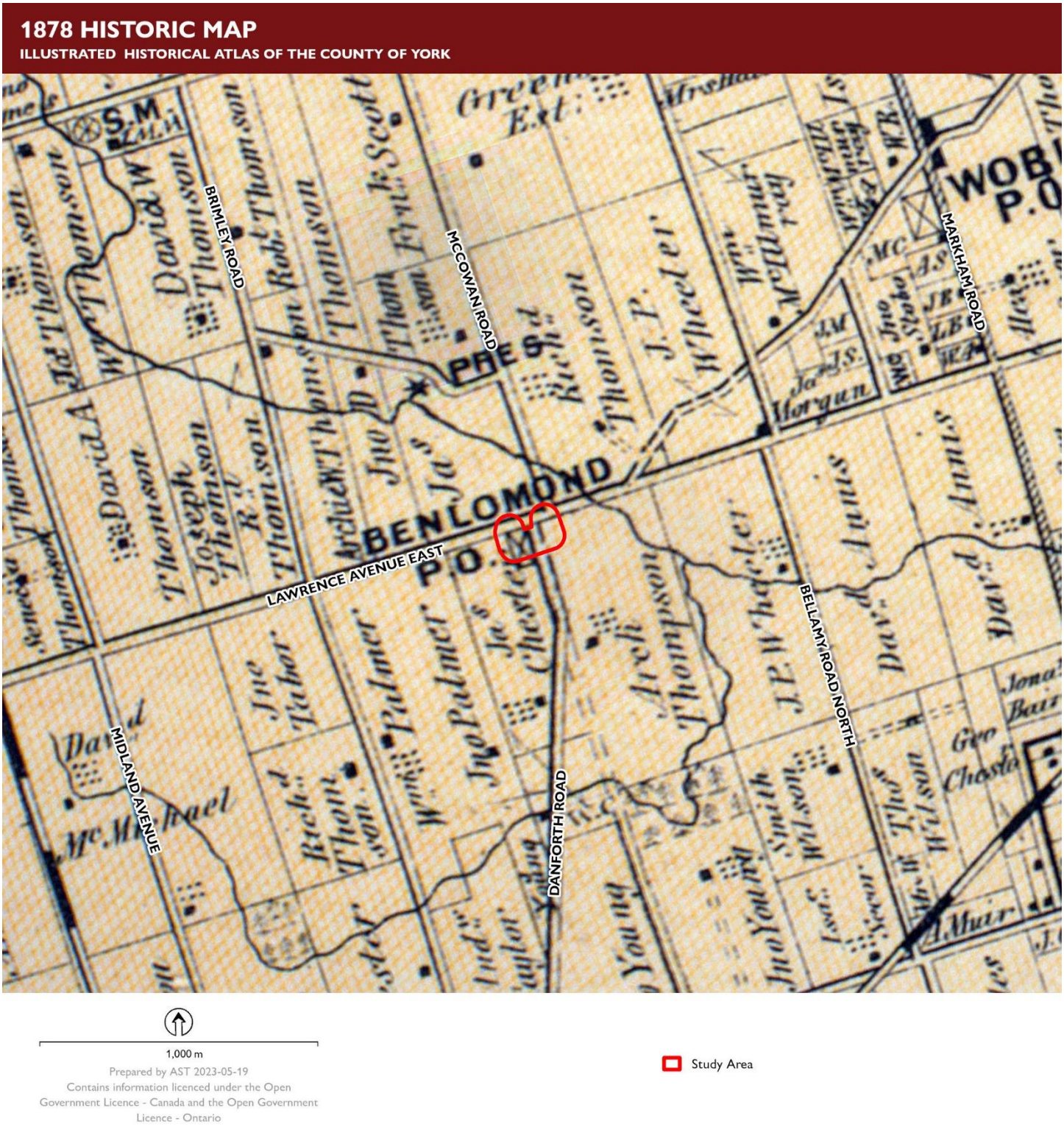
When first surveyed by Augustus Jones in 1793, the townships of Pickering, Scarborough, and York were respectively named Edinburgh, Glasgow, and Dublin.[12] The Township of Scarborough's concessions were laid out east to west, rather than the more frequently encountered north to south. While some of the early settlers included United Empire Loyalists, the Canada Company purchased several hundred acres, the Legislature was granted 384 ac, and King's College purchased approximately 2000 ac. In the early 1800s, the Township consisted mostly of scattered villages. The Township of Scarborough was declared a borough when it joined the Municipality of Metropolitan Toronto (now the City of Toronto) in 1953. It became a city in 1983.

Several historic roads that followed Indigenous trails are found within Scarborough including Danforth Road and Kingston Road. Danforth Road from York to the Bay of Quinte was cut in 1799 by American contractor Asa Danforth.[13] Kingston Road, initially Kingston Street, was first laid out in 1800 and connected Kingston and York. With the clearing of land for farming and the vast variety and quantity of lumber materials, the lumber industry thrived in this area. As a result, sawmills began to emerge as early as 1804 and eventually dozens could be found along Highland Creek and the Rouge River. This continued until the depletion of the forests in the area. Grist and flour mills were also found along the watercourses, but a flood in 1850 carried away the last of the old dams.[14]

[10] Arthur 1964:6-7
[11] Mitchell 1950:1
[12] Boyle 1896:26
[13] Boyle 1896:112
[14] Boyle 1896:131



Map 2: Study Area Shown on the 1860 Tremaine's Map of the County of York



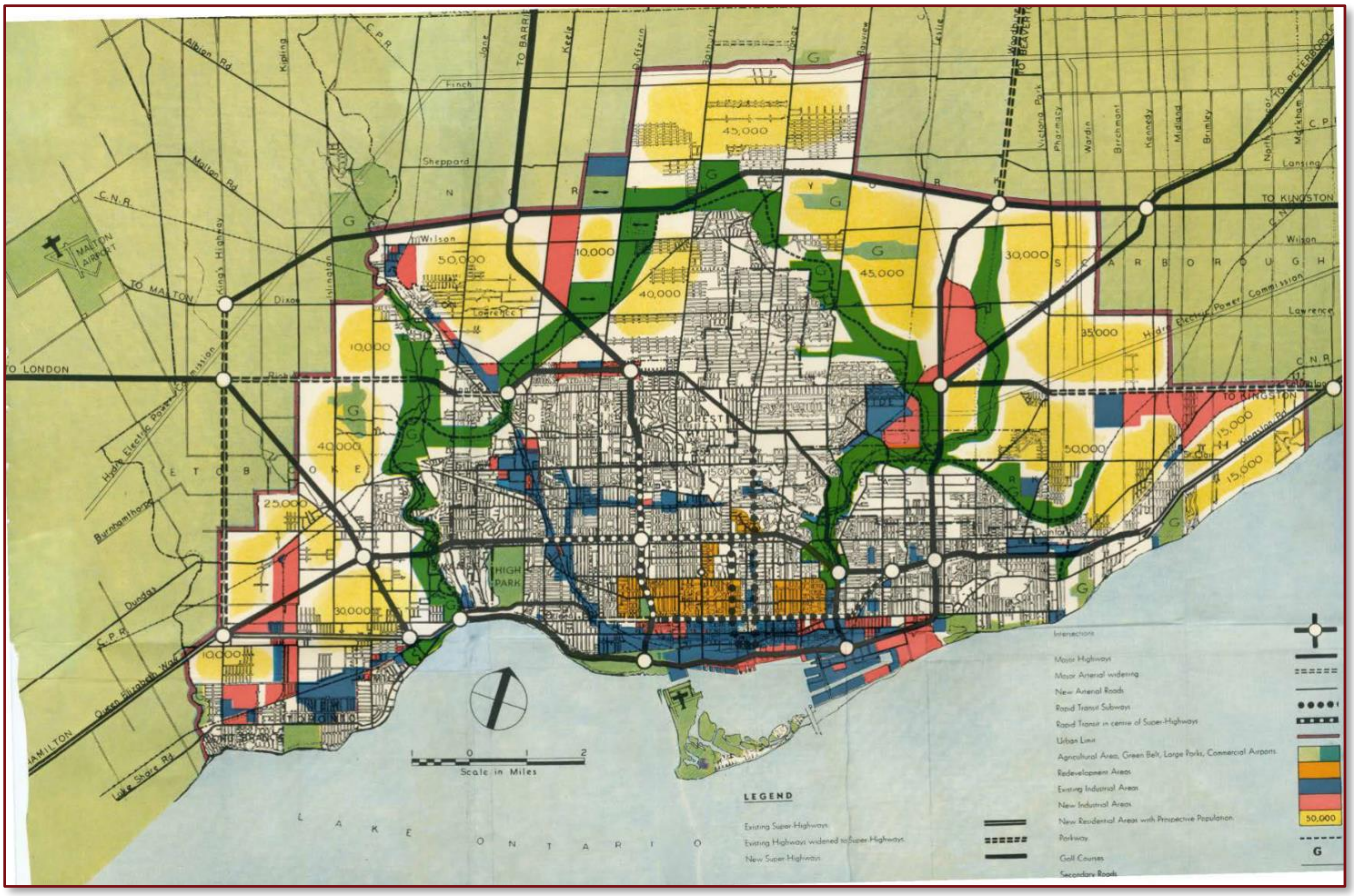
Map 3: Study Area Shown on the 1878 Illustrated Historical Atlas of the County of York

3.2.2 Post-Second World War Suburban Development

According to John Sewell, former Mayor of the City of Toronto, Toronto was "fueled with ambition" after the Second World War.[15] By the mid-1950s, settlement had spilled beyond the city's boundaries into the Townships of York, Etobicoke, and Scarborough which, starting in 1953, were part of the Municipality of Metropolitan Toronto. This development, which was of a low density, continued into the 1960s, and sprawled beyond the Metropolitan boundaries. Unsurprisingly, the automobile was a key component to this suburban expansion. Lauded Toronto planner, Eugene Faludi, was regarded as one "of the most active and influential planners at the time in Canada."[16] Faludi helped Tracy D. le May draft the Master Plan for the City of Toronto and Environs in 1943. This 16-page booklet, which included a map of planned growth, envisioned a Toronto that was substantially greater in size (Image 1).[17] Immense growth was anticipated following the end of the Second World War, when resources would be freed up and an influx of European immigrants would flow into Canada.

Image 1: Master Plan of the City of Toronto, 1943

Source: E.G. Faludi – *Royal Architectural Institute of Canada*, 1944



[15] Sewell 2009:6
[16] Sewell 2009:33
[17] Sewell 2009:30-1

As expected, Toronto – and by extension, Canada – experience a dramatic demographic shift following the end of the Second World War. Between 1946 and continuing into the mid-1950s, approximately 35,000 immigrants annually settled in Toronto. Although 70,000 houses had been constructed per year across Toronto and its suburbs between 1952 and 1957, housing shortages persisted.[18] The emergence of Toronto as a metropolitan city prompted Faludi to say "We'll have a different type of city in five years."[19] Between 1945 and 1975, Toronto's expansion radiated outward from its early 20th century boundaries (Image 2).

Image 2: Urban Expansion in the Toronto Metropolitan Area Between 1945 and 1975

Source: John Sewell, 2009. Annotated by TMHC.

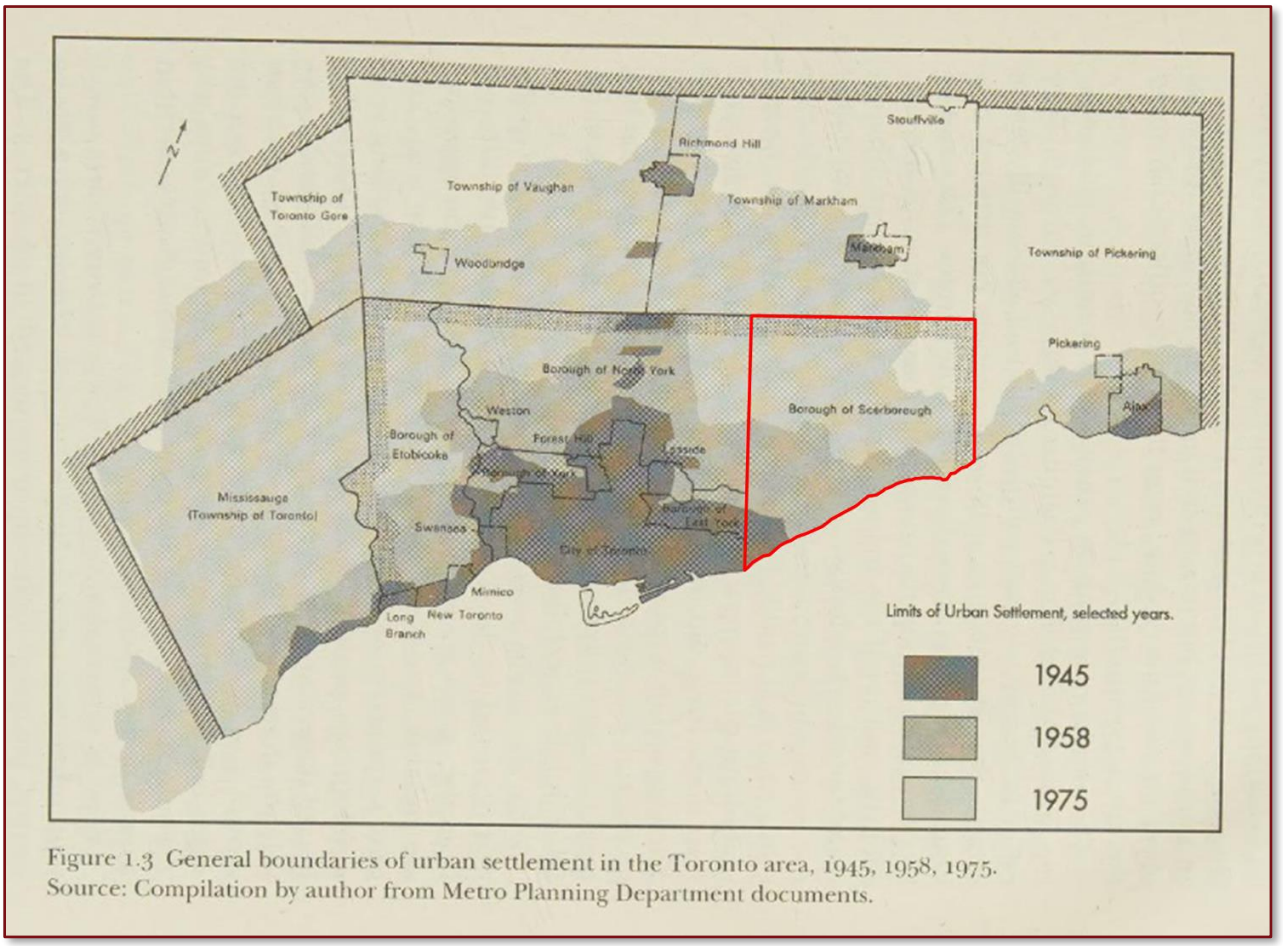


Figure 1.3 General boundaries of urban settlement in the Toronto area, 1945, 1958, 1975.
Source: Compilation by author from Metro Planning Department documents.

3.2.3 Bendale Neighbourhood

The Study Area comprises what was historically known as Bendale in Scarborough Township. Although less commonly referred to as such today, its roots have persisted, in part, through the development of the Bendale Park neighbourhood northeast of Lawrence Avenue East and McCowan Road. In October 1955, the *American Builder* noted that "One of Canada's largest new projects, the 500-home Bendale Park in Scarborough

[18] Bendiner 1957:29
[19] Faludi quoted in Bendiner 1957:29

Township, Ontario, opened recently with four split-level, open plan designs as models" (Image 3).[20] The growth of Bendale, and Scarborough more generally, can be attributed to the aforementioned planner, Eugene Faludi. As Agatha Barc, a University of Toronto librarian who started digital research project *Mid Mod T.O.* notes, "It is not widely known that the prominent architect and town planner, Eugene G. Faludi, was responsible for designing the layout of Bendale Park (Image 4)."[21]

[20] Gavin 1955:26
[21] Barc 2022

Image 3: Bendale Park Advertisement, 1955

Source: *The Globe and Mail*

Image 4: Bendale Park Signage, 1955

Source: Agatha Barc – Mid Mod T.O.

Scarborough's rapid growth was not without problems. Former Baptist minister, Oliver Crockford, was elected reeve in 1948 and for a seven-year tenure he shaped modern Scarborough. Appealing to both the working class and land developers, Crockford issued an abundance of building permits for small houses. However, sewers, roads, and schools were not always available when houses were first completed. Historian Robert Fulford remarked that Crockford "built first and thought later" (Image 5).[22] Crockford's "Scarborough was a place where everyone was expected to own a car."[23] Resident Harold Fearson recollected on the early shortfalls stating:[24]

> The earliest thing I can recall in the early spring of 1959 was they had put the underground services in and the frost that winter was quite deep and as a result, when the spring thaws began the first week of March, we had a quagmire. Then the Township told the developer that either he put the base roads and curbs in or he move everyone out.

[22] Fulford 1995:108
[23] Fulford 1995:108
[24] Fearson quoted in Scarborough Historical Museum 1956

Unsurprisingly, too, even today there is little walkability in Bendale neighbourhood. As local resident Noel Araquel described "it's still all about the driving" with few places to walk leisurely aside from Thomson Memorial Park located north of the hospital.[25]

Image 5: Muddy Scarborough – Typical New Subdivision Under Construction, 1956

Source: Scarborough Historical Museum – Virtual Museum Community Stories

Despite the roughshod planning and lack of zoning control, the slums that critics such as *The Globe & Mail* predicted never materialized. Urban planner and journalist, David Lewis Stein remarked on Crockford's ideals:[26]

> This was the dream. When people came back from the Second World War they wanted to be part of this new suburban world where everything was fresh and clean. Forty-some years later, the houses have individual characteristics – go down some of those streets and you'll see that people have a genius for making things their own, making them unique. Looking at them, you can hardly imagine that they were all built at the same time by the same person, from the same cookie-cutter pattern.

Although advertised as the Bendale Park neighbourhood, this area quickly assumed the colloquial name "Ben Jungle" because its many streets began with the preface "Ben." This was confusing to residents, visitors, and emergency responders alike (Image 6).

[25] Araquel quoted in Metro Toronto 2010
[26] Stein quoted in Fulford 1995:109

Image 6: Ben Jungle Signage, 2004

Source: Scarborough Historical Museum – Virtual Museum Community Stories

The Study Area overlaps three neighbourhoods: Bendale South, Bendale Glen-Andrew (LAW-07), and Woburn North (LAW-05 and LAW-06).[27] These neighbourhoods have evolved significantly from the mid-1950s to the present day (see Appendix C for aerial photographs). Aerial photography shows that there was rapid transition of the Bendale neighbourhood from agricultural land to a sprawling suburb over a 15-year period (Images 7-9). In the late 1940s, McCowan Road and Lawrence Avenue East were narrow two-lane roadways. The hospital, constructed in 1954, was an island surrounded by land that had not yet been developed for suburban use.

Between 1957 and 1959, the houses within the Study Area located on Biltmore Court (BLT-01-02), McCowan Road (MCW-01-05), and Valparaiso Avenue (VAL-01-10) had been built south of Lawrence Avenue East. Gradual infill occurred in the late 1950s and into the 1960s with the construction of 685 McCowan Road (MCW-06) between 1957 and 1959, 3125 Lawrence Avenue East (LAW-04) in 1963 and 3015 Lawrence Avenue East (LAW-01) between 1968 and 1969. Prominent additions were made to the Scarborough General

[27] Study numbers have been included here to tie this history to individual properties considered in Appendix B.

Hospital (LAW-07) in 1960 and 1968. Other later developments occurred. Between 1975 and 1977, 3091 Lawrence Avenue East (LAW-03) replaced an early structure on this property. In the early 2000s, 3051 Lawrence Avenue East (LAW-02) was converted to its current gas station function.

Image 7: The Bendale Neighbourhood, 1954

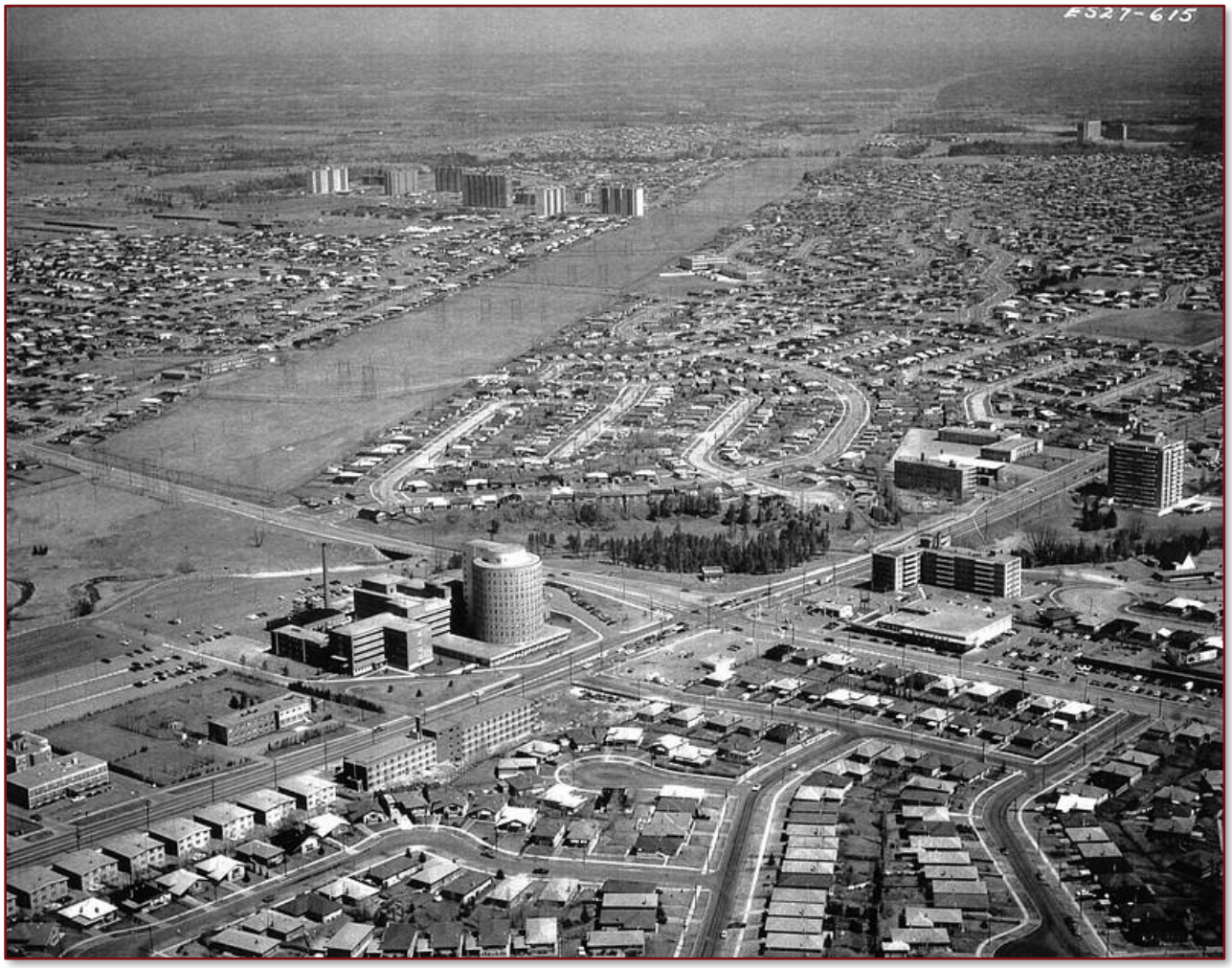
Source: Scarborough Historical Museum – Virtual Museum Community Stories

Image 8: The Bendale Neighbourhood, c. 1963

Source: Scarborough Historical Museum – Virtual Museum Community Stories

Image 9: The Bendale Neighbourhood, 1969

Source: Scarborough Historical Museum – Virtual Museum Community Stories



4 HERITAGE SCREENING & PRELIMINARY EVALUATION

4.1 Heritage Screening

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

There are no designated properties within or adjacent to the Study Area. No properties listed on the City of Toronto Heritage Register are present within or adjacent to the Study Area. There are also no National Historic Sites, Ontario Heritage Trust-owned properties, conservation easements, or Provincial Heritage Properties present on, or adjacent to, the Study Area as confirmed by the Ontario Heritage Trust and the MCM.

Of the 25 properties, structures, and landscape features identified in the Study Area, all were found to have the potential for BHR/CHLs (see Appendix A for the MCM Screening Checklist and Appendix C for historic property aerial photographs).

4.2 Preliminary Heritage Evaluation

The inventory in Appendix B details the preliminary cultural heritage evaluation of the properties and landscapes that met the initial screening criteria. The application of professional judgement regarding the potential to meet the *OHA* O.Reg. 9/06 (as amended by O.Reg. 569/22) criteria is summarized.

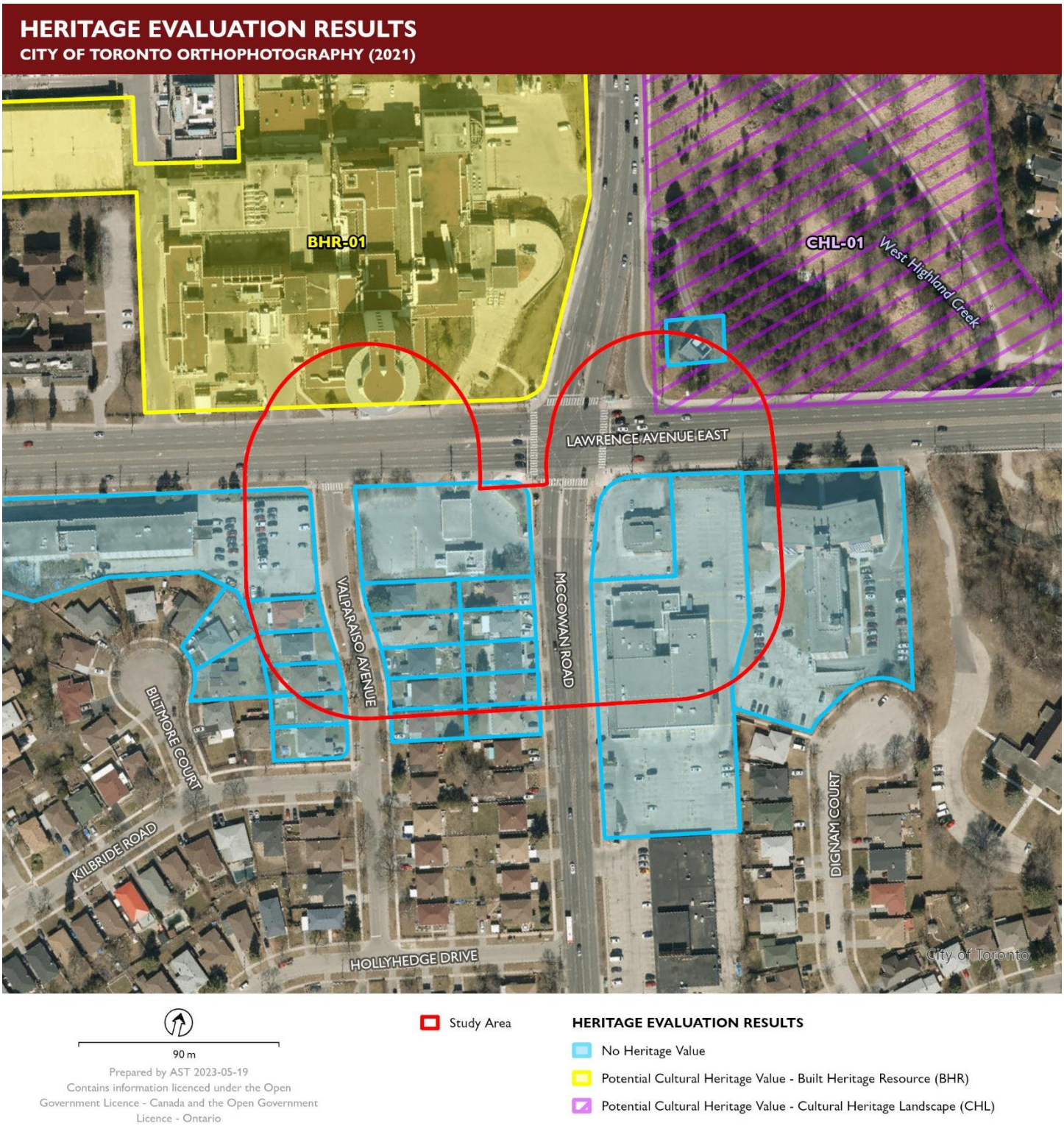
4.3 Preliminary Heritage Evaluation Results

Of the 25 properties, structures, and landscapes reviewed, one BHR and one CHL were determined to have potential CHVI (See Table 1 for properties reviewed and see Appendix D for maps).[28]

[28] Confirmed CHVI is predicated on existing federal, provincial or municipal heritage status. Potential CHVI is based on the likelihood that a BHR or CHL would meet two or more O.Reg. 9/06 (as amended by O.Reg. 569/22) criteria when fully applied in a subsequent CHER.

Table 1: Preliminary Heritage Evaluation Results

Study Number	Street Address	CHVI	BHR/CHL
BLT-01	18 Biltmore Court	Not identified	-
BLT-02	16 Biltmore Court	Not identified	-
LAW-01	3015 Lawrence Avenue East	Not identified	-
LAW-02	3051 Lawrence Avenue East	Not identified	-
LAW-03	3091 Lawrence Avenue East	Not identified	-
LAW-04	3125 Lawrence Avenue East	Not identified	-
LAW-05	705 McCowan Road	Potential	CHL-01
LAW-06	705 McCowan Road	Not identified	-
LAW-07	3050 Lawrence Avenue East	Potential	BHR-01
MCW-01	642 McCowan Road	Not identified	-
MCW-02	640 McCowan Road	Not identified	-
MCW-03	638 McCowan Road	Not identified	-
MCW-04	636 McCowan Road	Not identified	-
MCW-05	634 McCowan Road	Not identified	-
MCW-06	685 McCowan Road	Not identified	-
VAL-01	22 Valparaiso Avenue	Not identified	-
VAL-02	20 Valparaiso Avenue	Not identified	-
VAL-03	18 Valparaiso Avenue	Not identified	-
VAL-04	16 Valparaiso Avenue	Not identified	-
VAL-05	14 Valparaiso Avenue	Not identified	-
VAL-06	15 Valparaiso Avenue	Not identified	-
VAL-07	17 Valparaiso Avenue	Not identified	-
VAL-08	19 Valparaiso Avenue	Not identified	-
VAL-09	21 Valparaiso Avenue	Not identified	-
VAL-10	23 Valparaiso Avenue	Not identified	-



Map 4: Heritage Potential within the Study Area

5 EXISTING CONDITIONS

A visit to the Study Area was undertaken by TMHC staff in February 2023. Images documenting the area's existing conditions are included in Appendix B. The Study Area was observed to be suburban in nature with detached houses south of Eglinton Avenue East along Biltmore Court, both sides of Valparaiso Avenue, and the west side of McCowan Road.

The south side of the intersection of Lawrence Avenue East and McCowan Road was composed of a former bank (east side) and gas station (west side) that have since been fenced off. The latter property, located between McCowan Road and Valparaiso Avenue, is subject to potential redevelopment as the location of the Metrolinx Lawrence and McCowan Station. A mid-rise apartment building dating to the early 1960s is located on the eastern edge of the Study Area at 3125 Lawrence Avenue East (LAW-04) while the western boundary contains a long-term care facility, the Rockcliffe Care Community, located in a late-1960s building at 3015 Lawrence Avenue East (LAW-01).

The Scarborough Health Network – General Hospital (LAW-07) occupies a substantial parcel on the northwest corner of Lawrence Avenue East and McCowan Road. It is composed of a built portion which has been subject to numerous additions since its initial construction in 1956. Emergency services are accessible from Lawrence Avenue East across from Valparaiso Avenue, and parking to the rear of the property is accessible from Lawrence Avenue East and McCowan Road. Due to its scale, especially with the prominent rounded 10-storey tower that fronts Lawrence Avenue East, the hospital is a visible neighbourhood presence. Currently, the eastern part of the hospital parcel is subject to construction operations as part of the Scarborough Subway Extension.

All of the properties that met the initial screening criteria and were included in Appendix B, were found to have been partially or fully located within the 50 m buffer zone mandated by MCM. However, the houses on properties at 16 Biltmore Court (BLT-02), 18 Biltmore Court (BLT-01), and 14 Valparaiso Avenue (VAL-05) are outside the buffer zone. One property, the hospital at 3050 Lawrence Avenue East (LAW-07), was identified as a potential BHR. While the utility structure (LAW-06) at the northeast corner of the intersection of Lawrence Avenue East and McCowan Road in Bendale Park was not identified for potential cultural heritage value or interest, the property itself at 705 McCowan Road (LAW-05), was identified as a potential CHL due to the southeasterly passage of West Highland Creek through the property.

6 POLICY CONTEXT

6.1 City of Toronto (2021)

The City of Toronto's Official Plan (OP) was last consolidated in March 2022. The following policies under Section 3.1.6 regarding cultural heritage conservation are relevant to the context of the Study Area:

2. Properties and Heritage Conservation Districts of potential cultural heritage value or interest will be identified and evaluated to determine their cultural heritage value or interest consistent with provincial regulations, where applicable, and will include the consideration of cultural heritage values including design or physical value, historical or associative value and contextual value. The evaluation of cultural heritage value of a Heritage Conservation District may also consider social or community value and natural or scientific value. The contributions of Toronto's diverse cultures will be considered in determining the cultural heritage value of properties on the Heritage Register;

3. Heritage properties of cultural heritage value or interest properties, including Heritage Conservation Districts and archaeological sites that are publicly known will be protected by being designated under the Ontario Heritage Act and/or included on the Heritage Register;

5. Proposed alterations, development, and/or public works on or adjacent to, a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City. Where a Heritage Impact Assessment is required in Schedule 3 of the Official Plan, it will describe and assess the potential impacts and mitigation strategies for the proposed alteration, development or public work; and

10. A heritage management plan will be adopted by Council. The heritage management plan will be a comprehensive and evolving strategy for the identification, conservation and management of all properties on the Heritage Register, unidentified and potential heritage properties.

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

14. Potential and existing properties of cultural heritage value or interest, including *cultural heritage landscapes* and Heritage Conservation Districts, will be identified and included in area planning studies and plans with recommendations for further study, evaluation and *conservation*;

22. Heritage Impact Assessment will address all applicable heritage conservation policies of the Official Plan and the assessment will demonstrate *conservation* options and mitigation measures consistent with those policies. A Heritage Impact Assessment shall be considered when determining how a heritage property is to be *conserved*; and

23. Heritage Impact Assessment will evaluate the impact of a proposed *alteration* to a property on the Heritage Register, and/or to properties *adjacent* to a property on the Heritage Register, to the satisfaction of the City.

Section 3.1.6 also outlines policies related to cultural heritage landscapes:

43. Potential cultural heritage landscapes will be identified and evaluated to determine their significance and cultural heritage values. Significant cultural heritage landscapes will be included on the Heritage Register and/or designated under either Part IV or Part V of the *Ontario Heritage Act*.

Section 4.8 of the Land Use Designations component of the Official Plan outlines specific policies for institutional areas including health care facilities.

4. Universities, colleges and hospitals will be encouraged to create campus plans in consultation with nearby communities that will: a) identify heritage buildings and landscapes, accessible open spaces, natural areas and important views to be conserved and integrated.

TMHC staff reached out to the Scarborough Health Network regarding the status of a campus plan, but as of the writing of this report, have not received a response.

6.2 The Planning Act (1990)

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

2. The minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as:

(d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest.

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

6.3 Provincial Policy Statement (*PPS* 2020)

The following sections of the *PPS* 2020 are relevant to the Study Area:

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

6.4 Ontario Heritage Act (2005)

The *OHA* provides a framework for municipalities in Ontario to ensure the conservation of properties with cultural heritage value or interest, including the capacity to designate heritage properties.

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

Under the *OHA*, O.Reg. 9/06 (as amended by O.Reg. 569/22) provides the criteria for determining a property's cultural heritage value or interest:

> (3) In respect of a property for which a notice of intention to designate it is given under subsection 29 (1.1) of the Act on or after the day subsection 3 (2) of Schedule 6 to the *More Homes Built Faster Act, 2022* comes into force, the property may be designated under section 29 of the Act if it meets two or more of the criteria for determining whether it is of cultural heritage value or interest set out in paragraphs 1 to 9 of subsection 1 (2).

Designated properties appear on a municipality's register of heritage properties:

> 27 (1) The clerk of a municipality shall keep a register of property situated in the municipality that is of cultural heritage value or interest.

This register also may include so-called listed properties:

> 27(3) In addition to the property listed in the register under subsection (2) [designated properties], the register may include property that has not been designated under this Part if,
>
> > (a) the council of the municipality believes the property to be of cultural heritage value or interest; and
> >
> > (b) where criteria for determining whether property is of cultural heritage value or interest have been prescribed for the purposes of this subsection, the property meets the prescribed criteria.

The criteria for both listing and designation are as follows according to s.1(2) of O. Reg. 9/06 (as amended by O.Reg. 569/22):

> 1. The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.
>
> 2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.
>
> 3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.

4. The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.

5. The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.

6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.

7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.

8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.

9. The property has contextual value because it is a landmark.

According to Part V of the *OHA*, a municipality may also undertake studies regarding (*OHA* s.40), designate (*OHA* s.40), and develop plans for (*OHA* s.41) heritage conservation districts (HCDs). These are areas of heritage significance composed of multiple properties.

Part VI of the *OHA* addresses the protection of archaeological resources.

As of January 2023, at least 25% of properties within the proposed HCD must meet two or more of the O.Reg. 9/06 criteria (as amended by O.Reg. 569/22).

6.5 Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipelines and Facilities in Ontario (OEB, 8th ed. 2023)

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

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

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

(b) Assessing the effects or impacts that could result from proposed pipeline development; and

(c) Protecting cultural heritage resources by appropriate conservation, avoidance and mitigation.

7 COMMUNITY ENGAGEMENT AND INFORMATION GATHERING

7.1 General Community Engagement

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

Communication activities included:

- letters of invitation/notification;
- newspaper ads;
- a virtual public information session presented via a Project website hosted by Dillon;
- a geo-targeted Facebook ad campaign;
- Telephone meetings and correspondence by email; and
- project information on the Enbridge Gas Project-specific website.

Aside from correspondence from the MCM in relation to the draft Stage 1 Archaeological Assessment Report and Cultural Heritage Report, there were no heritage-specific concerns raised in relation to the Project by Indigenous communities, area residents, community organizations, or other government agencies. The following sections detail specific outreach for information gathering purposes about previously identified and/or designated BHRs and CHLs in the Study Area.

7.2 City of Toronto

The City of Toronto Heritage Planning Department was contacted in March 2023. Information related to the City of Toronto's Heritage Register and Open Data was received from Project Manager at the City of Toronto, Gary Miedema, on March 17, 2023. This information confirmed that there are no listed or designated heritage properties within or adjacent to the Study Area.

7.3 Ontario Heritage Trust

Kevin Baksh with the OHT was contacted in March 2023 to determine if any properties in the Study Area are OHT-owned properties or have heritage conservation easements. Kevin responded that the Study Area does not include any such properties.

7.4 Ministry of Citizenship and Multiculturalism (MCM)

Karla Barboza with the MCM was contacted in March 2023 to determine if any properties in the Study Area were listed as Provincial Heritage Properties. Karla responded that the Study Area does not include any properties on provincially maintained heritage lists.

7.5 Scarborough Historical Society

The Scarborough Historical Society was contacted in March 2023, requesting information or comments that about this area and its history within present-day Scarborough that may inform TMHC's application of O. Reg. 9/06 (as amended by O.Reg. 569/22) to properties in the Study Area. General information on the settler history and development of the Bendale neighbourhood and the Study Area was received from Scarborough Archivist, Rick Schofield, of the Scarborough Archives on March 22, 2023.

7.6 Scarborough Museum

The Scarborough Museum was contacted in March 2023, requesting information or comments that about this area and its history within present-day Scarborough that may inform TMHC's application of O. Reg. 9/06 (as amended by O.Reg. 569/22) to properties in the Study Area. The Scarborough Museum was given until April 1, 2023 to respond. No information was received by this deadline.

7.7 Future Engagement

Copies or summaries of this CHRECPIA should be included in future PICs and other public/municipal outreach as well as made available to Indigenous communities and other interested organizations or individuals upon request. Consequential feedback about this CHRECPIA should be shared with TMHC and the report should be updated when and where appropriate.

Any subsequent CHER/HIAs should be circulated to MCM, the City of Toronto (Heritage Planning department and the Toronto Preservation Board), Indigenous communities, and other interested local organizations or individuals.

8 DESCRIPTION OF PROPOSED PROJECT

The Project is located in Scarborough, City of Toronto, Ontario. It proposes to reconfigure the natural gas supply in the surrounding area to accommodate construction of the Metrolinx Scarborough Subway Extension Transit Project (Map 5). The Project has three infrastructure components requiring relocation which comprise the Preliminary Preferred Route and these are:

- Relocation of approximately 79 m of pipeline at Lawrence Avenue East and McCowan Road onto the Metrolinx private property easement;
- Relocation of approximately 154 m of pipeline at Lawrence Avenue East and McCowan Road onto the Metrolinx private property easement; and
- Relocation of approximately 112 m of pipeline at Lawrence Avenue East and McCowan Road and along Valparaiso Avenue.

Map 5: Natural Gas Supply Reconfiguration at Lawrence Avenue and McCowan Road, Enbridge Gas Inc.

9 IMPACT ASSESSMENT AND PROPOSED MITIGATIONS

According to the MCM's *InfoSheet #5: Heritage Impact Assessments and Conservation Plans*:

> Any impact (direct or indirect, physical or aesthetic) of the proposed development or site alteration on a cultural heritage resource must be identified. The effectiveness of any proposed conservation or mitigative or avoidance measures must be evaluated on the basis of established principles, standards and guidelines for heritage conservation.

Table 2 includes an assessment of the proposed development against the types of potential impacts identified in *InfoSheet #5*. Any identified potential impacts should be addressed by mitigation measures, as discussed below.

The following types of potential impacts are outlined in *InfoSheet #5*:

- **Destruction** of any, or part of any, significant heritage attributes or features;
- **Alteration** that is not sympathetic, or is incompatible, with the historic fabric and appearance;
- **Shadows** created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
- **Isolation** of a heritage attribute from its surrounding environment, context or a significant relationship;
- Direct or indirect **obstruction** of significant views or vistas within, from, or of built and natural features;
- A **change in land use** such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces;
- **Land disturbances** such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource; and
- **Other** potential impacts.

The HIA portion of this report identified one potential BHR and one potential CHL that are located within the Study Area. Accordingly, pre-construction vibration monitoring of the BHR by a qualified professional is recommended in order to determine if vibration monitoring or site plan controls are required.

If direct impacts to identified cultural heritage resources are identified during the detailed design phase, more comprehensive, site-specific CHER/HIAs should be initiated to inform the planning and implementation of proposed construction activities.[29]

Any subsequent CHER/HIAs should be circulated to MCM, the City of Toronto (Heritage Planning department and the Toronto Preservation Board), Indigenous communities, and other interested local organizations or individuals.

[29] These may be considered independently under a combined HIA for the entire project.

BHR/CHL Number and Property Type	Street Address (Study Number)	Destruction	Alterations	Shadows	Isolation	Obstruction	Land Use Change	Land Disturbances	Other	Rationale and Mitigation Recommendation
BHR-01 Hospital/Healthcare	3050 Lawrence Avenue East (LAW-07)	N/A	N/A	N/A	N/A	N/A	N/A	Yes	Yes	The proposed work will not destroy, alter, cast shadows upon, isolate, or obstruct views to/from character-defining elements of the identified BHR. Land use change is not anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. Land disturbances may impact the existing structure and the property. As the planned construction activities are to take place on the south side of Lawrence Avenue East, within the road allowance, the potential for indirect and direct impacts to this BHR are very low. As part of the BHR is located within the Study Area, any potential for impact can be monitored by onsite construction personnel. Should plans for construction activities change, whereby there is the potential for indirect or direct impacts to the BHR. ongoing monitoring of construction activities is recommended to ensure adequate practices for the safety of the potential BHR. Furthermore, a pre-construction vibration monitoring assessment by a qualified professional is recommended in order to determine if vibration monitoring or site plan controls are required. If direct impacts to the cultural heritage resource are identified during the detailed design phase, an HIA specific to this resource should be initiated prior to further planning and implementation of proposed construction activities.
CHL-01 Park	705 McCowan Road (MCW-05)	N/A	N/A	N/A	N/A	N/A	N/A	Yes	Yes	The proposed work will not destroy, alter, cast shadows upon, isolate, or obstruct views to/from potential heritage attributes of the potential CHL. No land use change is anticipated. Potential impact of land disturbances on archaeological resources is addressed through separate archaeological reporting. The key components of the CHL, including the ravine, woodland and West Highland Creek, are outside the Study Area and, as the planned construction activities are to take place on the south side of Lawrence Avenue East, within the road allowance, the potential for indirect and direct impacts to this CHL are very low. As part of the CHL is located within the Study Area, any potential for impact to this CHL can be monitored by onsite construction personnel. If direct impacts to the CHL are identified during the detailed design phase, an HIA specific to this resource should be initiated prior to further planning and implementation of proposed construction activities.

Table 2: Preliminary Impact Assessment

10 CONCLUSION

The cultural heritage screening for this CHRECPIA determined that of the 25 properties, structures, and landscapes reviewed in the Study Area, all were found to have the potential for BHR/CHLs, (see Appendix A for the MCM Screening Checklist and Appendix C for historic property aerial photographs). Of the 25 potential properties, structures, and landscapes reviewed, one BHR, the Scarborough Health Network – General Hospital at 3050 Lawrence Avenue East (LAW-07), and one CHL, Bendale Park at 705 McCowan Avenue (LAW-05), were determined to have potential CHVI based on professional judgement and the preliminary application of *OHA* O.Reg. 9/06 criteria (as amended by O.Reg. 569/22; Appendix B).

The recommendations of the preliminary HIA portion of this report are three-fold:

4. That the proposed Project in the Study Area is unlikely to cause direct or indirect impacts to the heritage value of one potential BHR and one potential CHL (see Appendix D for maps). As parts of the BHR and CHL are located within the Study Area, any potential for direct or indirect impacts can be monitored by onsite construction personnel.
5. Should plans for construction activities change, whereby there is the potential for direct or indirect impacts to the BHR, ongoing monitoring of construction activities is recommended to ensure adequate practices for the safety of the potential BHR. Furthermore, a pre-construction vibration monitoring assessment by a qualified professional is recommended in order to determine if vibration monitoring or site plan controls are required.
6. Ongoing monitoring of construction activities by onsite construction personnel is also recommended to ensure adequate practices for the integrity of the potential BHR and CHL.

Although not anticipated, if direct impacts to identified BHRs/CHLs are identified during the detailed design phase, more comprehensive, site-specific cultural heritage evaluation reports (CHERs) and HIAs should be initiated prior to further planning and implementation of proposed construction activities.[30] Copies or summaries of this CHRECPIA should be included in future Public Information Centres (PICs) and other public/municipal outreach as well as made available to Indigenous communities and other interested organizations or individuals, upon request. Consequential feedback about this CHRECPIA should be shared with TMHC and the report updated, when and where appropriate.

Any subsequent CHER/HIAs should be circulated to MCM, the City of Toronto (Heritage Planning department and the Toronto Preservation Board), Indigenous communities, and other interested local organizations or individuals.

[30] These may be considered independently under a combined HIA for the entire project.

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APPENDIX A: MCM SCREENING

Ontario

Ministry of Tourism, Culture and Sport

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

Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes

A Checklist for the Non-Specialist

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

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

Processes covered under this checklist, such as:

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

Cultural Heritage Evaluation Report (CHER)

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

The CHER will help you:

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

Other checklists

Please use a separate checklist for your project, if:

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

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

Project or Property Name
Scarborough Subway Extension- Lawrence Avenue East Station Relocation Project

Project or Property Location (upper and lower or single tier municipality)
Scarborough, City of Toronto

Proponent Name
Dillon Consulting Limited on behalf of Enbridge Gas Inc.

Proponent Contact Information
Natalie Taylor, Ntaylor@dillon.ca

Screening Questions

	Yes	No
1. Is there a pre-approved screening checklist, methodology or process in place?	☐	☑

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

If No, continue to Question 2.

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

	Yes	No
2. Has the property (or project area) been evaluated before and found **not** to be of cultural heritage value?	☐	☑

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

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

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

The summary and appropriate documentation may be:

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

If No, continue to Question 3.

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

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

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

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

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

If No, continue to Question 4.

Part B: Screening for Potential Cultural Heritage Value

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

Part C: Other Considerations

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

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

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

- a Cultural Heritage Evaluation Report (CHER)

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

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

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

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

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

The summary and appropriate documentation may be:

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

Instructions

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

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

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

In this context, the following definitions apply:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

i. designated under the *Ontario Heritage Act*

- individual designation (Part IV)
- part of a heritage conservation district (Part V)

Individual Designation – Part IV

A property that is designated:

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

Heritage Conservation District – Part V

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

For more information on Parts IV and V, contact:

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

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

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

The primary purpose of the agreement is to:

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

For more information, contact:

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

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

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

Registers include:

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

For more information, contact:

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

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iv. subject to a notice of:

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

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

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

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

For more information, contact:

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

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

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

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

For more information, contact the MTCS Registrar at registrar@ontario.ca.

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

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

For more information, see the National Historic Sites website.

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

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

For more information, see the Directory of Designated Heritage Railway Stations.

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

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

For more information, see the Heritage Lighthouses of Canada website.

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

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

For more information, contact the Federal Heritage Buildings Review Office.

See a directory of all federal heritage designations.

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

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

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

For more information, see Parks Canada – World Heritage Site website.

Part B: Screening for potential Cultural Heritage Value

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

Heritage resources are often recognized with formal plaques or markers.

Plaques are prepared by:

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

For more information, contact:

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

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

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

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

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

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

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

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

For more information, contact the Canadian Heritage River System.

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

- your conservation authority
- municipal staff

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

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

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

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

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

A building or structure can include:

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

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

Part C: Other Considerations

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

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

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

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

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

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

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

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

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

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

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

An internet search may find helpful resources, including:

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

Information specific to trails may be obtained through Ontario Trails.

APPENDIX B: PRELIMINARY EVALUATION INVENTORY

16 Biltmore Court (BLT-02)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1957-1959	Bendale South

Description

The property at 16 Biltmore Court contains a one-storey bungalow that is clad in red brick and covered by a hipped roof. The main (northeast) elevation contains a large picture window on the main level separated from sliding basement windows by cast stone detailing. The main entrance is located to the southeast of the picture window, as is the attached single bay garage. Two brick chimneys project above the roofline of the house. A short driveway connects the property to Biltmore Court. Although a portion of the property is located within the Study Area, the house is outside the buffer zone.

Historical Associations

This building was constructed as part of the late 1950s suburbanization of Bendale South near Lawrence Avenue East and McCowan Road on former agricultural land. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Not identified	N/A

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1953, 1956, 1957, 1959, 1960.

18 Biltmore Court (BLT-01)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1957-1959	Bendale South

Description

The property at 18 Biltmore Court contains a one-storey bungalow with a raised basement. Composed of yellow brick, the main (east) elevation has a front gable and an L-shaped design with a bay window situated above basement windows. The main entrance is located to the south of the bay window and beyond that is a wide single-bay garage with a flat roof. Landscaping on the property is minimal and a short driveway connects to Biltmore Court. Although a portion of the property is located within the Study Area, the house is outside the buffer zone.

Historical Associations

This building was constructed in the late 1950s as part of the suburbanization of Bendale South near Lawrence Avenue East and McCowan Road on former agricultural land. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Not identified	N/A

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1953, 1956, 1957, 1959, 1960.

3015 Lawrence Avenue East (LAW-01)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1968-1969	Bendale South

Description

The property at 3015 Lawrence Avenue East contains a long rectangular three-storey building. The main (north) elevation is clad in reinforced concrete and features red brick sections on the east and west ends. Smooth concrete bands separate each storey while concrete panels with a reeded design are interspersed between the glazing on each floor. The main, centrally situated entrance is recessed and is sheltered by a projecting cantilevered concrete canopy. Window openings are symmetrically oriented to either side. A red brick chimney projects from the roofline west of centre. The building's design is indicative of Mid-century design influences, although it is not a particularly noteworthy example.

Historical Associations

This building was constructed on a previously vacant lot that had once been agricultural land before the suburban development along Lawrence Avenue East and McCowan Road. Relative to the residential development south of this property, the construction of this building occurred later. Today, the property serves as the Rockcliffe Care Community, a long-term care facility. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Not identified	N/A

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1956, 1960, 1965, 1967, 1968, 1969.

3050 Lawrence Avenue East (LAW-07)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1954, 1960, 1966-68, 1974 (additions)	Bendale-Glen Andrew

Description

The property at 3050 Lawrence Avenue East is situated on an approximately 4 ha (9.9 ac) parcel and contains the Scarborough Health Network – General Hospital. Commonplace in hospital architecture, the hospital complex is a product of multiple sections constructed throughout its history. In this case, the majority of the hospital was constructed in the mid-20th century, between 1954 and 1968. A significant addition was constructed in 1974. The additions reflect the hospital's expansion to meet Scarborough's growing suburban development.

Designed by prominent architectural firm Govan, Ferguson, Lindsay, Kaminker, Langley, Keenleyside, the earliest sections of the hospital included a T-shaped building centred on the property with a U-shaped driveway in front and the powerhouse located toward the rear. Within six years, additions also designed by Govan, Ferguson, Lindsay, Kaminker, Langley, Keenleyside were constructed, including an L-shaped section to the west with a rectangular wing branching to the north. A four-storey section with a raised basement was added to the south elevation in 1974. These different components are unified through the use of common materials and patterns, predominately red brick with orange hues, and a fenestration characterized by bands of windows that allowed natural light into the various sections of the hospital. The rectangular and low-slung character of these sections reflects the influence of the Bauhaus school and, in particular the work of Walter Gropius and Mies van der Rohe. The firm's 1952 design with Kaplan & Sprachman for Mount Sinai Hospital in Toronto and their 1951 design for the New General Hospital in Moncton, New Brunswick also reflect this influence.

A major component of the property is the 11-storey orange brick tower that was constructed in 1966-68, according to the designs of the architectural firm of Govan, Ferguson, Lindsay, Kaminker, Langley, Keenleyside. The rounded tower sits on a one-storey rectangular base and contains round-edged, symmetrically placed window openings. Vertical concrete detailing flanks the windows and spandrels.

Like the original hospital configuration, the emergency department is accessible via Lawrence Avenue East and the grading to this entrance dips somewhat from the road. The rear of the property contains outdoor parking

and a low concrete parking garage, both of which are accessible from Lawrence Avenue East and McCowan Road.

Historical Associations

In 1952, a committee led by prominent realtor Ernest Ridout together with Reeve Oliver Crockford, selected a 25-acre parcel of farmland in what was the geographical centre of Scarborough for a new hospital.[31] The property was purchased by the Sisters of Misericorde for $30,000. The hospital was constructed in the mid-1950s according to the designs of the architectural firm of Govan, Ferguson, Lindsay, Kaminker, Langley, Keenleyside. This firm was responsible for the designs of numerous hospitals in Ontario and Canada including the Hospital for Sick Children on University Avenue in Toronto, constructed in 1949.

Scarborough General Hospital was designed to reflect the contemporary philosophical and scientific approaches to healthcare and hospitalization. In an attempt to reduce the incidence of staphylococcal infections within the hospital, durable and sanitary terrazzo flooring was installed and glazed full height tile was used in corridors, stairways, and kitchen walls. Sterilization, laundry, and kitchen services were centralized to provide efficient and economic building operations.

The building was oriented on an east-west axis so that maximum daylight could illuminate the ward rooms. Emergency care access was oriented to Lawrence Avenue East. Meanwhile, the steeper grade at the rear of the property provided a favourable receiving area for goods as well as space for a service driveway and staff parking.

On May 12, 1956, Chairman of the hospital's Board of Directors, John B. Ridley, and Ontario Minister of Health, Dr. Matthew B. Dymond, officially opened the hospital. Ten weeks earlier, Ernest Ridout's wife, Wilma, was the first patient when she arrived to give birth to her son, Dennis. In 1960, the hospital underwent its first addition of 155 beds. An intensive care unit – the first of its kind in Canada – was also included. In response to community demand, the hospital underwent further expansion in 1966, with the construction of the 11-storey tower. This gave the hospital another 300 beds. As soon as each storey was completed, the hospital opened that floor to patients. The tower officially opened in 1968.

Facing financial challenges including a $2 million debt from the tower's construction, the Sisters of Misericorde turned the hospital over to its Board of Directors in 1972 while ownership was assumed by the provincial government. Two years later, the 60,000 ft^2 Oliver E. Crockford Wing opened which provided 176 beds for long-term care patients, including chronic care patients, stroke recovery, orthopedic rehabilitation, amputee rehabilitation, and palliative care.

Throughout its history, Scarborough General Hospital has been at the vanguard of many healthcare breakthroughs. In August 1970, after falling into a hot spring in Yellowstone National Park after the ground beside it gave out, 14-year old Cameron Smith, eventually spent 178 days in Scarborough General Hospital for

[31] Ridout, who founded Ernest Ridout Real Estate Ltd., began his career jockeying a milk wagon in Toronto before hauling coal and then going into real estate in 1946 at the dawn of Canada's economic boom following the end of the Second World War. His company ventured into insurance and construction materials by 1952 and by 1955, His company was doing about $35 million in annual business and had 11 offices and 175 salespeople. Offices expanded to 25 with locations in Toronto, Sarnia, Hamilton, Guelph, London, and Peterborough. Numerous advertisements in the early-to-mid-1950s stated that it was "Canada's largest real estate brokers." It grew into an $80 million business before going bankrupt in 1956, after Ernest had sold the firm to his brother, George Ridout. At age 39, Ernest Ridout died of a cerebral hemorrhage in his home near Agincourt in 1958. He was a member of the Scarborough Golf and Country Club, Carlton Club, Empire Club, Canadian Club, and Kiwanis Club.

extensive skin grafting. Journalist Joan Hollobon noted in *The Globe and Mail* that once at Scarborough General Hospital, Smith was "the first patient to occupy a new, experimental bed which used air and ceramic beads as fine as sand to reduce pressure on the body", thereby reducing pain.

In 1994, the Scarborough General Hospital "became the first community hospital to administer 'clot-busting drugs' in 30 minutes or less."[32] For all infants born at the hospital, Scarborough General Hospital pioneered universal screening for Sickle Cell disease in 1996. In September 1999, Scarborough General Hospital merged with Scarborough Grace Hospital, becoming The Scarborough Hospital (TSH). Beginning in 2014, Internet-Assisted Cognitive Behavioral Therapy (iCBT) was first introduced to Canada at TSH. With the University of Toronto, TSH was also the first hospital in Canada to launch a Centre for Integrative Medicine, and became one of only a few hospitals in Toronto – and the only one in Scarborough – to offer the option of a water birth to expectant mothers.

The property is also included on the Architectural Conservancy of Ontario Toronto Branch's TOBuilt Database. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Potential	Potential	Potential	BHR-01

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
Yes	Yes

Potential Cultural Heritage Value or Interest

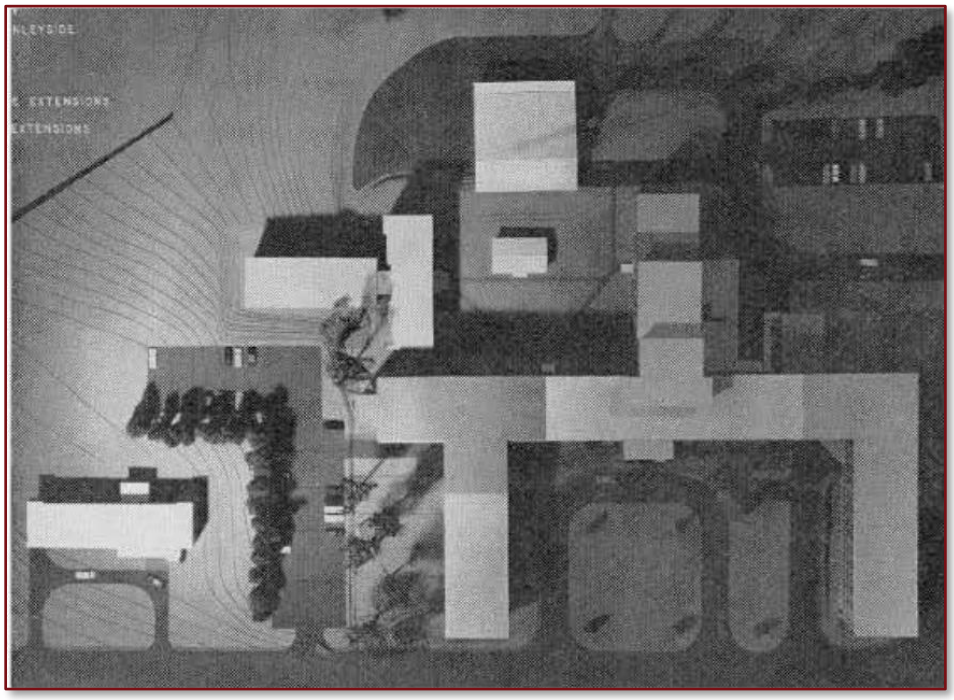
The City of Toronto has not identified the property as having potential or confirmed CHVI. This property may have potential CHVI for its design and/or physical value, historical and/or associative value, and contextual value.

Sources: ACO Toronto 2022; Angus 1958; City of Toronto Archives 1947, 1953, 1956, 1957, 1958, 1959, 1960, 1965, 1966, 1967. 1968, 1969, 1973, 1975; David 1955; Flanagan 1956; Fortune 1952; Hollobon 1970, 1971; Kaminker 1958; NATCO 1963; St. Andrew's College 1952; *The Globe and Mail* 1957, 1958; *The Ontario Intelligencer* 1958; The Scarborough Hospital 2016; *Toronto Star* 1966, 1968, 1970a, 1970b.

[32] The Scarborough Hospital 2016:7

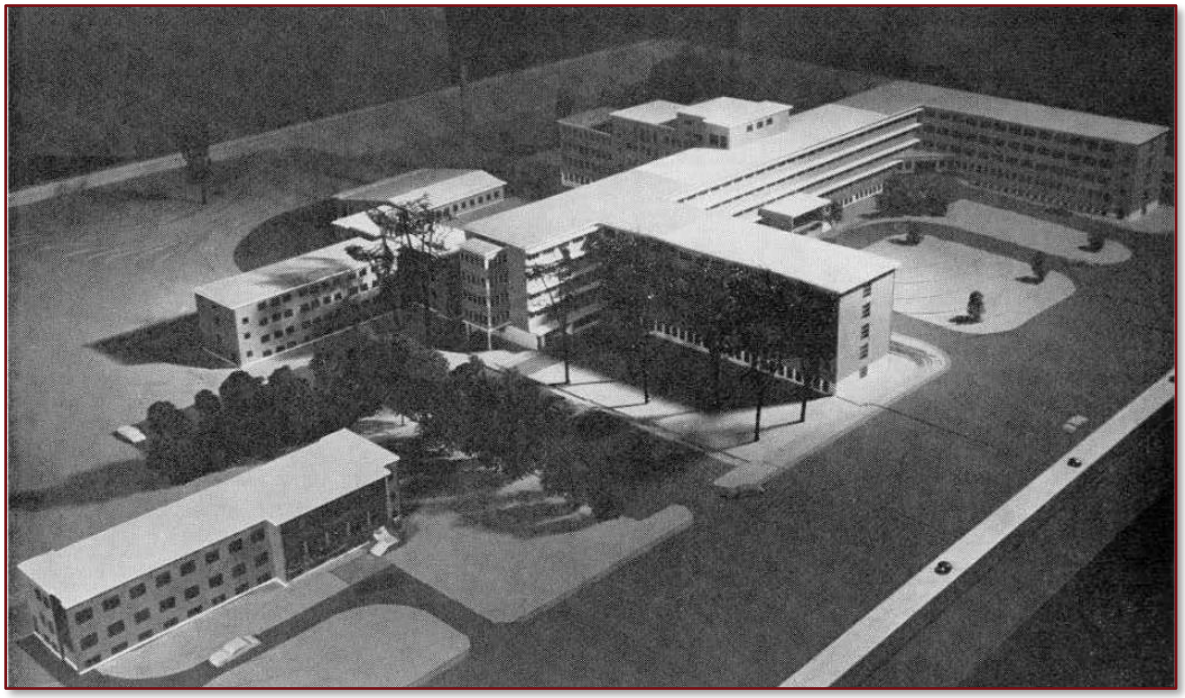
Scarborough General Overhead View of Model

Source: *Royal Architectural Institute of Canada,* 1958



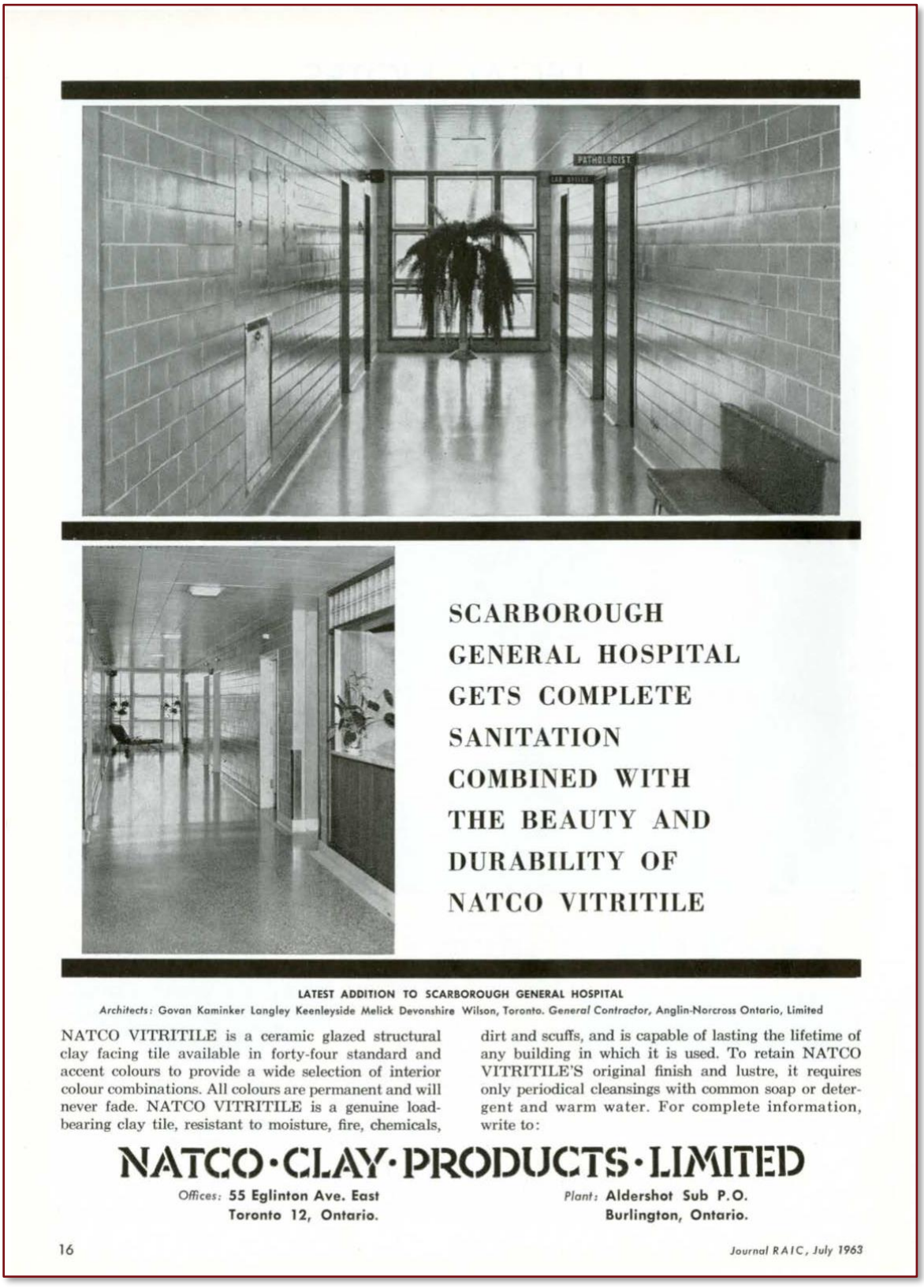
Scarborough General Hospital Oblique View of Model

Source: *Royal Architectural Institute of Canada,* 1958



NATCO Vitritile in in Scarborough General Hospital

Source: NATCO - *Royal Architectural Institute of Canada*, 1963



Scarborough General Addition

Source: *Toronto Star* – Toronto Public Library Digital Archives, 1966

Scarborough General Hospital, November 1955

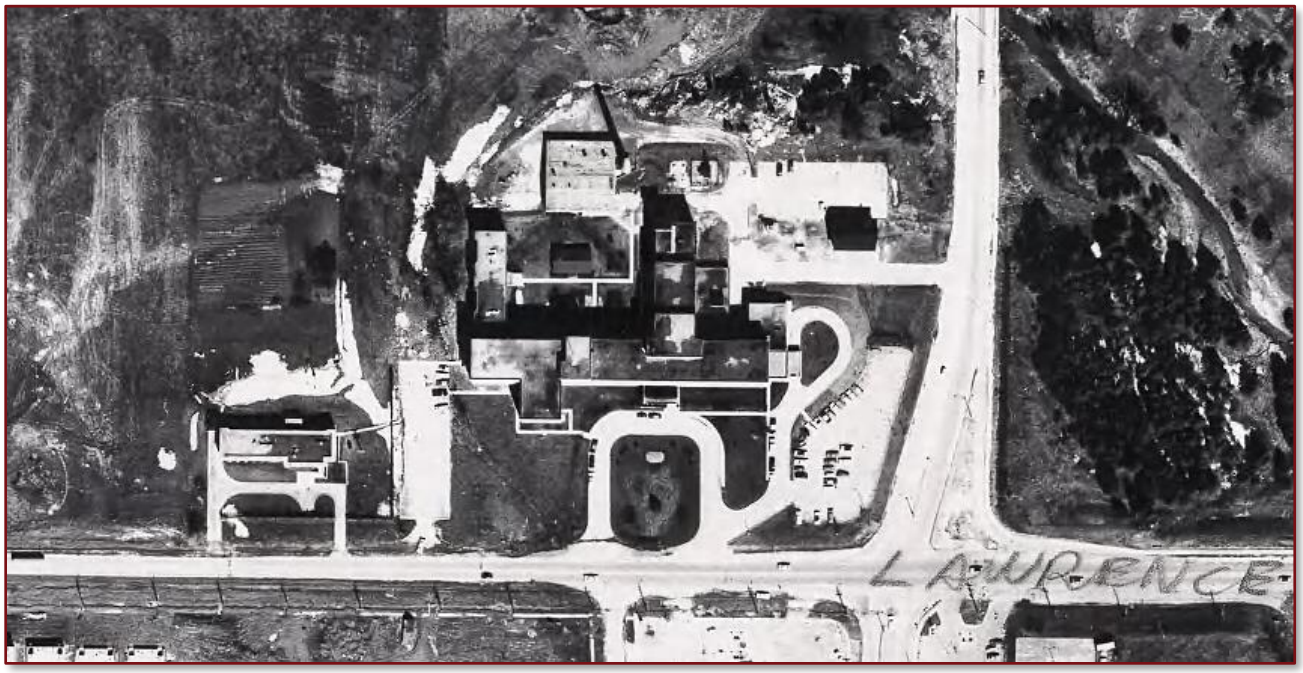
Source: Scarborough, Looking Back - Facebook, 1955

Scarborough General Hospital Footprint, 1956

Source: City of Toronto Archives

Scarborough General Hospital Footprint, 1960

Source: City of Toronto Archives

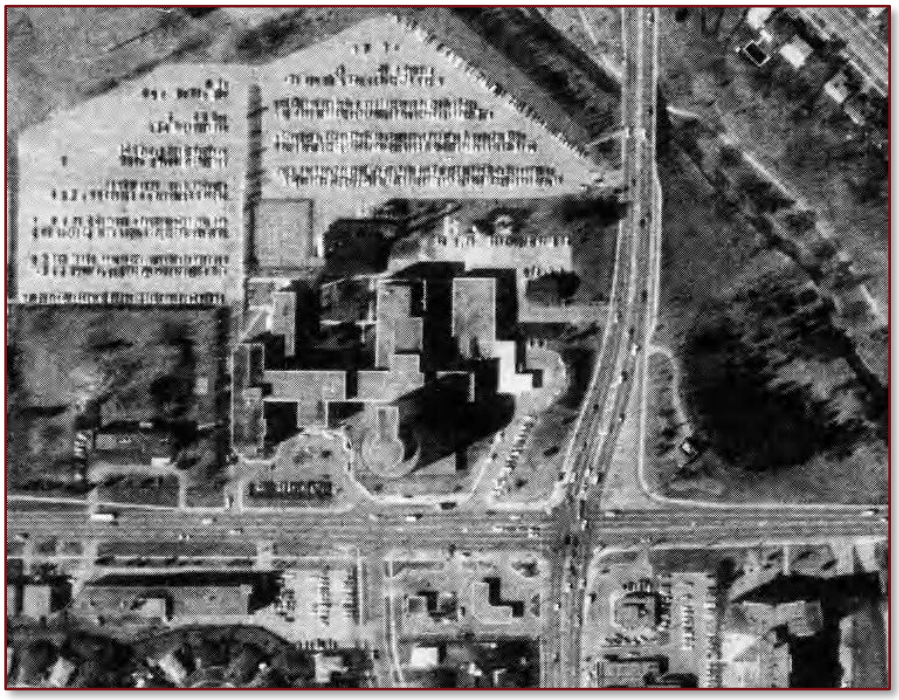


Scarborough General Hospital Footprint, 1970

Source: City of Toronto Archives

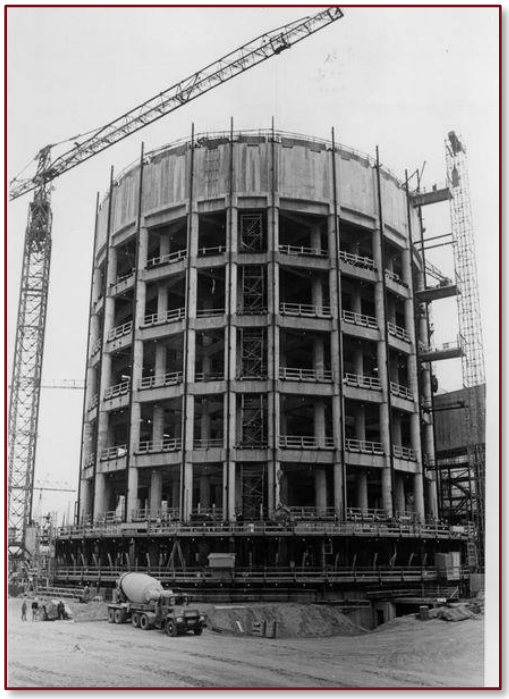
Scarborough General Hospital Footprint, 1975

Source: City of Toronto Archives



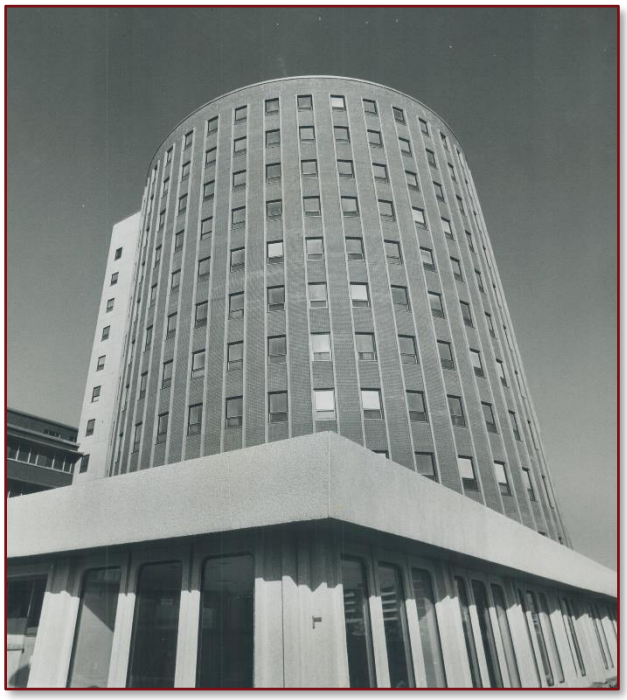
Addition to Scarborough General Hospital Under Construction

Source: Scarborough, Looking Back - Facebook, 1968



New addition to Scarborough General Hospital

Source: *Toronto Star* – Toronto Public Library Digital Archives, 1968



Ernest Ridout in 1952

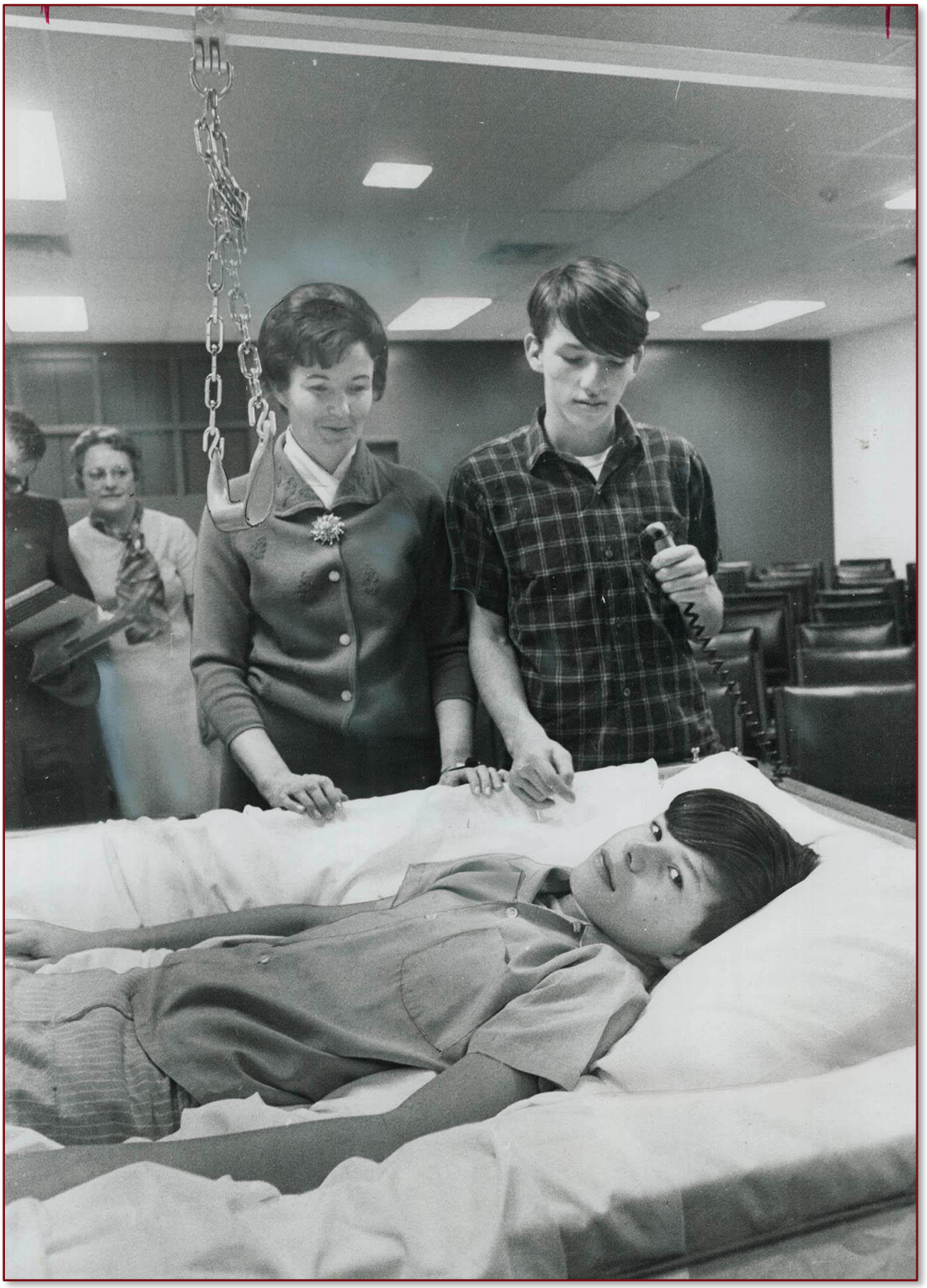
Source: *Fortune*

Recovering from Burns in Scarborough General Hospital

Source: *Toronto Star* – Toronto Public Library Digital Archives, 1970a

Trying the New Bed for Burn Victims

Source: *Toronto Star* – Toronto Public Library Digital Archives, 1970b



3051 Lawrence Avenue East (LAW-02)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	2002-2005	Bendale South

Description

The property at 3051 Lawrence Avenue East is the location of a former gas station. It still contains a one-storey utilitarian station building, signboard, pumps, and a steel canopy though all branding has been removed and the building is boarded up.

Historical Associations

This building is the third structure on the site. By 1960, a small building had been constructed along the southern border of this parcel and was replaced between 1970 and 1973 by an L-shaped building that was oriented toward the intersection of Lawrence Avenue East and McCowan Road. This second building was replaced by the current gas station between 2002 and 2005. The property is slated for potential redevelopment as the Lawrence and McCowan Station building and bus terminal as part of the Scarborough Subway Expansion. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Not identified	N/A

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1959, 1960, 1970, 1981, 1992; Google Earth 2002, 2005; Metrolinx 2022.

3091 Lawrence Avenue East (LAW-03)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1975-1977	Bendale South

Description

The property at 3091 Lawrence Avenue East contains a one-storey commercial building with a red-brown brick veneer and a flat roof. Featuring rounded corners and intermittent glazing, steel has been applied as accenting panels and for flashing. The vacant building is surrounded by hardscaping and enclosed by security fencing.

Historical Associations

This property had been used for commercial purposes since the post-Second World War period. A one-storey structure was constructed on the east end of the parcel in the late 1950s. It was replaced by the current commercial building between 1975 and 1977. Until recently, this building served as a branch of the Royal Bank of Canada. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Not identified	N/A

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1947, 1953, 1956, 1957, 1959, 1965, 1973, 1975, 1977, 1981.

3125 Lawrence Avenue East (LAW-04)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1963	Bendale South

Description

The property at 3125 Lawrence Avenue East contains a seven-storey mid-rise apartment block that forms a shallow Y-shape. It is clad primarily in reddish brown brick with white brick detailing and has a flat roof. Concrete stringcourses and steel plated balcony screens provide horizontality to this building. Although representative of the Mid-century style apartment design, it has modest and generic detailing which does not make it particularly notable. A central walkway connects the building to Lawrence Avenue East. Mature trees and greenery provide landscaping and buffering to the north side of the property.

Historical Associations

The building on this property was constructed on a previously undeveloped parcel that had once been agricultural land before the suburban development along Lawrence Avenue East and McCowan Road. As a mid-rise apartment building, it demonstrates the densification of the Lawrence Avenue East corridor in the 1960s. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Not identified	N/A

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1953, 1957, 1959, 1960, 1962, 1963, 1965.

634 McCowan Road (MCW-05)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1957-1959	Bendale South

Description

The property at 634 McCowan Road contains a one-storey bungalow clad in yellow brick with a hipped roof. The main (east) elevation contains an off-centre entrance covered with a low-pitch shed roof. A narrow carport with a shallow gable is located to the south while a picture window is located to the north. A yellow brick chimney projects from the southern roofline. A tree is located in front of the house and greenery borders the north, south, and part of the east boundaries of the property. A short driveway connects to McCowan Road.

Historical Associations

This building was constructed as part of the late 1950s suburbanization of Bendale South near Lawrence Avenue East and McCowan Road on former agricultural land. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Not identified	N/A

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1953, 1956, 1957, 1959, 1960.

636 McCowan Road (MCW-04)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1957-1959	Bendale South

Description

The property at 636 McCowan Road contains a one-storey L-shaped bungalow clad in red brick with a hipped roof. The main (east) elevation contains a centrally situated entrance flanked to the south by a single-bay garage and to the north by a bay window and lower basement windows. A red brick chimney projects from the roofline. Mature trees are located in front of the house and hedges border the northern property boundary. A short driveway connects to McCowan Road.

Historical Associations

This building was constructed as part of the late 1950s suburbanization of Bendale South near Lawrence Avenue East and McCowan Road on former agricultural land. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Not identified	N/A

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1953, 1956, 1957, 1959, 1960.

638 McCowan Road (MCW-03)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1957-1959	Bendale South

Description

The property at 638 McCowan Road contains a one-storey L-shaped bungalow clad in red brick with a hipped roof. The main (east) elevation contains a centrally situated main entrance with a modest porch and an awning. To the north, a picture window with a small centred sliding window is located above a narrow basement window. A single-bay carport is located to the south and a red brick chimney projects from the roofline. A short driveway connects to McCowan Road.

Historical Associations

This building was constructed as part of the late 1950s suburbanization of Bendale South near Lawrence Avenue East and McCowan Road on former agricultural land. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Not identified	N/A

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1953, 1956, 1957, 1959, 1960.

640 McCowan Road (MCW-02)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1957-1959	Bendale South

Description

The property at 640 McCowan Road contains a one-storey bungalow clad in yellow brick with a hipped roof. The main (east) elevation contains an asymmetrically situated entrance, flanked to the north by a shallow bay containing casement windows. On the north elevation, the house contains a side entrance via a small addition. A yellow brick chimney projects from the north roofline. A short driveway connects to McCowan Road.

Historical Associations

This building was constructed as part of the late 1950s suburbanization of Bendale South near Lawrence Avenue East and McCowan Road on former agricultural land. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Not identified	N/A

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1953, 1956, 1957, 1959, 1960.

642 McCowan Road (MCW-01)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1957-1959	Bendale South

Description

The property at 642 McCowan Road contains a one-storey bungalow clad in red brick and covered by a hipped roof. The main (east) elevation contains an off-centre entrance with a short flight of concrete steps. To the north, a shallow bay contains casement windows and, to the south is a single bay garage. The south elevation contains a side entrance and a red brick chimney projects from the south roofline. A short driveway connects to McCowan Road.

Historical Associations

This building was constructed as part of the late 1950s suburbanization of Bendale South near Lawrence Avenue East and McCowan Road on former agricultural land. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Not identified	N/A

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1953, 1956, 1957, 1959, 1960.

685 McCowan Road (MCW-06)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1957-59 (Northwest)/ 1959-60 (Southeast)	Bendale South

Description

The property at 685 McCowan Road contains a commercial plaza that is composed of white brick with glazing and tiling on the west (primary) elevation. Built in two sections (northwest and southeast), the building has an inverted canopy that extends across the south half of the east elevation while flat canopies cover a walkway on the north side of this elevation and on the north elevation. Features such as the ground floor full-height glazing, white brick, angled awnings, and upper storey banded windows reflect the mid-20th century design of the building. Hardscaping surrounds the building. Currently, the building is vacant and signboards have been removed. The property is bounded by metal security fencing.

Historical Associations

This building was constructed as part of the late 1950s suburbanization of Bendale South near Lawrence Avenue East and McCowan Road on former agricultural land. Until recently, this building contained commercial businesses including TD Canada Trust at the north end and a Shoppers Drug Mart at the south end. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Not identified	N/A

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1953, 1956, 1957, 1959, 1960, 1962.

705 McCowan Road (LAW-05)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	N/A	Woburn North

Description

The property at 705 McCowan Road contains Bendale Park. The park is approximately 3 ha (7.4 ac) and is situated on the northwest corner of McCowan Road and Lawrence Avenue East. It contains one single storey utility building in a separate parcel (see 705 McCowan Road; LAW-06). The park is predominately composed of wooded areas with a trail oriented along West Highland Creek which flows through the park in a southeasterly direction. West Highland Creek is a tributary of Highland Creek, that continues south of Lawrence Avenue East where it is met by Southwest Highland Creek, another tributary, before meandering northeasterly where it flows into the main branch of Highland Creek at Morningside Park. Highland Creek then flows into Lake Ontario at the east end of the Scarborough Bluffs.

The trail links up with the Gatineau Hydro Corridor trail on the west side of McCowan Road via a pathway underneath the McCowan Road bridge that is immediately north of the hospital. The trail also links to the east sidewalk along McCowan Road and southeasterly to Hague Park via a pathway under the Lawrence Avenue East bridge. A driveway located near the aforementioned intersection is accessible from McCowan Road. The Study Area only encroaches on a small portion of the property at the southwest corner.

Historical Associations

As Deputy Surveyor General of Upper Canada, American-born surveyor Augustus Jones surveyed and documented over 30 rivers and creeks that flowed in the lands of the Mississaugas of the Credit. A document that was drafted in 1796 lists the Mississauga names with English translations and meanings for these waterways. Highland Creek was identified on this list as *Yat-qui-ee-be-no-nick*, or "the first creek below the high land" and was translated as "creek comes out under high." The later renaming of this watercourse to Highland Creek may have been the result of Scottish settlement in the area.

The origins of Bendale Park likely dates to the post-Second World War when park space was designed as part of the suburban development of the Bendale Park neighbourhood. Prior to suburban development, the area was agricultural. Aerial photography from 1947, 1953, and 1956 show that this property was densely treed

with West Highland Creek flowing to the southeast, as it does today. To the northeast – and outside the current property boundary – a farmstead was located near what is today the intersection of Benorama Crescent and Benleigh Drive and appears to have had a pathway or laneway linking it to the north part of the present-day Bendale Park property.

The widening of Lawrence Avenue East in 1955-56, in response to suburban development pressures, encroached on the southern boundary of the property. The trees on the southwestern wedge appear to have been retained. By 1962, a laneway via McCowan Road was visible on the property and sidewalks had been developed along the southern and western borders. In 1967, the extant structure on the southwest corner of the property was under construction. Aerial photography between 1970 and 1973 shows the construction or expansion of the trail north of West Highland Creek that linked to the Gatineau Hydro Corridor to the northwest and Hague Park to the southeast.

Highland Creek has evolved in large part to due suburban expansion and encroachment. The creek once had a greater depth and in 1830, a 95-ton schooner traveled a mile north from the mouth of the creek at Lake Ontario. Twenty-three sawmills operated along Highland Creek by 1850. Sawn lumber was floated downstream to Lake Ontario where it was loaded on ships. By 1861, clear-cutting had rapidly depleted the local forests and fish spawning areas were destroyed by rotting wood and sawdust. Commercial fishing along the creek further depleted fish stocks.

Although the Don River is often characterized as "Toronto's River," only 58 percent of the watershed is located within the City of Toronto. As a contrast, 95 percent of Highland Creek's approximately 85 km watercourse is located within city boundaries. According to City of Toronto mapping, Bendale Park is considered part of the city's natural heritage system. Further historical associations are not known.

Tabor Hill Ossuary, located approximately one km east of Bendale Park, is an Indigenous burial site. Although outside the Study Area, this site suggests the historical usage of West Highland Creek by Indigenous peoples. Many archaeological sites have also been uncovered along Highland Creek.[33]

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Potential	CHL-01

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
Yes	Yes

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1947, 1953, 1956, 1957, 1960, 1962, 1963, 1965, 1966, 1967, 1970, 1973, 1975, 1981, 1992; DMD 1914; Jones 1796; Scarborough Historical Museum 1920; Shaul 2015; THA c. 2020; TRCA 2016.

[33] See Myrvold 1997 for more detailed summaries.

Dudley Loveless Fishing for Salmon on Highland Creek in Scarborough, 1920

Source: Scarborough Historical Museum – Virtual Museum Community Stories

705 McCowan Road (LAW-06)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1967	Woburn North

Description

The property at 705 McCowan Road is located at the northeast corner of the intersection of Lawrence Avenue East and McCowan Road and is part of Bendale Park. Likely used for hydroelectric purposes, this one-storey utility building is canted towards the intersection. It is clad in brown brick, stone veneer and has a simple mansard-style roof. It features two doors composed of painted wood that together form a chevron pattern. This centre opening is flanked by former window openings that have been screened with painted wood. Symmetrical doors and openings are located on the north and south elevations. Two park benches are located in front of the building and mature trees on its southwest corner provide shade. A chain-link fence is located on the east elevation and wraps around the northeast and southeast corners.

Historical Associations

The origins of Bendale Park date to the post-Second World War when park space was designed as part of the suburban development of the Bendale Park neighbourhood. Prior to suburban development, the area was agricultural. Aerial photography from 1947, 1953, and 1956 show that this property was densely treed with West Highland Creek flowing in a southeast direction, as it is today. To the northeast – and outside the current property boundary – a farmstead was located near what is today the intersection of Benorama Crescent and Benleigh Drive. It appears to have had a pathway or laneway linking it to the north part of the present-day Bendale Park property.

The widening of Lawrence Avenue East in 1955-56, in response to suburban development pressures, in this area encroached on the southern boundary of the property. The trees on the southwestern wedge appear to have been retained. By 1962, a laneway via McCowan Road was visible on the property and sidewalks had been developed along the southern and western borders. In 1967, the extant structure on the southwest corner of the property was under construction. Aerial photography between 1970 and 1973 shows the construction or expansion of the trail north of West Highland Creek that linked to the Gatineau Hydro Corridor to the northwest and Hague Park to the southeast. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Not identified	N/A

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
No	No

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1947, 1953, 1956, 1966, 1967, 1968.

14 Valparaiso Avenue (VAL-05)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1957-1959	Bendale South

Description

The property at 14 Valparaiso Avenue contains a one-storey bungalow clad in red brick with a hipped roof. The main (east) elevation contains a centrally situated main entrance, flanked to the south by a narrow carport with modest flat roof. To the north is a bay window. A side entrance is featured on the south elevation and is marked by a small wooden porch. A red brick chimney projects from the south roofline. A short driveway connects to Valparaiso Avenue.

Historical Associations

This building was constructed as part of the late 1950s suburbanization of Bendale South near Lawrence Avenue East and McCowan Road on former agricultural land. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Not identified	N/A

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1953, 1956, 1957, 1959, 1960.

15 Valparaiso Avenue (VAL-06)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1957-1959	Bendale South

Description

The property at 15 Valparaiso Avenue contains a one-storey L-shaped bungalow clad in red brick with a hipped roof. The main (west) elevation contains an asymmetrically situated entrance, highlighted by a small flat roof. To the north is a picture window, and to the south is a carport with a flat roof. A red brick chimney projects from the roofline. Greenery is located in front of the house and the lawn is contained by a modest wooden retaining wall. A short driveway connects to Valparaiso Avenue.

Historical Associations

This building was constructed as part of the late 1950s suburbanization of Bendale South near Lawrence Avenue East and McCowan Road on former agricultural land. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Potential	Potential	Potential	BHR-03

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
Yes	No

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1953, 1956, 1957, 1959, 1960.

16 Valparaiso Avenue (VAL-04)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1957-1959	Bendale South

Description

The property at 16 Valparaiso Avenue contains a one-storey bungalow clad in yellow brick with a hipped roof. The main (east) elevation contains an entrance flanked to the north by a picture window and to the south by a modest car port with a flat roof. A side entrance highlighted by a modest wood porch is accessible from the south elevation and a brick chimney projects from the south roofline. Stepped wood fencing lines the south border of the property. A short driveway connects to Valparaiso Avenue.

Historical Associations

This building was constructed as part of the late 1950s suburbanization of Bendale South near Lawrence Avenue East and McCowan Road on former agricultural land. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Not identified	N/A

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1953, 1956, 1957, 1959, 1960.

17 Valparaiso Avenue (VAL-07)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1957-1959	Bendale South

Description

The property at 17 Valparaiso Avenue contains a one-storey bungalow clad in yellow brick with a hipped roof. The main (west) elevation contains a centrally situated entrance, a porch with an awning and casement windows with shutters. A carport with a flat roof supported by posts on brick-clad concrete piers is located south of the entrance. Hedges line the north and west borders of the property while greenery lines the south border. A short driveway connects to Valparaiso Avenue.

Historical Associations

This building was constructed as part of the late 1950s suburbanization of Bendale South near Lawrence Avenue East and McCowan Road on former agricultural land. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Not identified	N/A

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1953, 1956, 1957, 1959, 1960.

18 Valparaiso Avenue (VAL-03)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1957-1959	Bendale South

Description

The property at 18 Valparaiso Avenue contains a one-storey bungalow clad in red brick with a hipped roof. The main (east) elevation contains an asymmetrically situated entrance, flanked to the north by a picture window. A narrow carport has a modest shed roof supported by posts and brick piers. A side entrance accessible from the south elevation. A short driveway connects to Valparaiso Avenue.

Historical Associations

This building was constructed as part of the late 1950s suburbanization of Bendale South near Lawrence Avenue East and McCowan Road on former agricultural land. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Not identified	N/A

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1953, 1956, 1957, 1959, 1960.

19 Valparaiso Avenue (VAL-08)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1957-1959	Bendale South

Description

The property at 19 Valparaiso Avenue contains a one-storey bungalow clad in red brick with a hipped roof. The main (west) elevation contains a centrally situated entrance, north of a single-bay attached garage. A shallow bay window projects to the left of the entrance. The south elevation contains a side entrance and a red brick chimney projects from the south roofline. A low concrete retaining wall separates the property from the sidewalk. A short driveway connects to Valparaiso Avenue.

Historical Associations

This building was constructed as part of the late 1950s suburbanization of Bendale South near Lawrence Avenue East and McCowan Road on former agricultural land. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Not identified	N/A

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1953, 1956, 1957, 1959, 1960.

20 Valparaiso Avenue (VAL-02)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1957-1959	Bendale South

Description

The property at 20 Valparaiso Avenue contains a one-storey L-shaped bungalow clad in yellow brick with a hipped roof. The main (east) features a picture window with sliders and in-line basement windows. A decorative stone veneer has been applied to the foundation and between the main floor and basement glazing. The main entrance is situated on the south elevation and is accessed by concrete steps. A chimney, clad in a decorative stone veneer rises above the northern roofline. A short driveway connects to Valparaiso Avenue.

Historical Associations

This building was constructed as part of the late 1950s suburbanization of Bendale South near Lawrence Avenue East and McCowan Road on former agricultural land. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Not identified	N/A

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1953, 1956, 1957, 1959, 1960.

21 Valparaiso Avenue (VAL-09)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1957-1959	Bendale South

Description

The property at 21 Valparaiso Avenue contains a one-storey bungalow clad in yellow brick with a hipped roof. The main (west) elevation features a centrally situated entrance, to the north of a recessed carport. Both the entrance and the carport are sheltered by a shed roof that is supported by painted stone piers and posts. A large picture window is located to the left of the entrance. The south elevation contains a side entrance accessible via wooden steps and a yellow brick chimney projects from the south roofline. The front of the property is landscaped with various hedges and a short driveway connects to Valparaiso Avenue.

Historical Associations

This building was constructed as part of the late 1950s suburbanization of Bendale South near Lawrence Avenue East and McCowan Road on former agricultural land. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Not identified	N/A

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1953, 1956, 1957, 1959, 1960.

22 Valparaiso Avenue (VAL-01)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1957-1959	Bendale South

Description

The property at 22 Valparaiso Avenue contains a one-storey L-shaped bungalow clad in red brick with a hipped roof. The main (east) elevation contains a recessed entrance with a covered foyer and concrete steps. To the left of the main entrance is a recessed single-bay garage and a door that accesses the garage. A centrally situated picture window, above narrow basement windows, is located on the east elevation. Decorative masonry veneer separated these levels. A red brick chimney projects from the north roofline. The property is carefully landscaped and a low, wooden retaining wall separates the property from the sidewalk. A short driveway connects to Valparaiso Avenue.

Historical Associations

This building was constructed as part of the late 1950s suburbanization of Bendale South near Lawrence Avenue East and McCowan Road on former agricultural land. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Not identified	N/A

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

Sources: City of Toronto Archives 1953, 1956, 1957, 1959, 1960.

23 Valparaiso Avenue (VAL-10)

Secondary Address(es): None

Property Information

Designation/Listing Status	Period of Construction	Neighbourhood
None	1957-1959	Bendale South

Description

The property at 23 Valparaiso Avenue contains a one-storey bungalow clad in red brick with a hipped roof. The main (west) elevation features a recessed entrance with a sidelight and transom and concrete steps. Decorative iron railings support the roof at this section. To the north of the main entrance is a picture window with sliders below. The property does not contain a garage but a laneway is located along the south elevation of the house. A red brick chimney projects from the north roofline. A large tree is located in the garden near the main entrance and provides substantial shade to the property. To the north, a wooden fence divides the property from 3051 Lawrence Avenue East (LAW-02). A short driveway connects to Valparaiso Avenue.

Historical Associations

This building was constructed as part of the late 1950s suburbanization of Bendale South near Lawrence Avenue East and McCowan Road on former agricultural land. Further historical associations are not known.

Preliminary Heritage Evaluation (Values)

Design/Physical	Historical/Associative	Contextual	BHR/CHL #
Not identified	Not identified	Not identified	N/A

Preliminary Impact Assessment

Preliminary HIA Completed	Mitigation Required
No	N/A

Potential Cultural Heritage Value or Interest

The City of Toronto has not identified the property as having potential or confirmed CHVI.

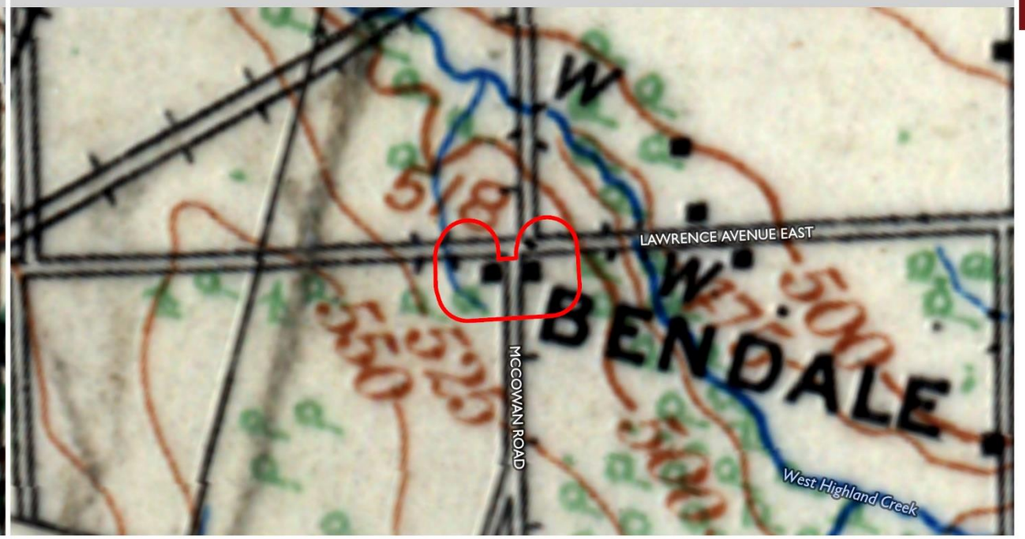
Sources: City of Toronto Archives 1953, 1956, 1957, 1959, 1960.

APPENDIX C: PROPERTY HISTORIC AERIAL PHOTOGRAPHS

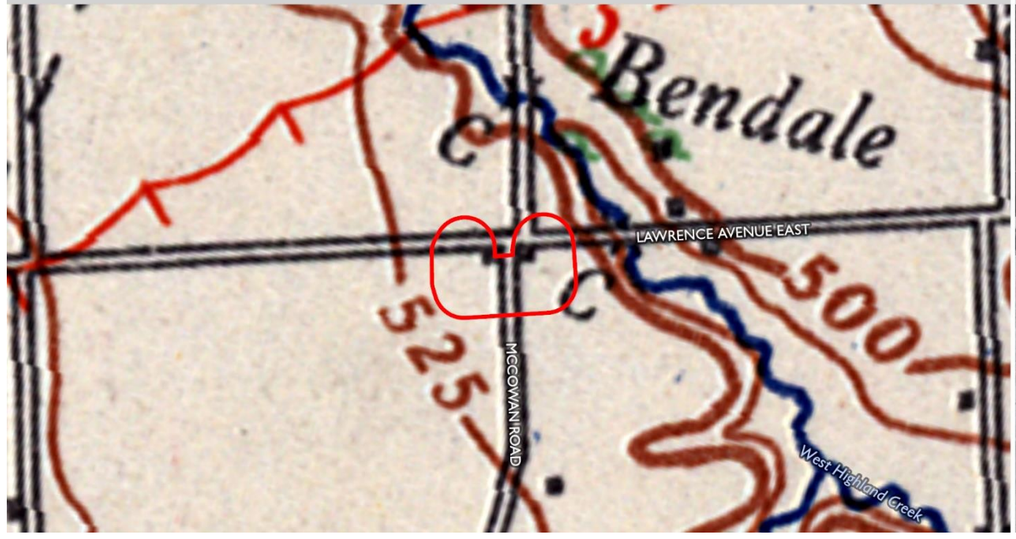
HISTORIC TOPOGRAPHIC MAPS AND AERIAL PHOTOGRAPH

1913 TOPOGRAPHIC MAP
DEPARTMENT OF MILITIA AND DEFENCE

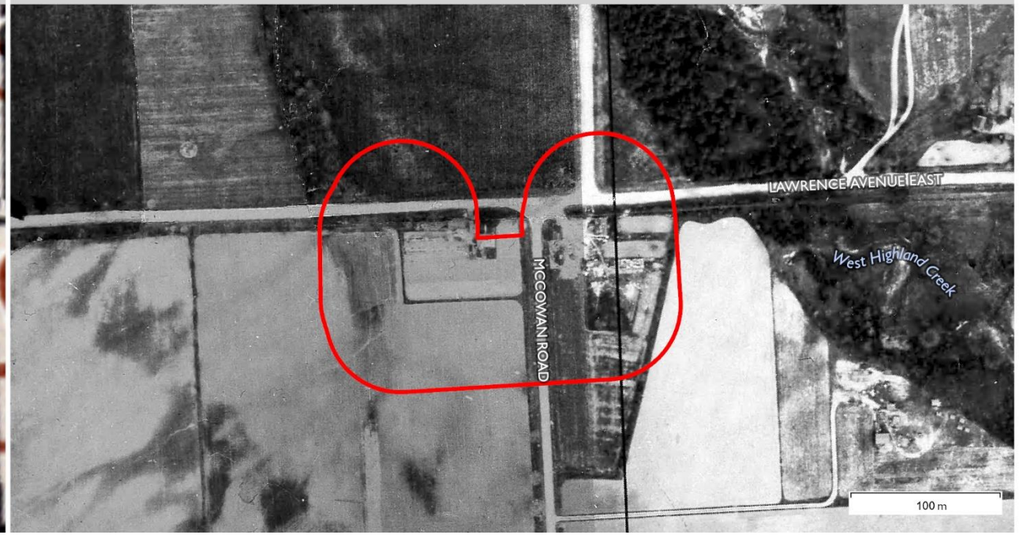
1930 TOPOGRAPHIC MAP
DEPARTMENT OF NATIONAL DEFENCE



1943 TOPOGRAPHIC MAP
DEPARTMENT OF NATIONAL DEFENCE



1947
CITY OF TORONTO ORTHOPHOTOGRAPHY



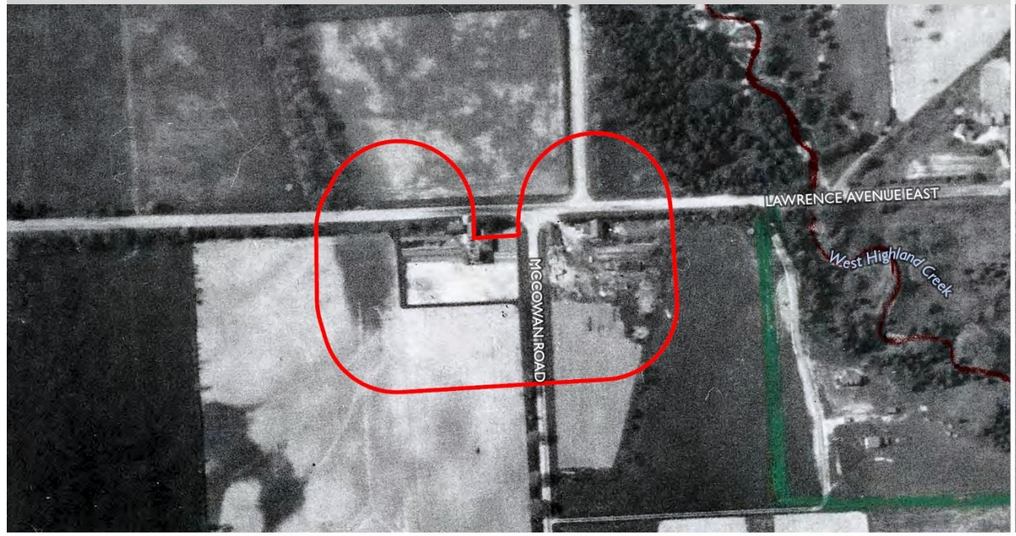
Project Area

500 m

Prepared by AST 2023-05-24

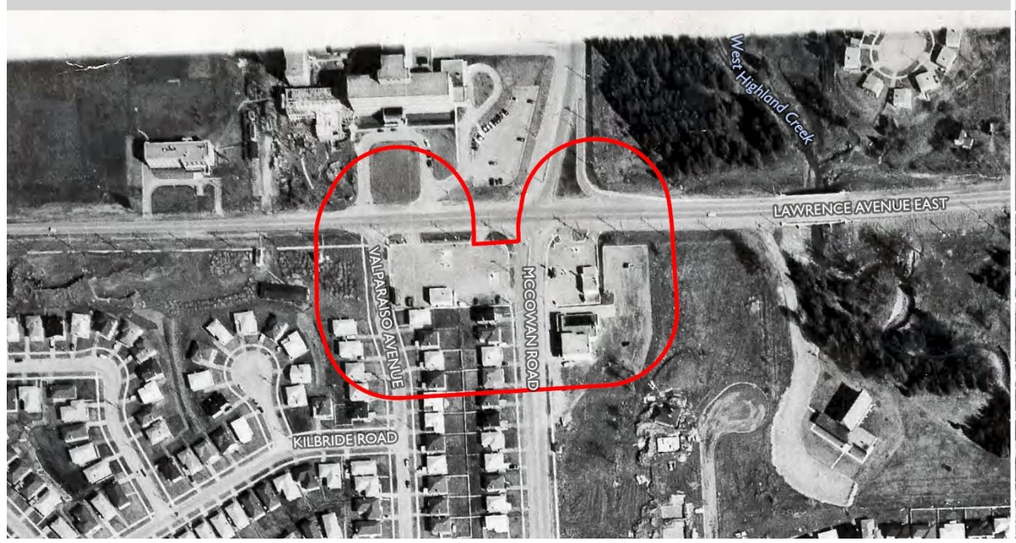
AERIAL PHOTOGRAPHS

1953
CITY OF TORONTO ORTHOPHOTOGRAPHY

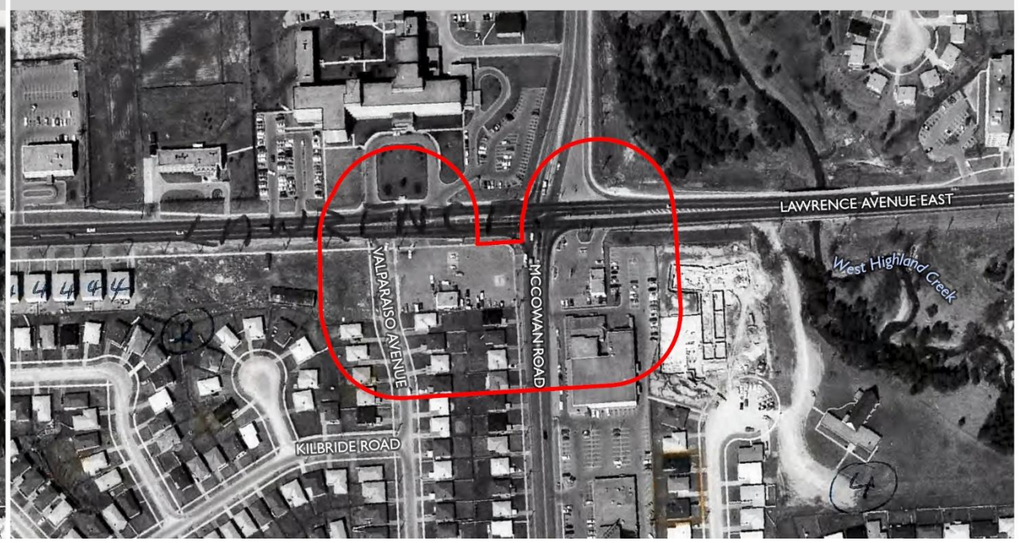


1956
CITY OF TORONTO ORTHOPHOTOGRAPHY

1959
CITY OF TORONTO ORTHOPHOTOGRAPHY



1963
CITY OF TORONTO ORTHOPHOTOGRAPHY



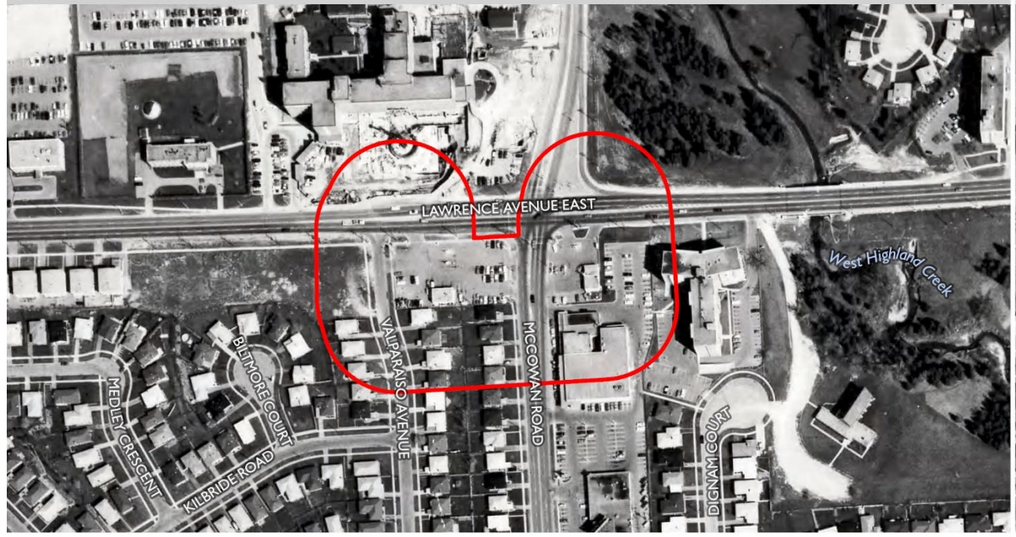
Project Area

100 m

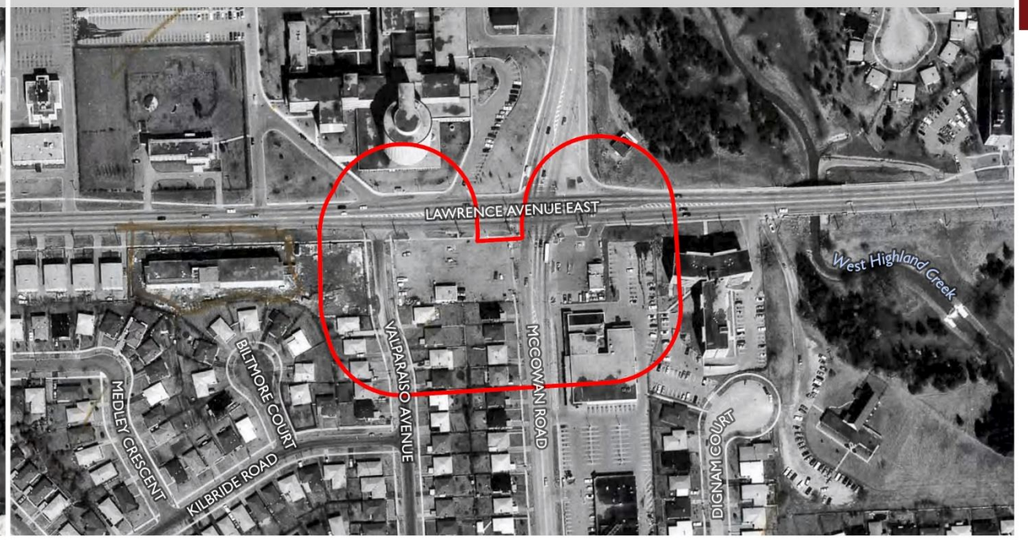
Prepared by AST 2023-05-24
Contains information licenced under the Open Government Licence - Canada and the Open Government Licence - Ontario

AERIAL PHOTOGRAPHS

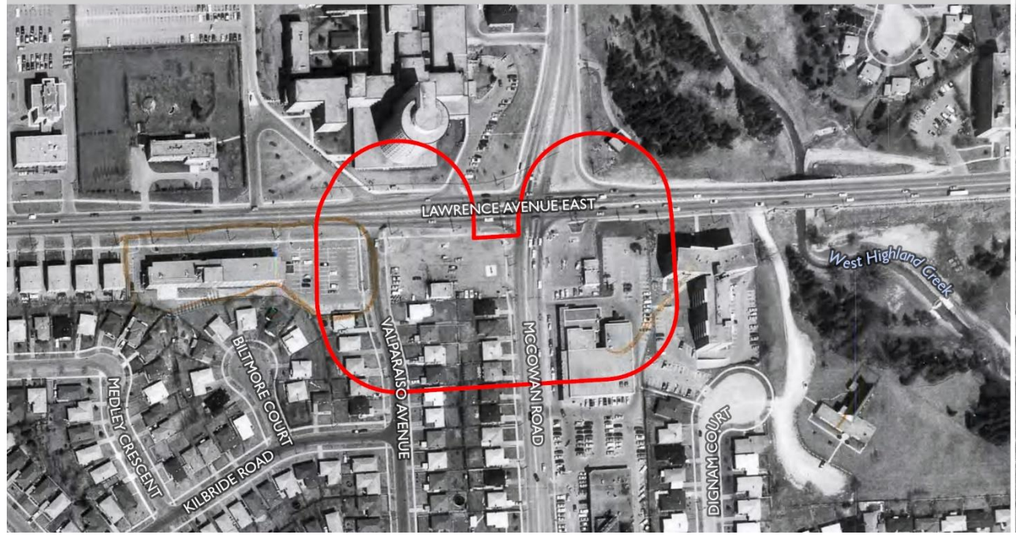
1966
CITY OF TORONTO ORTHOPHOTOGRAPHY



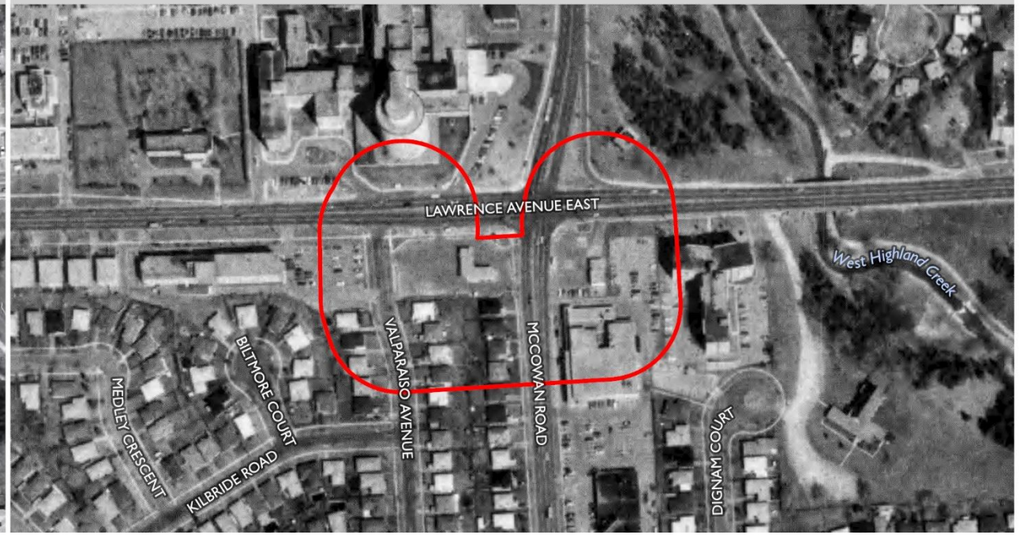
1969
CITY OF TORONTO ORTHOPHOTOGRAPHY



1970
CITY OF TORONTO ORTHOPHOTOGRAPHY



1975
CITY OF TORONTO ORTHOPHOTOGRAPHY



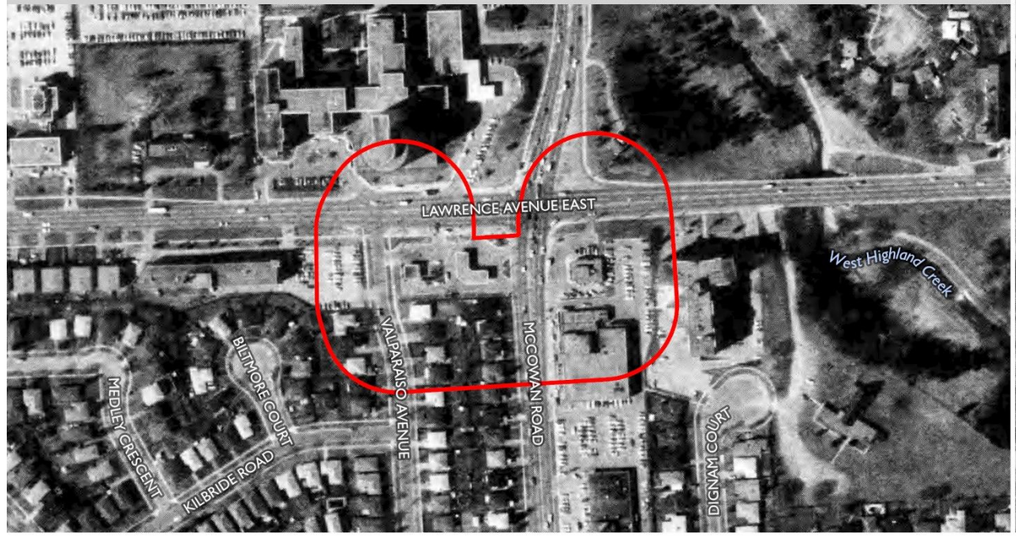
Project Area

100 m

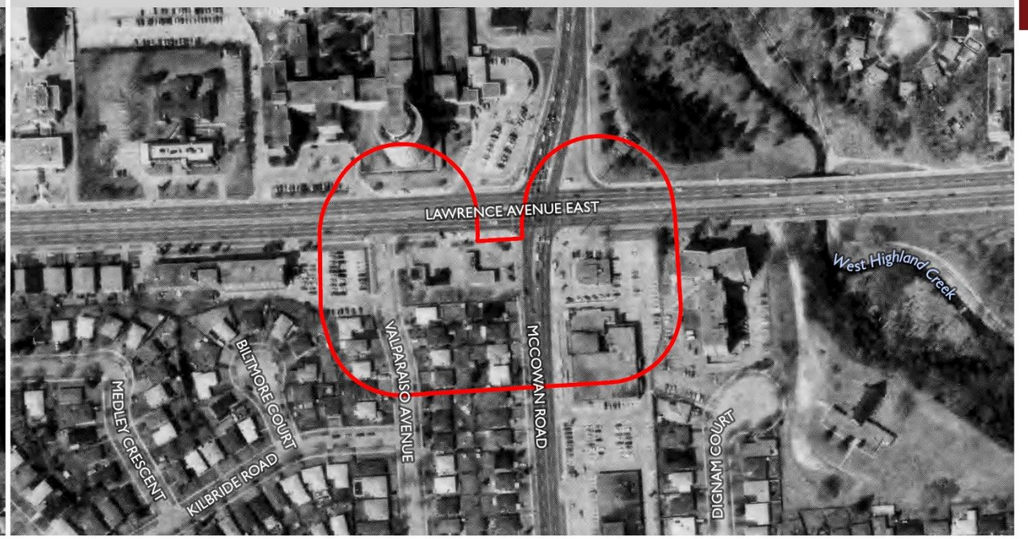
Prepared by AST 2023-05-24

AERIAL PHOTOGRAPHS

1981
CITY OF TORONTO ORTHOPHOTOGRAPHY

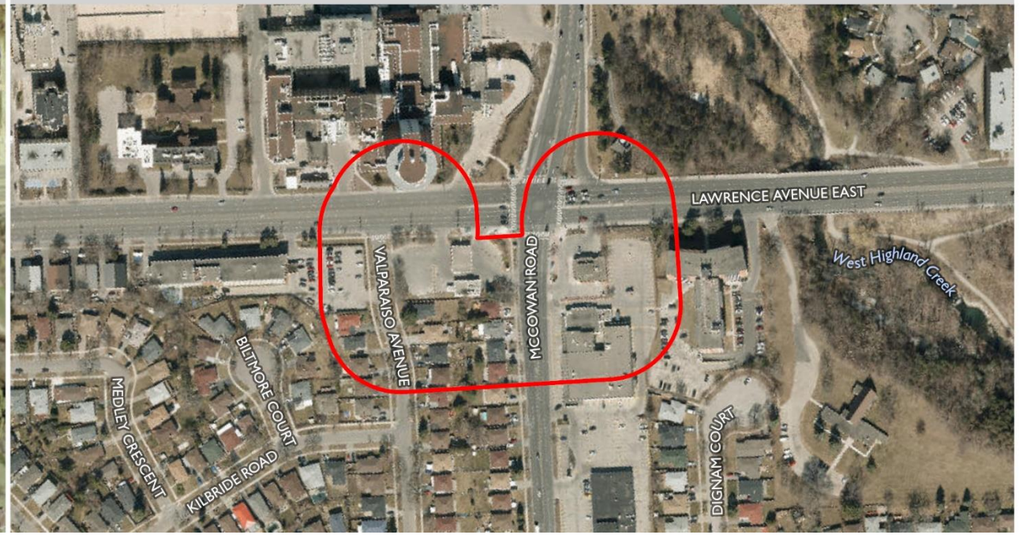


1992
CITY OF TORONTO ORTHOPHOTOGRAPHY



2005
CITY OF TORONTO ORTHOPHOTOGRAPHY

2021
CITY OF TORONTO ORTHOPHOTOGRAPHY



Project Area

100 m

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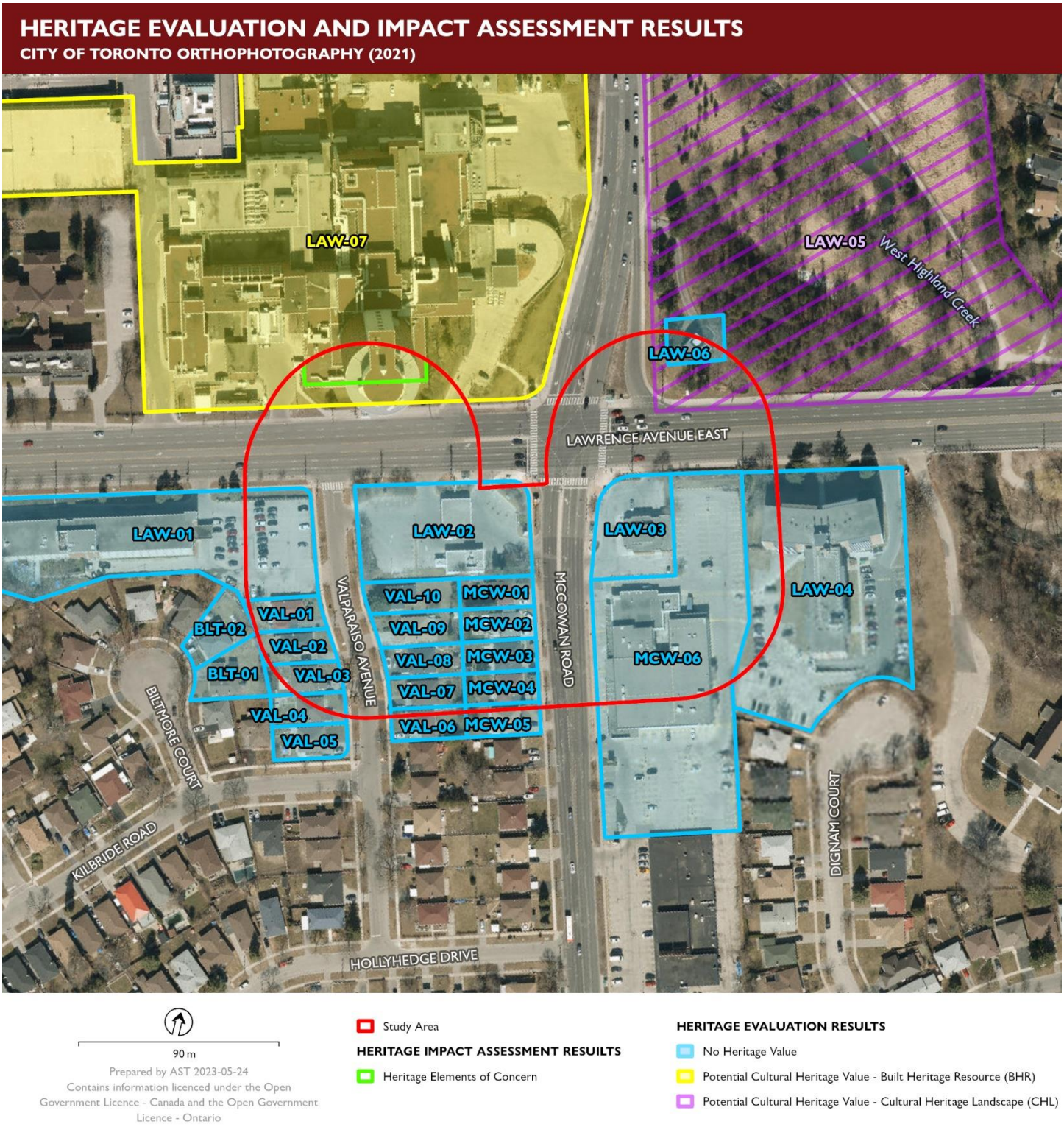
APPENDIX D: HERITAGE EVALUATION AND IMPACT ASSESSMENT RESULTS MAP

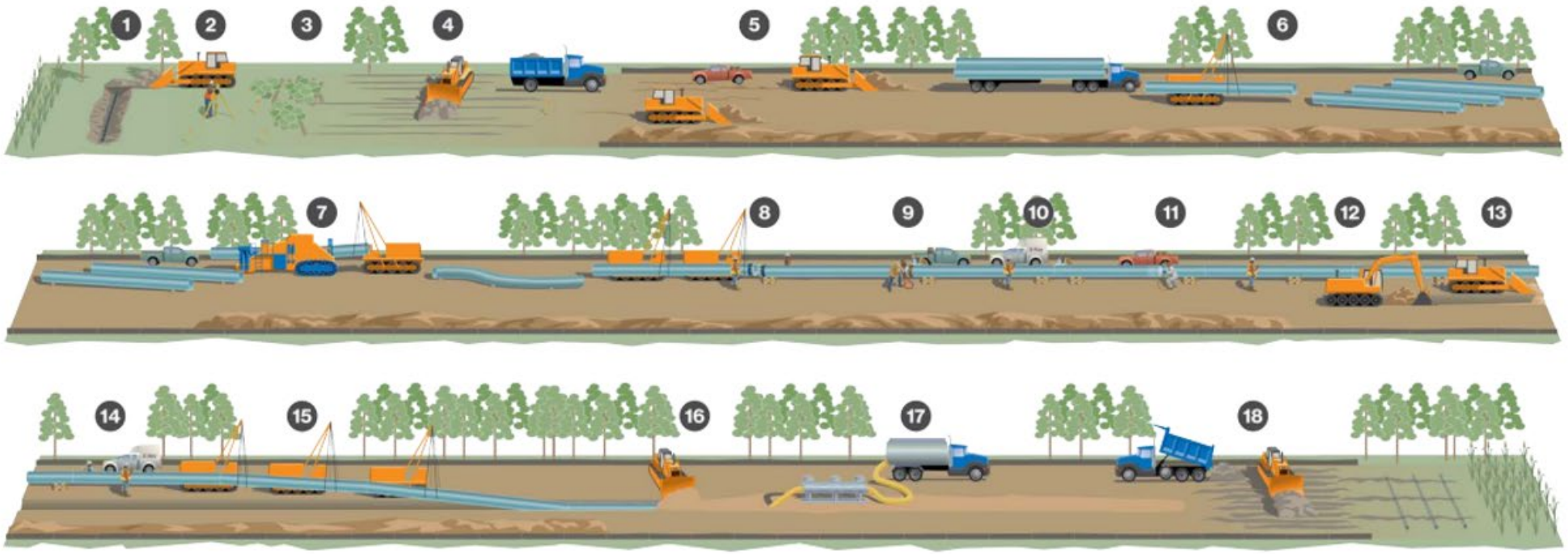
areas


HERITAGE EVALUATION AND IMPACT ASSESSMENT RESULTS
CITY OF TORONTO ORTHOPHOTOGRAPHY (2021)
LAW-07
LAW-05
West Highland Creek
LAW-06
LAWRENCE AVENUE EAST
LAW-01
LAW-02
LAW-03
LAW-04
VAL-10
MCW-01
VAL-09
MCW-02
VAL-08
MCW-03
VAL-07
MCW-04
VAL-06
MCW-05
MCW-06
VAL-01
VAL-02
VAL-03
VAL-04
VAL-05
BLT-02
BLT-01
VALPARAISO AVENUE
MCGOWAN ROAD
BILTMORE COURT
KILBRIDE ROAD
HOLLYHEDGE DRIVE
DIGNAM COURT
90 m
Prepared by AST 2023-05-24
Contains information licenced under the Open Government Licence - Canada and the Open Government Licence - Ontario
Study Area
HERITAGE IMPACT ASSESSMENT RESUILTS
Heritage Elements of Concern
HERITAGE EVALUATION RESULTS
No Heritage Value
Potential Cultural Heritage Value - Built Heritage Resource (BHR)
Potential Cultural Heritage Value - Cultural Heritage Landscape (CHL)

Appendix C

Typical Pipeline Construction Sequence

Constructing an Enbridge Gas Pipeline



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

Appendix D

Contact List

Surname	First Name	Organization	Department	Title/Role	Address	City/Town, Province	Postal Code	Telephone	E-Mail
Indigenous Communities									
		Alderville First Nation		Consultation Coordinator					consultation@alderville.ca
		Beausoleil (Chimnissing) First Nation							consultation@chimnissing.ca
Charles	Natasha	Chippewas of Georgina Island First Nation		Community Consultation and Assistant					natasha.charles@georginaisland.com
		Chippewas of Rama First Nation		Community Consultation					consultation@ramafirstnation.ca
McLellan	Tiffany	Curve Lake First Nation		Archaeological Program Administrator					tiffanym@curvelake.ca
Cowie	Tom	Hiawatha FirstNation		Lands Resource Consutlation					tcowie@hiawathafn.ca
Shrubsole	Samantha	Mississauga's of Scugog Island First Nation		Consultation Advisory					consultation@scugogfirstnation.com
Laforme	Adam	Mississauga's of the Credit First Nation		Archaeology Operations Supervisor					adam.laforme@mncfn.ca
Federal Elected Officials									
Zahid	Salma	Government of Canada	Scarborough Centre (Electoral District)	Member of Parliament	2155 Lawrence Avenue East Unit 5	Scarborough, ON	M1R 5G9	416-752-2358	salma.zahid@parl.gc.ca
Provincial Elected Officials									
Smith	David	Government of Ontario	Scarborough Centre (Electoral District)	Member of Provincial Parliament	2063 Lawrence Ave. E	Scarborough, ON	M1R 2Z4	416-615-2183	david.smith1@pc.ola.org
Provincial Agencies									
Lim	Justin	Toronto and Region Conservation Authority (TRCA)	Development and Planning Ward 21 Toronto-Scarborough	Planner	101 Exchange Ave	Vaughan, Ontario	L4K 5R6	437-880-2134	justin.lim@trca.ca

Surname	First Name	Organization	Department	Title/Role	Address	City/Town, Province	Postal Code	Telephone	E-Mail
Harris	Maya	Ministry of Municipal Affairs and Housing	Community Planning and Development (East), Central Municipal Services Office	Manager	13th Floor, 777 Bay Street	Toronto, ON	M5G 2E5	437-776-8447	maya.harris@ontario.ca
Simard	Julie	Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMNRF)	Aurora District	Supervisor	50 Bloomington Road	Aurora, ON	L4G 0L8	705-761-9364	julie.simard@ontario.ca
Greene	Robert	Ministry of the Solicitor General		Director	25 Grosvenor Street, 13th Flr	Toronto, ON	M7A 1Y6	416-277-2370	robert.greene@ontario.ca
Minkin	Dan	Ministry of Citizenship and Multiculteralism (MCM)	Heritage Planning Unit Programs and Services Branch		400 University Ave, 5th Floor	Toronto, ON	M7A 2R9	416-786-7553	dan.minkin@ontario.ca
		Infrastructure Ontario	Notice Review						noticereview@infrastructureontario.ca
Ontario Pipeline Coordinating Committee (OPCC)									
Crnojacki	Zora	Ontario Pipeline Coordinating Committee	Ontario Energy Board (OEB)	OPCC Chair	P.O. Box 2319, 2300 Yonge Street, 26th Floor	Toronto, ON	M4P 1E4	416-440-8104	Zora.Crnojacki@oeb.ca
Geerts	Helma	Ontario Pipeline Coordinating Committee	Ministry of Agriculture and Food, Ministry of Rural Affairs (OMAFRA)	Land Use Policy & Stewardship, Policy Advisor	1 Stone Road West, 3rd Floor SE	Guelph, ON	N1G 4Y2	519-546-7423	Helma.Geerts@ontario.ca
Barboza	Karla	Ontario Pipeline Coordinating Committee	Ministry of Citizenship and Multiculturalism	Team Lead, Heritage Planning Unit, Programs and Services Branch	400 University Avenue, 5th Floor	Toronto, ON	M7A 2R9	416-660-1027	karla.barboza@ontario.ca

Surname	First Name	Organization	Department	Title/Role	Address	City/Town, Province	Postal Code	Telephone	E-Mail
Difabio	Tony	Ontario Pipeline Coordinating Committee	Ministry of Transportation (MTO)	Team Lead, Operations Division, Corridor Management	301 St. Paul Street West	St Catharines	L2R 7R4	365-336-2136	Tony.DiFabio@ontario.ca
Johnston	Keith	Ontario Pipeline Coordinating Committee	Ministry of Northern Development, Mines, Natural Resources and Forestry	Environmental Planning Team Lead, Strategic and Indigenous Policy Branch	99 Wellesley Street West	Toronto, ON	M7A 1W3	705-313-6960	keith.johnston@ontario.ca
Harris	Maya	Ontario Pipeline Coordinating Committee	Ministry of Municipal Affairs and Housing (MMAH) - Central Municipal Services Office	Manager, Community Planning/Development - East	777 Bay Street, 13th Floor	Toronto, ON	M5G 2E5	416-585-6063	maya.harris@ontario.ca
Elms	Michael	Ontario Pipeline Coordinating Committee	Ministry of Municipal Affairs and Housing (MMAH) - Eastern Municipal Services Office	Manager, Community Planning and Development	8 Estate Lane, Rockwood House	Kingston, ON	K7M 9A8	613-545-2132	michael.elms@ontario.ca
Schulte-Hostedde	Bridget	Ontario Pipeline Coordinating Committee	Ministry of Municipal Affairs and Housing (MMAH) - Municipal Services Office - North (Sudbury)	Regional Director (Sudbury, Thunder Bay - Acting)	Suite 401, 159 Cedar St (Sudbury) Suite 223, 435 James St S (Thunder Bay)	Sudbury, ON Thunder Bay, ON	P3E 6A5 P7E 6S7	705-564-6858 807-475-1187	bridget.schulte-hostedde@ontario.ca
Potter	Katy	Ontario Pipeline Coordinating Committee	Ministry of Environment, Conservation and Parks (MECP)	Supervisor (Acting)	135 St Clair Avenue West, 7th Floor	Toronto, ON	M4V 1P5	416-804-2793	katy.potter@ontario.ca

Surname	First Name	Organization	Department	Title/Role	Address	City/Town, Province	Postal Code	Telephone	E-Mail
Moulton	Jennifer	Ontario Pipeline Coordinating Committee	Ministry of Environment, Conservation and Parks (Source Protection Program Branch)	Manager (Acting)	14th Flr, 40 St Clair Ave W	Toronto, ON	M4V 1M2	519-860-7851	sourceprotectionscreening@ontario.ca
Gibson	Amy	Ontario Pipeline Coordinating Committee	Ministry of Energy	Manager	6th Flr, 77 Grenville St	Toronto, ON	M7A 1B3	416-315-8641	amy.gibson@ontario.ca
Ostrowka	Cory	Ontario Pipeline Coordinating Committee	Infrastructure Ontario	Environmental Specialist	1 Dundas Street West, Suite 2000	Toronto, ON	M5G 1Z3	416-212-6976	cory.ostrowka@infrastructureontario.ca
Highfield	Gary	Not on OPCC - Interim contact until new TSSA rep is assigned	Technical Standards and Safety Authority (TSSA)	Engineering Manager, Fuels					ghighfield@tssa.org
Municipal Elected Officials and Agencies									
Thompson	Michael	City of Toronto	City Council	Ward 21 Councillor	100 Queen Street West, Suite B31	Toronto, ON	M5H 2N2	416-397-9274	councillor_thompson@toronto.ca
		City of Toronto	City Council	Mayor	City Hall, 2nd Floor, 100 Queen St W	Toronto, ON	M5H 2N2	416-397-2489	mayorto@toronto.ca
Ashby	Renrick	City of Toronto	Planning	Manager	100 Queen St. W	Toronto, ON	M5H 2N2	416-396-7022	Renrick.Ashby@toronto.ca
Caldwell	Emily	City of Toronto	Planning	Senior Planner	100 Queen St. W	Toronto, ON	M5H 2N2	416-396-4972	Emily.Caldwell@toronto.ca
Dynes	Kelly	City of Toronto	Planning	Senior Planner	100 Queen St. W	Toronto, ON	M5H 2N2	416-396-4250	Kelly.Dynes@toronto.ca
Mills (Midland)	Mark	City of Toronto	Roads and Operations Maitenance Area 1	Manager	100 Queen St. W	Toronto, ON	M5H 2N2	416-392-1162	Mark.Mills@toronto.ca
Gray	Barbara	City of Toronto	Transportation Services	General Manager	100 Queen St. W	Toronto, ON	M5H 2N2	416-392-8431	Barbara.Gray@toronto.ca
Modafferi	Maggie	City of Toronto	Transportation Services	Administrative Assistant	100 Queen St. W	Toronto, ON	M5H 2N2	416-394-8222	Maggie.Modafferi@toronto.ca
Antony	Cynthia	City of Toronto	Transportation Services	Administrative Assistant	100 Queen St. W	Toronto, ON	M5H 2N2	416-397-1646	Cynthia.Antony@toronto.ca
Keliher	Matt	City of Toronto	Solid Waste Management Services	General Manager	100 Queen St. W	Toronto, ON	M5H 2N2	416-392-4715	Matt.Keliher@toronto.ca

Surname	First Name	Organization	Department	Title/Role	Address	City/Town, Province	Postal Code	Telephone	E-Mail
Starr	Lynette	City of Toronto	Solid Waste Management Services	Administrative Assistant	100 Queen St. W	Toronto, ON	M5H 2N2	416-397-9575	Lynette.Starr@toronto.ca
Schwerdtfeger	Tom	City of Toronto	Transportation Planning Section	Program Manager, Transit Implementation Unit	100 Queen Street West	Toronto, ON	M5H 2N2	647-888-0896	Thomas.Schwerdtfeger@toronto.ca
Elvidge	John	City of Toronto		City Clerk	2 Hobson Ave	North York, ON	M4A 1Y2	416-392-8016	clerk@toronto.ca
		City of Toronto	Infrastructure Coordination Unit						icu@toronto.ca.
Chawla	Bikram	City of Toronto	Paramedic Services	Chief (Acting)	4330 Dufferin St.	Toronto, ON	M3H 5R9	416-392-2815	Bikram.Chawla@toronto.ca
Patterson	Lee	City of Toronto	Paramedic Services	Administrative Assistant	4330 Dufferin St.	Toronto, ON	M3H 5R9	416-392-2209	Lee.Patterson@toronto.ca
		Toronto Police Service	41 Division		2222 Eglinton Av. E	Toronto, ON	M1K 2M2	416-808-4100	41division@torontopolice.on.ca
		City of Toronto	Toronto Fire Station 232	Office of the Fire Chief General Email	1550 Midland Ave	Scarborough, ON	M1P 3C2	416-338-9050	OfficeoftheFireChief@Toronto.ca
		City of Toronto	Toronto Water		Metro Hall 18th Floor, 55 John Street	Toronto, ON	M5V 0C4	416-392-8200	utilitybill@toronto.ca
Interest Groups									
		Toronto District School Board		Director's Office	5050 Yonge Street	Toronto, ON	M2N 5N8	416-397-3000	director'soffice@tdsb.on.ca
		Toronto Catholic District School Board		General Inquiries	5050 Yonge Street	Toronto, ON	M2N 5N8	416-397-3000	GeneralInquiries@TDSB.on.ca
		Toronto Transit Commission	Streetcar and Bus Charters		1900 Yonge Street	Toronto, ON	M4S 1Z2	416-393-7880	charters@ttc.ca
		Toronto BIA				Toronto, ON		416-392-1291	biaoffice@toronto.ca

Appendix E

Project Notices

Proposed Scarborough Subway Extension – Lawrence Avenue East Station Relocation Project

Notice of Project Commencement and Virtual Public Information Session

City of Toronto, Ontario

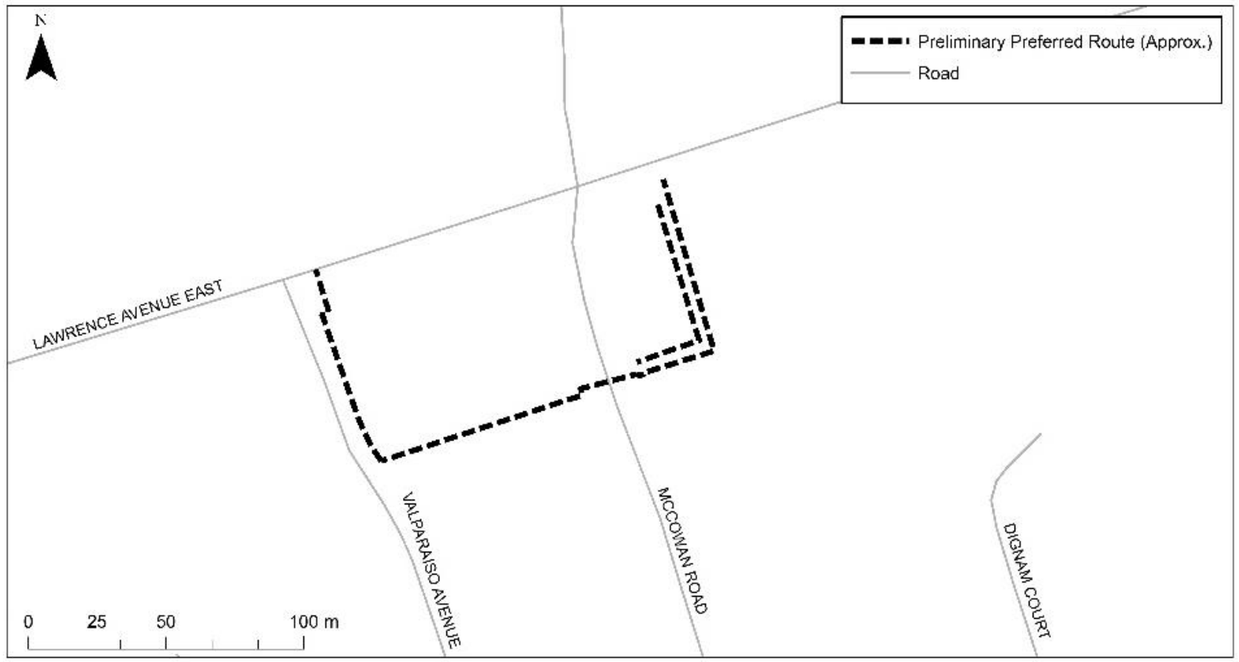
Enbridge Gas Inc.

Project Overview

The Study

Enbridge Gas Inc. (Enbridge Gas) has retained Dillon Consulting (Dillon) to undertake an environmental study for the proposed Scarborough Subway Extension-Lawrence Avenue East Station Relocation Project.

The proposed natural gas pipeline relocation is required to accommodate the construction of the Metrolinx Scarborough Subway Extension transit project while maintaining the existing service to Enbridge Gas customers in Scarborough. Through discussions with key stakeholders, Enbridge Gas has determined a preliminary preferred route of approximately 79 meters (m) of 8-inch pipe and 266 m of 12-inch pipe in the vicinity of Lawrence Avenue East and McCowan Road (see map). Utility congestion within the City Right-of-Way, conflict areas with proposed transit infrastructure, and the need to maintain existing customers' connections to Enbridge Gas' infrastructure all limit the opportunity to explore alternative routes.



The Process

The study is being conducted in accordance with the Ontario Energy Board's (OEB) *Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th edition*. The study will review the need and justification for the relocation pipeline, describe the natural, cultural and socio-economic environment, evaluate the project from a social, cultural and environmental perspective, outline safety measures, and describe appropriate measures for impact mitigation and monitoring.

Once the environmental study and design have been finalized, Enbridge Gas will file a Leave to-Construct (LTC) application to the OEB. This filing is tentatively scheduled for September 2023. If approved, construction of the pipeline could begin in Spring 2024.

Invitation to the Community

Stakeholder and Indigenous consultation is a key component of this study. Members of the general public, landowners, government agencies, current customers, Indigenous communities, and other interested parties are invited to participate in the study. We are hosting a Virtual Public Information Session to provide you with an opportunity to review the project and provide input.

Virtual Public Information Session
Website: www.LawrenceEastStationProject.com
Active Dates: Monday, March 13, 2023 to Sunday, March 26, 2023

If you are interested in participating or would like to provide comments, please visit the Virtual Public Information Session or contact one of the individuals listed in this notice. The last day to submit comments for consideration in the environmental study is **April 12, 2023**. For additional information and project updates, visit the Enbridge Gas Project Website at www.enbridgegas.com/LawrenceEastStationProject

Project Contacts

Natalie Taylor
Project Manager
Dillon Consulting Limited

Greg Asmussen
Environmental Advisor
Enbridge Gas Inc.

Project Email: LawrenceEastStationProject@dillon.ca
Telephone: 519-571-9833 ext. 3154

DILLON CONSULTING

Appendix F-1

Stakeholder Engagement Logs

DILLON CONSULTING

DILLON CONSULTING

Enbridge Gas Inc.

Scarborough Subway Extension-Lawrence Avenue East Station Relocation Project

Appendix F-1: Stakeholder Engagement Logs

August 2023 - 23-5456

Table of Contents

Acronyms and Abbreviations

BIA	Business Improvement Area
CSPB	Conservation and Source Protection Branch, Ministry of the Environment
Dillon	Dillon Consulting Limited
Enbridge Gas	Enbridge Gas Inc.
MECP	Ministry of the Environment, Conservation and Parks
MCM	Ministry of Citizenship and Multiculturalism
MTO	Ministry of Transportation
MMAH	Ministry of Municipal Affairs and Housing
MNDMNRF	Ministry of Northern Development, Mines, Natural Resources and Forestry
MNRF	Ministry of Natural Resources and Forestry
MP	Member of Parliament
MPP	Member of Provincial Parliament
N/A	Not Applicable
OMAFRA	Ministry of Agriculture and Food, Ministry of Rural Affairs
OPCC	Ontario Pipeline Coordinating Committee
TRCA	Toronto and Region Conservation Authority
TSSA	Technical Standards and Safety Authority
VPIS	Virtual Public Information Session

1.0 Agency Correspondence

1.1 Federal Agencies and Elected Officials

Line Item	Date of Consultation	Name of Agency and/or Contact	Description of Consultation Activity	Date of Response	Response and Issue Resolution (If Applicable)
1.1	February 23, 2023	Member of Parliament (MP), Scarborough Centre (Electoral District), Government of Canada Contact: Salma Zahid	Enbridge Gas representative provided the Notice of Commencement via email.	N/A	N/A

1.2 Provincial Agencies and Elected Officials

Line Item	Date of Consultation	Name of Agency and/or Contact	Description of Consultation Activity	Date of Response	Response and Issue Resolution (If Applicable)
1.1	February 23, 2023	Member of Provincial Parliament (MPP), Scarborough Centre Electoral District, Government of Ontario	Enbridge Gas representative provided the Notice of Commencement via email.	N/A	N/A
2.1	February 28, 2023	Planner, Development and Planning, Toronto and Region Conservation Authority (TRCA) Contact: Justin Lim	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
3.1	February 28, 2023	Supervisor, Aurora District, Ministry of Natural Resources and Forestry (MNRF) Contact: Julie Simard	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
4.1	February 28, 2023	Manager, Community Planning and Development (East), Central Municipal Services Office, Ministry of Municipal Affairs and Housing Contact: Maya Harris	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
5.1	February 28, 2023	Supervisor, Aurora District, Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMNRF) Contact: Julie Simard	Dillon Consulting representative provided the Notice of Commencement via email.	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	February 28, 2023	Director, Ministry of the Solicitor General Contact: Robert Greene	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
7.1	February 28, 2023	Heritage Planning Unit Programs and Services Branch, Ministry of Citizenship and Multiculturalism (MCM) Contact: Dan Minkin	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
8.1	February 28, 2023	Notice Review, Infrastructure Ontario, Notice email	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
9.1	March 2, 2023	Program and Services Delivery Intern, Conservation and Source Protection Branch, Ministry of the Environment (CSPB), Conservation and Parks (MECP) Contact: Conor Gamelin	CSPB representative provided the CSPB'S comments on the Notice of Commencement. CSPB representative provided resources to review regarding drinking water and protection areas.	March 2, 2023	CSPB emailed the project email to state that they would like to recall their previous message.
9.2	March 3, 2023	Program and Services Delivery Intern, Conservation and Source Protection Branch, Ministry of the Environment (CSPB), Conservation and Parks (MECP) Contact: Conor Gamelin	Dillon Consulting representative emailed CSPB representative to acknowledge receipt of their email and note if further clarification is required to reach out.	N/A	N/A
10.1	April 12, 2023	Toronto and Region Conservation Authority (TRCA), Infrastructure Planning and Permits, Planner Contact: Aliyah Khan	TRCA representative emailed Dillon Consulting representative to advise that they have comments for the Project but the comments are being reviewed by their supervisor.	April 13, 2023	TRCA representative stated that the TRCA has reviewed the Project scope and they have no areas of interest in the Project Area. TRCA representative noted that if the Project scope changes to advise the TRCA.
11.1	April 17, 2023	Toronto and Region Conservation Authority (TRCA), Infrastructure Planning and Permits, Planner Contact: Aliyah Khan	Dillon representative thanked TRCA representative for their comments and noted that they will update the TRCA if the project scope changes.	April 19, 2023	Dillon representative thanked TRCA representative for their comments and noted that they will advise the TRCA if the Project scope changes.
11.2	April 17, 2023	Toronto and Region Conservation Authority (TRCA), Infrastructure Planning and Permits, Planner Contact: Aliyah Khan	TRCA representative requested the Enbridge Gas Project contact for their records.	April 17, 2023	Dillon representative provided TRCA representative with the Enbridge Gas Environmental Advisor contact information.

Line Item	Date of Consultation	Name of Agency and/or Contact	Description of Consultation Activity	Date of Response	Response and Issue Resolution (If Applicable)
12.1	April 20, 2023	Infrastructure Ontario (IO), Environmental Management Contact: Isabella Guy	IO representative emailed Dillon Consulting representative to note that their initial search did not identify any properties owned by the Minister of Government and Consumer Services but it is the proponent's obligation to determine if provincial government property is within the Study Area. IO representative noted that if no provincial property is within the study area to remove them from the contact list.	April 21, 2023	Dillon Consulting representative emailed IO representative to thank them for their comments and note that their comments will be provided to Enbridge Gas to determine if they should be removed from the contact list.

1.3 Ontario Pipeline Coordinating Committee (OPCC)

Line Item	Date of Consultation	Name of Agency and/or Contact	Description of Consultation Activity	Date of Response	Response and Issue Resolution (If Applicable)
1.1	February 28, 2023	OPCC Chair, Ontario Energy Board (OEB), OPCC Contact: Zora Crnojacki	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
2.1	February 28 2023	Land Use Policy & Stewardship, Policy Advisor, Ministry of Agriculture and Food, Ministry of Rural Affairs (OMAFRA), OPCC Contact: Helma Geerts	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
3.1	February 28, 2023	Team Lead, Heritage Planning Unit, Programs and Services Branch, Ministry of Citizenship and Multiculturalism (MCM), OPCC Contact: Karla Barboza	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
4.1	February 28, 2023	Team Lead, Operations Division, Corridor Management, Ministry of Transportation (MTO), OPCC Contact: Tony Difabio, Alicia Edwards	Dillon Consulting representative provided the Notice of Commencement via email.	March 16, 2023	MTO representative noted that OPCC MTO representative forwarded the Notice of Commencement to them to provide a response. MTO representative noted that the project is outside of MTO jurisdiction therefore MTO has no comments.
4.2	March 21, 2023	Administrative Assistant, Corridor Management Office, MTO Contact: Alicia Edwards	Dillon Consulting representative emailed MTO representative to thank them for their comments.	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)
5.1	February 28, 2023	Environmental Planning Team Lead, Strategic and Indigenous Policy Branch, Ministry of Northern Development, Mines, Natural Resources and Forestry, OPCC Contact: Keith Johnston	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
6.1	February 28, 2023	Manager, Community Planning/Development – East, Ministry of Municipal Affairs and Housing (MMAH) - Central Municipal Services Office, OPCC Contact: Maya Harris	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
7.1	February 28, 2023	Manager, Community Planning and Development, Ministry of Municipal Affairs and Housing (MMAH) - Eastern Municipal Services Office, OPCC Contact: Michael Elms	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
8.1	February 28, 2023	Regional Director (Sudbury, Thunder Bay - Acting), Ministry of Municipal Affairs and Housing (MMAH) - Municipal Services Office - North (Sudbury), OPCC Contact: Bridget Schulte-Hostedde	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
9.1	February 28, 2023	Supervisor (Acting), Ministry of Environment, Conservation and Parks (MECP), OPCC Contact: Katy Potter	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
10.1	February 28, 2023	Manager (Acting), Ministry of Environment, Conservation and Parks (Source Protection Program Branch), OPCC Contact: Jennifer Moulton	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
11.1	February 28, 2023	Manager, Ministry of Energy, OPCC Contact: Amy Gibson	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
12.1	February 28, 2023	Environmental Specialist, Infrastructure Ontario, OPCC Contact: Cory Ostrowka	Dillon Consulting representative provided the Notice of Commencement via email.	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)
13.1	February 28, 2023	Engineering Manager, Fuels, Technical Standards and Safety Authority (TSSA), Interim OPCC Contact: Gary Highfield, Robin Yu	Dillon Consulting representative provided the Notice of Commencement via email.	March 3, 2023	TSSA representative thanked the Dillon Consulting representative for providing the Notice of Commencement and noted that an application needs to be filled and reviewed by TSSA as part of the Ontario Pipeline Coordinating Committee process.
13.2	March 3, 2023	Engineer, Fuels, TSSA Contact: Ramona Santiago, Gary Highfield, and Robin Yu	Dillon Consulting representative thanked TSSA representative for providing information for the application form. Dillon Consulting representative noted if they have additional questions to reach out.	March 3, 2023	TSSA representative emailed Dillon Consulting representative to note that they are happy to help and to reach out if additional clarification is required.
14.1	May 31, 2023	Team Lead, Heritage Planning Unit, Programs and Services Branch, MCM, OPCC Contact: Karla Barboza cc' Joseph Harvey, Dan Minkin	TMHC Inc. provided Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHRECPIA) report for MCM review	May 31, 2023	MCM representative acknowledged receipt of email and noted the MCM representative that would be providing comments on the CHRECPIA.
14.2	June 30, 2023	Team Lead, Heritage Planning Unit, Programs and Services Branch, MCM, OPCC Contact: Karla Barboza cc' Joseph Harvey, Dan Minkin	MCM representative provided comments on the CHRECPIA noting that bio section should briefly note each staff member's role in thepreparation of this report.	N/A	N/A
15.1	June 15, 2023	OPCC Chair, OEB, OPCC Contact: Zora Crnojacki	Dillon Consulting representative provided a link to the Environmental Report for the project for the OPCC 45-day review period.	June 21,2023	OEB contact noted that their email can be considered as a 'review letter' and should be included in the Environmental Report.
15.2	July 14, 2023	OPCC Chair, OEB, OPCC Contact: Zora Crnojacki	Dillon Consulting representative provided a reminder email to provide comment submissions by July 28, 2023. Dillon Consulting representative noted the updated OPCC contact list as of June 22 and offered to provide additional review time to new contacts.	N/A	N/A
16.1	June 15, 2023	Team Lead, Heritage Planning Unit, Programs and Services Branch, MCM, OPCC Contact: Karla Barboza	Dillon Consulting representative provided a link to the Environmental Report for the project for the OPCC 45-day review period.	July 14, 2023	Dillon Consulting representative provided a reminder email to provide comment submissions by July 28, 2023. Dillon Consulting representative noted the updated OPCC contact list as of June 22 and offered to provide additional review time to new contacts.
16.2	July 28, 2023	Team Lead, Heritage Planning Unit, Programs and Services Branch, MCM, OPCC Contact: Karla Barboza, Dan Minkin	MCM representative provided their comments on the Environmental Report. They recommended that the term "cultural heritage screening" be removed from the body of the Environmental Report and the title of Appendix B, and replaced as appropriate with the name of the CHRECPIA.	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)
17.1	June 15, 2023	Land Use Policy & Stewardship, Policy Advisor, OMAFRA, OPCC Contact: Helma Geerts cc' omafra.eanotices@ontario.ca	Dillon Consulting representative provided a link to the Environmental Report for the project for the OPCC 45-day review period.	June 21, 2023	OMAFRA representative provided comments on the Environmental Report noting that based on the location of the proposed extension and the Ministry's mandate of protecting prime agricultural areas and uses, they have determined that the Ministry does not have concerns or comments.
17.2	June 21, 2023	OEB Contact: Ritchie Murray	OEB contact noted that the email from OMAFRA providing comments on the Environmental Report can be considered as a 'review letter' and should be included in the Environmental Report.	N/A	N/A
18.1	June 15, 2023	Senior Advisor, Indigenous Energy Policy Unit, MOE, OPCC Contact: Farrah Ali-Khan, Gillian Brown	Dillon Consulting representative provided a link to the Environmental Report for the project for the OPCC 45-day review period.	July 14, 2023	Dillon Consulting representative provided a reminder email to provide comment submissions by July 28, 2023. Dillon Consulting representative noted the updated OPCC contact list as of June 22 and offered to provide additional review time to new contacts.
18.2	July 17, 2023	MOE Contact: Gillian Brown	MOE contact emailed Dillon Consulting representative to advise of spelling errors of 'Mississaugas' and 'Chippewas'. MOE contact also noted that there is mention of Mississaugas of the Credit First Nation in the Environmental Report but no record of consultation for them in Appendix J.	August 8, 2023	Enbridge Gas representative responded to MOE confirm that the Mississaugas of the Credit First Nation were notified along with all the Nations on the delegation list provided by the MOE on February 22, 2023 and the Environmental Report and virtual open house slides were sent out on August 8, 2023 to MCFN for their review and comment. Enbridge Gas representative also noted that an updated log will be provided at a future date and that the spelling of the Frist Nations has been corrected in the Environmental Report.
19.1	June 15, 2023	Manager, Environmental Assessment Services, Environmental Assessment Branch, MECP, OPCC Contact: Andrew Evers cc' sourceprotectionscreening@ontario.ca, eanotification.cregion@ontario.ca,	Dillon Consulting representative provided a link to the Environmental Report for the project for the OPCC 45-day review period.	July 14, 2023	Dillon Consulting representative provided a reminder email to provide comment submissions by July 28, 2023. Dillon Consulting representative noted the updated OPCC contact list as of June 22 and offered to provide additional review time to new contacts.

Line Item	Date of Consultation	Name of Agency and/or Contact	Description of Consultation Activity	Date of Response	Response and Issue Resolution (If Applicable)
19.2	July 20, 2023	Program Analyst, Conservation and Source Protection Branch, MECP Contact: Bryan Armstrong	MECP representative provided comments on the Environmental Report noting that natural gas pipelines are not identified as a threat to drinking water sources under the Clean Water Act, 2006 but certain activities accompanying the construction of pipelines may pose a risk. MECP representative noted that the Environmental Report incorrectly identifies that the project footprint is not within any vulnerable areas as the study area is located within an IPZ and there are some HVAs within the study area. MECP representative also noted that the Environmental Report should document how the project addresses applicable policies in the local source protection plan where an activity related to the construction or maintenance phase of the natural gas pipeline poses a risk to drinking water.	N/A	N/A
20.1	June 15, 2023	Environmental Specialist, Infrastructure Ontario, OPCC Contact: Cory Ostrowka	Dillon Consulting representative provided a link to the Environmental Report for the project for the OPCC 45-day review period.	July 14, 2023	Dillon Consulting representative provided a reminder email to provide comment submissions by July 28, 2023. Dillon Consulting representative noted the updated OPCC contact list as of June 22 and offered to provide additional review time to new contacts.
20.2	August 4, 2023	Environmental Specialist, Infrastructure Ontario, OPCC Contact: Cory Ostrowka	Dillon Consulting representative provided a reminder email to IO to provide their review letter, or summary of review. Dillon Consulting representative noted that the 42-day review period has surpassed.	N/A	N/A
21.1	June 15, 2023	Manager, Community Planning/Development – East, MMAH - Central Municipal Services Office, OPCC Contact: Maya Harris	Dillon Consulting representative provided a link to the Environmental Report for the project for the OPCC 45-day review period.	July 14, 2023	Dillon Consulting representative provided a reminder email to provide comment submissions by July 28, 2023. Dillon Consulting representative noted the updated OPCC contact list as of June 22 and offered to provide additional review time to new contacts.
21.2	August 4, 2023	Manager, Community Planning/Development – East, MMAH - Central Municipal Services Office, OPCC Contact: Maya Harris	Dillon Consulting representative provided a reminder email to MMAH to provide their review letter, or summary of review. Dillon Consulting representative noted that the 42-day review period has surpassed.	N/A	N/A
22.1	June 15, 2023	Manager, Community Planning and Development, MMAH - Eastern Municipal Services Office, OPCC Contact: Michael Elms	Dillon Consulting representative provided a link to the Environmental Report for the project for the OPCC 45-day review period.	July 14, 2023	Dillon Consulting representative provided a reminder email to provide comment submissions by July 28, 2023. Dillon Consulting representative noted the updated OPCC contact list as of June 22 and offered to provide additional review time to new contacts.

Line Item	Date of Consultation	Name of Agency and/or Contact	Description of Consultation Activity	Date of Response	Response and Issue Resolution (If Applicable)
23.1	June 15, 2023	Western Municipal Services Office, MMAH Contact: Erick Boyd	Dillon Consulting representative provided a link to the Environmental Report for the project for the OPCC 45-day review period.	July 14, 2023	Dillon Consulting representative provided a reminder email to provide comment submissions by July 28, 2023. Dillon Consulting representative noted the updated OPCC contact list as of June 22 and offered to provide additional review time to new contacts.
24.1	June 15, 2023	Environmental Planning Team Lead, Strategic and Indigenous Policy Branch, MNRF, OPCC Contact: Keith Johnston	Dillon Consulting representative provided a link to the Environmental Report for the project for the OPCC 45-day review period.	July 14, 2023	Dillon Consulting representative provided a reminder email to provide comment submissions by July 28, 2023. Dillon Consulting representative noted the updated OPCC contact list as of June 22 and offered to provide additional review time to new contacts.
24.2	July 20, 2023	Regional Planner, Land Use Planning and Strategic Issues Section, MNRF Contact: Jody Marks	MNRF representative provided comments on the Environmental Report noting that MNRF has reviewed the report and has no comments.	N/A	N/A
25.1	June 15, 2023	Engineering Manager, Fuels, TSSA, OPCC Contact: Gary Highfield cc' Robin Yu	Dillon Consulting representative provided a link to the Environmental Report for the project for the OPCC 45-day review period.	July 14, 2023	Dillon Consulting representative provided a reminder email to provide comment submissions by July 28, 2023. Dillon Consulting representative noted the updated OPCC contact list as of June 22 and offered to provide additional review time to new contacts.
25.2	August 4, 2023	Engineering Manager, Fuels, TSSA, OPCC Contact: Gary Highfield cc' Robin Yu	Dillon Consulting representative provided a reminder email to TSSA to provide their review letter, or summary of review. Dillon Consulting representative noted that the 42-day review period has surpassed.	August 4, 2023	TSSA representative responded indicating that the TSSA does not have any comments at this stage. TSSA representative also noted that an application needs to be filled and submitted for the review of this project by TSSA as part of the OPCC.
25.3	August 8, 2023	Engineering Manager, Fuels, TSSA, OPCC Contact: Gary Highfield cc' Robin Yu	Enbridge Gas representative responded to TSSA indicating that an application was submitted to the TSSA for review and there are no outstanding comments other than for EGI to inform the TSSA once construction begins so that they can coordinate an onsite audit date with TSSA.	N/A	N/A
26.1	June 15, 2023	Team Lead, Operations Division, Corridor Management, MTO, OPCC Contact: Tony Difabio	Dillon Consulting representative provided a link to the Environmental Report for the project for the OPCC 45-day review period.	June 20, 2023	MTO representative provided comments on the Environmental Report noting that the proposed project and study area are outside of MTO's permit control area and therefore MTO has no comment.
27.1	July 14, 2023	Manager, Community Planning and Development Unit-West, MMAH, OPCC Contact: Heather Watt	Dillon Consulting representative provided a reminder email to provide comment submissions by July 28, 2023. Dillon Consulting representative noted the updated OPCC contact list as of June 22 and offered to provide additional review time to new contacts.	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)
28.1	July 14, 2023	Manager, Community Planning and Development- Northern (Sudbury), MMAH, OPCC Contact: Anna Little	Dillon Consulting representative provided a reminder email to provide comment submissions by July 28, 2023. Dillon Consulting representative noted the updated OPCC contact list as of June 22 and offered to provide additional review time to new contacts.	N/A	N/A
29.1	July 14, 2023	Manager, Community Planning and Development-Northern (Thunder Bay), MMAH, OPCC Contact: Victoria Kosney	Dillon Consulting representative provided a reminder email to provide comment submissions by July 28, 2023. Dillon Consulting representative noted the updated OPCC contact list as of June 22 and offered to provide additional review time to new contacts.	N/A	N/A

1.4 Municipal Agencies and Elected Officials

Line Item	Date of Consultation	Name of Agency and/or Contact	Description of Consultation Activity	Date of Response	Response and Issue Resolution (If Applicable)
1.1	February 24, 2023	City Councillor, Ward 21 Councillor, City of Toronto Contact: Michael Thompson	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
2.1	February 24, 2023	Office of the Mayor, City Council, City of Toronto Contact: N/A	Dillon Consulting representative provided the Notice of Commencement via email.	February 24, 2023	An automatic response acknowledging receipt of email.
3.1	February 24, 2023	Planning Manager, City of Toronto Contact: Renrick Ashby	Dillon Consulting representative provided the Notice of Commencement via email.	February 24, 2023	Automatic Out of Office reply.
4.1	February 24, 2023	Senior Planner, City of Toronto Contact: Emily Caldwell	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
5.1	February 24, 2023	Senior Planner, City of Toronto Contact: Kelly Dynes	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
6.1	February 24, 2023	Manager, Roads and Operations Maintenance Area 1, City of Toronto Contact: Mark Mills (Midland)	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
7.1	February 24, 2023	General Manager, Transportation Services, City of Toronto Contact: Barbara Gray	Dillon Consulting representative provided the Notice of Commencement via email.	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)
8.1	February 24, 2023	Administrative Assistant, Transportation Services, City of Toronto Contact: Maggie Modafferi	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
9.1	February 24, 2023	Administrative Assistant, Transportation Services, City of Toronto Contact: Cynthia Antony	Dillon Consulting representative provided the Notice of Commencement via email.	February 24, 2023	Automatic Out of Office reply.
10.1	February 24, 2023	General Manager, Solid Waste Services Manager, City of Toronto Contact: Matt Keliher	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
11.1	February 24, 2023	Administrative Assistant, Solid Waste Services, City of Toronto Contact: Lynette Starr	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
12.1	February 24, 2023	Program Manager, Transit Implementation Unit, Transportation Planning Section, City of Toronto Contact: Tom Schwerdtfeger	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
13.1	February 24, 2023	City Clerk, City of Toronto Contact: John Elvidge	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
14.1	February 24, 2023	Infrastructure Coordinating Unit, City of Toronto	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
15.1	February 24, 2023	Toronto Water, City of Toronto	Dillon Consulting representative provided the Notice of Commencement via email.	February 24, 2023	Automatic reply acknowledging receipt of email.
16.1	February 28, 2023	41 Division, Toronto Police Service, City of Toronto	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
17.1	February 28, 2023	Office of the Fire Chief (General Email), Toronto Fire Station 232, City of Toronto	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
18.1	February 28, 2023	Chief (Acting), Paramedic Services, City of Toronto Contact: Bikram Chawla	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
19.1	February 28, 2023	Administrative Assistant, Paramedic Services, City of Toronto Contact: Lee Patterson	Dillon Consulting representative provided the Notice of Commencement via email.	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)
20.1	April 12, 2023	Urban Designer, Transit Implementation Unit, City of Toronto Contact: Meredith Vega	City of Toronto emailed Dillon representative to clarify if the pipeline relocation was permanent and impacts to City trees.	April 19, 2023	Dillon representative stated that the Project is required to accommodate the Metrolinx Scarborough Subway Extension transit project and will be moved onto Metrolinx property easement. Dillon representative noted that some trees on Metrolinx property will need to be removed and impacts to private and Municipal trees is not expected at this time.
21.1	June 15, 2023	City of Toronto, City Council, Ward 21 Councillor Contact: Michael Thompson	Dillon Consulting representative provided a link to the Environmental Report for the project. Dillon Consulting representative noted that the report was submitted for OPCC review on June 15, 2023.	June 15, 2023	Staff of Councillor Thompson provided acknowledgement of receipt of email and noted that they will forward the email to Councillor Thompson.
22.1	June 15, 2023	City of Toronto, City Council, Deputy Mayor Contact: Jennifer McKelvie	Dillon Consulting representative provided a link to the Environmental Report for the project. Dillon Consulting representative noted that the report was submitted for OPCC review on June 15, 2023.	N/A	N/A
23.1	June 15, 2023	City of Toronto, City Manager Contact: Paul Johnson	Dillon Consulting representative provided a link to the Environmental Report for the project. Dillon Consulting representative noted that the report was submitted for OPCC review on June 15, 2023.	N/A	N/A
24.1	July 21, 2023	City of Toronto, Subways, Project Manager Contact: Junaid Farooq	Contact provided compiled City of Toronto comments on the Environmental Report including permitting requirements, setback requirements and the requirement of continued consultation.	N/A	N/A

2.0 Interest Group 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)
1.1	February 28, 2023	Directors Office, Toronto District School Board	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
2.1	February 28, 2023	General Inquiries, Toronto Catholic District School Board	Dillon Consulting representative provided the Notice of Commencement via email.	N/A	N/A
3.1	February 28, 2023	Toronto Transit Commission, Streetcar and Bus Charters	Dillon Consulting representative provided the Notice of Commencement via email.	February 28, 2023	Automatic reply acknowledging receipt of email.
4.1	February 28, 2023	Toronto BIA	Dillon Consulting representative provided the Notice of Commencement via email.	February 28, 2023	Automatic reply acknowledging receipt of email.

3.0 Public 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)
1.1	March 10, 2023	[redacted] VPIS Contact List Request	Member of the Public submitted a request through the Virtual Public Information Session to be added to the Project contact list.	N/A	N/A
2.1	March 20, 2023	[redacted] VPIS Contact List Request	Member of the Public submitted a request through the Virtual Public Information Session to be added to the Project contact list.	N/A	N/A
3.1	March 22, 2023	[redacted] VPIS Contact List Request	Member of the Public submitted a request through the Virtual Public Information Session to be added to the Project contact list.	N/A	N/A
4.1	March 24, 2023	[redacted] VPIS Contact List Request	Member of the Public submitted a request through the Virtual Public Information Session to be added to the Project contact list.	N/A	N/A

Appendix F-2

Stakeholder ER Comment-Response Matrix

DILLON CONSULTING

Enbridge Gas Inc.

Scarborough Subway Extension-Lawrence Avenue East Station Relocation Project

Appendix F-2: Stakeholder ER Comment-Response Matrix

August 2023 - 23-5456

Table of Contents

Acronyms and Abbreviations

Acronyms and Abbreviations

CSPB	Conservation and Source Protection Branch, Ministry of the Environment
Dillon	Dillon Consulting Limited
Enbridge Gas	Enbridge Gas Inc.
MECP	Ministry of the Environment, Conservation and Parks
MCM	Ministry of Citizenship and Multiculturalism
MTO	Ministry of Transportation
MMAH	Ministry of Municipal Affairs and Housing
MNRF	Ministry of Natural Resources and Forestry
OMAFRA	Ministry of Agriculture and Food, Ministry of Rural Affairs
OPCC	Ontario Pipeline Coordinating Committee
TRCA	Toronto and Region Conservation Authority
TSSA	Technical Standards and Safety Authority

1.0 Table 1: Ontario Pipeline Coordinating Committee (OPCC)

OPCC Agency	Comment/Concern	Action/Response
Ministry of Citizenship and Multiculturalism (MCM)	Recommend that the term "cultural heritage screening" be removed from the body of the Environmental Report and the title of Appendix B, and replaced as appropriate with the name of the CHRECPIA.	Removed term 'cultural heritage screening' form the body of the Environmental Report and updated the Appendix B title.
Ministry of Agriculture, Food and Rural Affairs (OMAFRA)	No comments on the Environmental Report. OEB noted that OMAFRA email can be considered a 'review letter' for the purposes of the Environmental Guidelines and indicated that a copy of the email should be included in the Environmental Report.	Added a copy of the email to the Environmental Report.
Ministry of Transportation (MTO)	It was noted that the project is outside of MTO's permit control area and therefore they have no comment.	No actions required.
Ministry of Environment, Conservation and Parks (MECP) Environmental Assessment Branch	No comments received on the Environmental Report.	No actions required.
Ministry of Environment, Conservation and Parks (MECP) Conservation and Source Protection Branch (CSPB)	It was noted the Project Study Area is located in IPZ (West Highland Creek) and that there are some HVAs within the Study Area.	Provided update to specify the location of the IPZ and HVAs; included in the effects assessment and mitigation
Ministry of Natural Resources and Forestry (MNRF)	No comments on the Environmental Report.	No actions required.
Ministry of Energy (MOE)	It was noted that the spelling of "Chippewas" and "Mississaugas" needed to be corrected in the report. Also noted that the Mississaugas of the Credit First Nation (MCFN) were not identified in Appendix J and requested confirmation that the MCFN were consulted and that updated information be shared with them for review.	Updated the spelling of "Chippewas" and "Mississaugas" in the report. Confirmed that the MCFN were notified along with all the Nations on the delegation list provided by the MOE on February 22, 2023 and the Environmental Report and virtual open house slides were sent out on August 8, 2023. An updated version of Appendix J will be shared with MOE.
Ministry of Municipal Affairs and Housing (MMAH)	No comments were provided by MMAH during the OPCC 42-day review process	No actions required.
Infrastructure Ontario (IO)	No comments were provided by MMAH during the OPCC 42-day review process	No actions required.
Technical Standards and Safety Authority (TSSA)	It was noted that the TSSA does not have any comments at this stage.	EGI to inform the TSSA once construction begins so that an onsite audit date with TSSA can be coordinated.

2.0 Table 2: Additional Agency Comments

OPCC Agency	Comment/Concern	Action/Response
City of Toronto – City Planning	Section 7.2 Existing and Reasonably Foreseeable Activities and Disturbances Limiting the analysis to the "reasonably forseeable" development outlined in Section 7.1.1 of the draft report is too limited. The City recommends the deletion of the "within 3 year" qualifier for projects currently under review/under construction/planned, as Transit Oriented Communities will have a longer time frame and should be included as a potential "reasonably foreseeable" development.	Removed the 3-year timeframe and revised the wording to “reasonably foreseeable future”.
City of Toronto – Engineering and Construction Services, Engineering Transit Review	**Depth of Cover** Report indicates typical depth of ground cover over the pipeline will be approximately 0.9 to 1.2metres. Please be advised the minimum depth of cover for the Enbridge gas pipeline within the City's ROW is to be in accordance with pg. 11/12 of the City's Municipal Consent Requirements for the Installation of Plan Within City of Toronto Streets.	Updated the report to have these specifications added. Updated sentence reads: "Typical depth of ground cover over the pipeline will be approximately 0.9 to 1.2 metres; however, it may be installed deeper to provide additional protection in areas where it crosses underneath existing infrastructure (for example, roads, railroad lines, sewers, other utility structures). The minimum depth of cover within the City's ROW will be established in accordance with the City's Municipal Consent Requirements for the Installation of Plan Within City of Toronto Streets (source). Pipeline construction will be completed through a combination of open trench and/or cut and cover."
City of Toronto – Urban Forestry	Section 1.0 – Street Tree Protection By-Law Permits are required for the removal OR INJURY of street trees. Please revise to include reference to injury.	Updated the ER to reflect this change.
City of Toronto – Parks Planning & Strategic Initiatives	Figure 3 Study Areas Please show the property boundaries including Bendale Park, TRCA (i.e. floodplain limits) and RNFP bylaw in all Figures and drawings showing the Project work limits.	The study area overlaps with Bendale Park and Hague Park (as shown on Figure 8). As per the TRCA boundaries, have added an acknowledgement in the text that the study area overlaps with the regulatory areas but does not overlap with the work area. ER updated to reference the RNFP boundaries. (Sections 4.2.2.1 and 4.2.3) The ER is not intended to show the working limits that EGI intends to take for construction. The "Project Footprint" is not the same as the working limits. The working limits are what dictate permit requirements. The ER is intended to identify constraints in areas to establish working limits; once working limits are established, appropriate permitting requirements are determined. EGI does not intend to establish its working limits within the TRCA or RNP by-laws or within any of the park boundaries.

Appendix F-3

OPCC Record

From: Taylor, Natalie <ntaylor@dillon.ca>
Sent: June 15, 2023 3:42 PM
To: OPCC.Chair@oeb.ca; Geerts, Helma (OMAFRA) <Helma.Geerts@ontario.ca>; Barboza, Karla (MCM) <Karla.Barboza@ontario.ca>; Ali-Khan, Farrah (ENERGY) <Farrah.Ali-Khan@ontario.ca>; Evers, Andrew (MECP) <Andrew.Evers@ontario.ca>; Ostrowka, Cory (IO) <Cory.Ostrowka@infrastructureontario.ca>; Harris, Maya (MMAH) <Maya.Harris@ontario.ca>; Elms, Michael (MMAH) <Michael.Elms@ontario.ca>; Boyd, Erick (MMAH) <Erick.Boyd@ontario.ca>; Johnston, Keith (He/Him) (MNRF) <Keith.Johnston@ontario.ca>; ghighfield@tssa.org; Di Fabio, Tony (MTO) <Tony.DiFabio@ontario.ca>
Cc: omafra.eanotices (OMAFRA) <omafra.eanotices@ontario.ca>; Heritage (MCM) <Heritage@ontario.ca>; Hamilton, James (MCM) <James.Hamilton@ontario.ca>; McCabe, Shannon (She/Her) (ENERGY) <Shannon.McCabe@ontario.ca>; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>; EA Notices to CRegion (MECP) <eanotification.cregion@ontario.ca>; ryu@tssa.org; Greg Asmussen <Greg.Asmussen@enbridge.com>; Johnny Ton <JOHNNY.TON@enbridge.com>
Subject: Enbridge Gas Scarborough Subway Extension Lawrence Avenue East Station Relocation 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,

I am reaching out to let you know that the Environmental Report for the Enbridge Gas Scarborough Subway Extension Lawrence Avenue East Station Relocation Project is now available for review.

Enbridge Gas is proposing to relocate an existing natural gas pipeline to accommodate the construction of the Metrolinx Scarborough Subway Extension transit project. If approved by the Ontario Energy Board (OEB), construction of the Project is anticipated to begin in summer 2024.

In accordance with the OEB's *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Pipeline and Facilities in Ontario, 7th edition* (2016), Enbridge Gas is submitting the Environmental Report for the Project for OPCC review. The report was completed in accordance with the 7th edition of the OEB Guidelines, as this was the guidance that was in place when the Project was initiated in 2022; however, with the release of the updated guidelines (March 28, 2023) titled *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Projects and Facilities in Ontario, 8th edition* (2023), components of the 8th Edition Guidelines were considered during the preparation of the Environmental Report. Enbridge Gas retained the services of Dillon Consulting Limited, an independent environmental consultant, to complete the Environmental Report for the proposed Project.

The Environmental Report can be found at the following link using the provided credentials:

URL: https://dl.dillon.ca/index.php/login

Username: EnbridgeGas_OPCC

Password: 4#n6j8YqVz9m

Please contact me if you have any questions and/or comments on the Environmental Report, or if you have any issues accessing the file sharing site linked above.

We are requesting feedback by **Friday July 28, 2023**.

If you require any further information at this time, please do not hesitate to contact me.

Sincerely,

Natalie Taylor
Biologist, Project Manager

If you do not wish to receive emails related to this Project, please let me know and you will be removed from the distribution list

Natalie Taylor
Associate
Dillon Consulting Limited
111 Farquhar Street Suite 301
Guelph, Ontario, N1H 3N4
T - 519.571.9833 ext. 3154
F - 519.571.7424
M - 226.972.0431
NTaylor@dillon.ca
www.dillon.ca

Inclusiveness: Enabling belonging to draw strength from our differences.

---------- Forwarded message ---------
From: **Edwards, Alicia (She/Her) (MTO)** <Alicia.Edwards@ontario.ca>
Date: Tue, Jun 20, 2023 at 8:37 AM
Subject: RE: Enbridge Gas Scarborough Subway Extension Lawrence Avenue East Station Relocation Project – Environmental Report for Review
To: ntaylor@dillon.ca <ntaylor@dillon.ca>
Cc: Di Fabio, Tony (MTO) <Tony.DiFabio@ontario.ca>

Hi,

Dillon's, June 15th, 2023 email to Tony Di Fabio regarding the Enbridge Gas Inc. Scarborough Subway Extension Lawrence Avenue East Station Relocation Project – Environmental Report for Review, 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 proposed project and study area are outside of MTO's permit control area and therefor MTO has no comment.

Thanks,

Alicia Edwards (She/Her)
Administrative Assistant | Corridor Management Office
301 St.Paul Street, St.Catharines

---------- Forwarded message ---------
From: **Edwards, Alicia (She/Her) (MTO)** <Alicia.Edwards@ontario.ca>
Date: Fri, Jul 14, 2023 at 1:18 PM
Subject: FW: Enbridge Gas Scarborough Subway Extension Lawrence Avenue East Station Relocation Project – Environmental Report for Review
To: ntaylor@dillon.ca <ntaylor@dillon.ca>
Cc: Prelipcean, Daniel (MTO) <Daniel.Prelipcean@ontario.ca>

Hi,

Please see below for comments. This is regarding your last email that just came out. We did send comments back in June on the 20th.

If you have any further questions please feel free to reach out and I will be more than happy to assist.

Thanks,

Alicia Edwards (She/Her)
Administrative Assistant | Corridor Management Office
301 St.Paul Street, St.Catharines

From: Edwards, Alicia (She/Her) (MTO)
Sent: June 20, 2023 8:37 AM
To: 'ntaylor@dillon.ca' <ntaylor@dillon.ca>
Cc: Di Fabio, Tony (MTO) <Tony.DiFabio@ontario.ca>
Subject: RE: Enbridge Gas Scarborough Subway Extension Lawrence Avenue East Station Relocation Project – Environmental Report for Review

Hi,

Dillon's, June 15th, 2023 email to Tony Di Fabio regarding the Enbridge Gas Inc. Scarborough Subway Extension Lawrence Avenue East Station Relocation Project – Environmental Report for Review, 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 proposed project and study area are outside of MTO's permit control area and therefor MTO has no comment.

Thanks,

Alicia Edwards (She/Her)
Administrative Assistant | Corridor Management Office
301 St.Paul Street, St.Catharines

---------- Forwarded message ---------
From: **Ritchie Murray** <Ritchie.Murray@oeb.ca>
Date: Wed, Jun 21, 2023 at 11:03 AM
Subject: RE: Enbridge Gas Scarborough Subway Extension Lawrence Avenue East Station Relocation Project – Environmental Report for Review
To: Taylor, Natalie <ntaylor@dillon.ca>
Cc: OPCC.Chair <OPCC.Chair@oeb.ca>

Good morning, Natalie.

Just wanted to let you know that this email from OMAFRA can be considered a “Review Letter” for the purposes of the Environmental Guidelines. Please include a copy of the email from OMAFRA in the Environmental Report.

Thanks.

~ Ritch

From: omafra.eanotices (OMAFRA) <omafra.eanotices@ontario.ca>
Sent: Wednesday, June 21, 2023 10:59 AM
To: Taylor, Natalie <ntaylor@dillon.ca>
Cc: OPCC.Chair <OPCC.Chair@oeb.ca>
Subject: RE: Enbridge Gas Scarborough Subway Extension Lawrence Avenue East Station Relocation Project – Environmental Report for Review

CAUTION EXTERNAL EMAIL: This email originated from outside of the OEB email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Natalie,

Thanks for circulating OMAFRA on the Environmental Report for this application. Based on the location of this proposed extension and our Ministry’s mandate of protecting prime agricultural areas and uses, we have determined that our Ministry does not have concerns or comments.

Best,
Jocelyn Beatty (she/her), M.ES (Planning), Rural Planner
Land Use Policy and Stewardship
Ontario Ministry of Agriculture, Food and Rural Affairs
6484 Wellington Road 7, Elora, ON, N0B 1S0
519-546-7612
Jocelyn.Beatty@ontario.ca

Please Note: As part of providing accessible customer service, please let me know if you have any accommodation needs or require communication supports or alternate formats.

Taylor, Natalie <ntaylor@dillon.ca>

Enbridge Gas Scarborough Subway Extension Lawrence Avenue East Station Relocation Project – Environmental Report for Review

Taylor, Natalie <ntaylor@dillon.ca> Fri, Jul 14, 2023 at 1:13 PM
To: OPCC.Chair@oeb.ca, helma.geerts@ontario.ca, karla.barboza@ontario.ca, farrah.ali-khan@ontario.ca, andrew.evers@ontario.ca, cory.ostrowka@infrastructureontario.ca, maya.harris@ontario.ca, michael.elms@ontario.ca, erick.boyd@ontario.ca, keith.johnston@ontario.ca, ghighfield@tssa.org, tony.difabio@ontario.ca, heather.watt@ontario.ca, anna.little@ontario.ca, victoria.kosny@ontario.ca, daniel.prelipcean@ontario.ca
Cc: omafra.eanotices@ontario.ca, heritage@ontario.ca, james.hamilton@ontario.ca, shannon.mccabe@ontario.ca, sourceprotectionscreening@ontario.ca, eanotification.cregion@ontario.ca, ryu@tssa.org, Greg Asmussen <Greg.Asmussen@enbridge.com>, Johnny Ton <JOHNNY.TON@enbridge.com>, "Edwards, Alicia (She/Her) (MTO)" <Alicia.Edwards@ontario.ca>
Bcc: Enbridge Lawrence <lawrenceeaststationproject@dillon.ca>

Good afternoon OPCC members,

I am sending this email as a reminder to please submit your review letter, or summary of review, for the Enbridge Gas Scarborough Subway Extension Lawrence Avenue East Station Relocation Project by **Friday July 28, 2023**.

The Guidelines also state that by the end of the 42-day review period, each OPCC member will provide the applicant with a Review Letter informing the applicant in writing that the OPCC member has completed its review of the draft Environmental Report. Each OPCC member should also send a copy of the Review Letter to the OPCC Chair.

A new OPCC member list was released by the OEB on June 22, after I had circulated my initial email (June 15) requesting OPCC comments on the Environmental Report for the Enbridge Gas Scarborough Subway Extension Lawrence Avenue East Station Relocation Project. As such, some of you may be receiving this notification for the first time. If you require additional time to conduct your review, please let me know as soon as possible and provide an estimated timeline for submission of your comments.

Please contact me if you have any questions or if you have any issues accessing the file sharing site linked in my original email below.

Sincerely,

Natalie Taylor
Project Manager

Natalie Taylor
Associate
Dillon Consulting Limited
111 Farquhar Street Suite 301
Guelph, Ontario, N1H 3N4
T - 519.571.9833 ext. 3154
F - 519.571.7424
M - 226.972.0431
NTaylor@dillon.ca
www.dillon.ca

[Quoted text hidden]

---------- Forwarded message ---------
From: **Brown, Gillian (ENERGY)** <Gillian.Brown2@ontario.ca>
Date: Mon, Jul 17, 2023 at 3:49 PM
Subject: RE: Enbridge Gas Scarborough Subway Extension Lawrence Avenue East Station Relocation Project – Environmental Report for Review
To: ntaylor@dillon.ca <ntaylor@dillon.ca>

Hi Natalie,

I hope this email finds you well.

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 for the Lawrence Avenue East Station Relocation Project. I have one edit and one question.

Please correct the spelling of 'Chippewas' and 'Mississaugas' by removing the apostrophe in all instances of their incorrectly spelled names throughout the document. (e.g. Chippewa's of Georgina Island or Rama should be spelled Chippewas, and Mississauga's of the Credit and Scugog Island should be spelled Mississaugas). The screenshot below has the misspelled names, which appear on PDF pages 40, 68, 287, and 372.

- Alderville First Nation;
- Beausoleil (Chimnissing) First Nation;
- Chippewa's of Georgina Island First Nation;
- Chippewa's of Rama First Nation;
- Curve Lake First Nation;
- Hiawatha First Nation;
- Mississauga's of the Credit First Nation; and,
- Mississauga's of Scugog Island First Nation.

In addition, Mississaugas of the Credit First Nation were named for consultation by the Ministry of Energy, but there is no record of correspondence in Appendix J. Could you please update the document with that information and share it with me for review?

Thank you,
Gillian

Gillian Brown
Senior Advisor
Indigenous Energy Policy
Ministry of Energy

From: Lauren Whitwham <Lauren.Whitwham@enbridge.com>
Sent: Tuesday, August 8, 2023 12:09 PM
To: Brown, Gillian (ENDM) <gillian.brown2@Ontario.ca>
Cc: Catherine Pennington <Catherine.Pennington@enbridge.com>
Subject: MCFN: Enbridge Gas Scarborough Subway Extension Lawrence Avenue East Station Relocation Project – Environmental Report for Review

Good afternoon Gillian,

Hope you had a nice long weekend and thank you for your email on July 17 and your review of the ER for Lawrence Avenue East Station Relocation Project.

We did notify Mississaugas of the Credit First Nation of the Project on February 22, 2023 as we did with all the Nations on the delegation list provide by the MOE. The Environmental Report and virtual open house slides were sent out on August 8, 2023 to MCFN for their review and comment. I am not able to get you an updated log this week as the person who does them for us is on vacation. The two entries (and any further communications) will be captured in our log and we can provide at a future date.

The spelling of the Nations has been corrected in the environmental report and we appreciate your edit.

Please let me know if you have any questions.

Thanks,

Lauren

Lauren Whitwham
Strategist, Community & Indigenous Engagement, Eastern Region

Public Affairs, Communications & Sustainability

—

ENBRIDGE INC.
TEL: 519-667-4100 x 5153545 | CELL: 519-852-3474 | lauren.whitwham@enbridge.com
109 Commissioners Road West, London, ON N6J 1X7

Safety. Integrity. Respect. Inclusion.

---------- Forwarded message ---------
From: **Brown, Gillian (ENERGY)** <Gillian.Brown2@ontario.ca>
Date: Mon, Jul 17, 2023 at 3:49 PM
Subject: RE: Enbridge Gas Scarborough Subway Extension Lawrence Avenue East Station Relocation Project – Environmental Report for Review
To: ntaylor@dillon.ca <ntaylor@dillon.ca>

Hi Natalie,

I hope this email finds you well.

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 for the Lawrence Avenue East Station Relocation Project. I have one edit and one question.

Please correct the spelling of 'Chippewas' and 'Mississaugas' by removing the apostrophe in all instances of their incorrectly spelled names throughout the document. (e.g. Chippewa's of Georgina Island or Rama should be spelled Chippewas, and Mississauga's of the Credit and Scugog Island should be spelled Mississaugas). The screenshot below has the misspelled names, which appear on PDF pages 40, 68, 287, and 372.

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- Beausoleil (Chimnissing) First Nation;
- Chippewa's of Georgina Island First Nation;
- Chippewa's of Rama First Nation;
- Curve Lake First Nation;
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- Mississauga's of Scugog Island First Nation.

In addition, Mississaugas of the Credit First Nation were named for consultation by the Ministry of Energy, but there is no record of correspondence in Appendix J. Could you please update the document with that information and share it with me for review?

Thank you,
Gillian

Gillian Brown
Senior Advisor
Indigenous Energy Policy
Ministry of Energy

---------- Forwarded message ---------
From: **Marks, Jody (MNRF)** <Jody.Marks@ontario.ca>
Date: Thu, Jul 20, 2023 at 3:04 PM
Subject: FW: Enbridge Gas Scarborough Subway Extension Lawrence Avenue East Station Relocation Project – Environmental Report for Review
To: Greg.Asmussen@enbridge.com <Greg.Asmussen@enbridge.com>, JOHNNY.TON@enbridge.com <JOHNNY.TON@enbridge.com>, Taylor, Natalie <ntaylor@dillon.ca>
Cc: OPCC.Chair@oeb.ca <OPCC.Chair@oeb.ca>, Environmental Planning Team (MNRF) <Environmental.Planning.Team@ontario.ca>, Hartman, Gillian (MNRF) <Gillian.Hartman@ontario.ca>

Hello,

This email is to confirm that the Ministry of Natural Resources and Forestry (MNRF) has completed its review of the Environmental Report dated June 2023 provided by Dillon Consulting Limited on behalf of Enbridge Gas Inc. for its Scarborough Subway Extension Lawrence Avenue East Station Relocation project. The MNRF has no comments on the Environmental Report.

Thank you for sharing the Environmental Report with the MNRF.

Jody Marks *(her/she)*
Regional Planner
Land Use Planning and Strategic Issues Section | Southern Region |
Ministry of Natural Resources and Forestry (MNRF)
| (249) 733-1376 | jody.marks@ontario.ca

Ontario

As part of providing accessible customer service, please let me know if you have any accommodation needs or require communication supports or alternate formats.

Taylor, Natalie <ntaylor@dillon.ca>

Enbridge Gas Scarborough Subway Extension Lawrence Avenue East Station Relocation Project – Environmental Report for Review

Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca> Thu, Jul 20, 2023 at 2:04 PM

To: "Taylor, Natalie" <ntaylor@dillon.ca>
Cc: "McKay, Jennifer (MECP)" <Jennifer.McKay@ontario.ca>

Hi Natalie,

Please see attached response letter from the Conservation and Source Protection Branch (CSPB) for the Ministry of the Environment Conservation and Parks.

Kind Regards,

Bryan Armstrong

Program Analyst

Conservation and Source Protection Branch,

Source Protection Section

Ministry of Envionment Conservation and Parks

Tel: 289-962-3912

From: Taylor, Natalie <ntaylor@dillon.ca>
Sent: June 15, 2023 3:42 PM
To: OPCC.Chair@oeb.ca; Geerts, Helma (OMAFRA) <Helma.Geerts@ontario.ca>; Barboza, Karla (MCM) <Karla.Barboza@ontario.ca>; Ali-Khan, Farrah (ENERGY) <Farrah.Ali-Khan@ontario.ca>; Evers, Andrew (MECP) <Andrew.Evers@ontario.ca>; Ostrowka, Cory (IO) <Cory.Ostrowka@infrastructureontario.ca>; Harris, Maya (MMAH) <Maya.Harris@ontario.ca>; Elms, Michael (MMAH) <Michael.Elms@ontario.ca>; Boyd, Erick (MMAH) <Erick.Boyd@ontario.ca>; Johnston, Keith (He/Him) (MNRF) <Keith.Johnston@ontario.ca>; ghighfield@tssa.org; Di Fabio, Tony (MTO) <Tony.DiFabio@ontario.ca>
Cc: omafra.eanotices (OMAFRA) <omafra.eanotices@ontario.ca>; Heritage (MCM) <Heritage@ontario.ca>; Hamilton, James (MCM) <James.Hamilton@ontario.ca>; McCabe, Shannon (She/Her) (ENERGY) <Shannon.McCabe@ontario.ca>; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>; EA Notices to CRegion (MECP) <eanotification.cregion@ontario.ca>; ryu@tssa.org; Greg Asmussen <Greg.Asmussen@enbridge.com>; Johnny Ton <JOHNNY.TON@enbridge.com>

Subject: Enbridge Gas Scarborough Subway Extension Lawrence Avenue East Station Relocation 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,

[Quoted text hidden]

[Quoted text hidden]

Scarborough Subway Extension ER - CSPB Comments.docx
39K

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

14e étage

40, avenue St. Clair Ouest

Toronto (Ontario) M4V 1M2

Ontario

Enbridge Gas Inc. Scarborough Subway Extension Lawrence Avenue East Station Relocation Project

Conservation and Source Protection Branch (CSPB) has received a notification about the Scarborough Subway Extension Lawrence Avenue East Station Relocation 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 as you proceed with the assessment of this proposed project and development of an Environmental Report per the Ontario Energy Board's *Environmental Guidelines for the Location, Construction and Operation of Hydrocarbon Projects and Facilities in Ontario*.

The *Clean Water Act, 2006* (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas are delineated around surface water intakes and wellheads for every 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). In addition, event-based modelling areas (EBAs) and Issues Contributing Areas (ICAs) may also occur, overlapping with one of the four above-named vulnerable areas. To identify whether the project would be occurring within a drinking water source protection area, and whether it intersects with a vulnerable area, please consult the Source Protection Information Atlas.

In the Environmental Report the consultant has noted that the project footprint is not located within any vulnerable areas however the study area is within an IPZ (located along the West Highland Creek) as well there are some HVAs within the study area.

Natural gas pipeline projects may include activities during the construction or maintenance phases that, if located in a vulnerable area, may pose a risk to sources of drinking water (i.e., have the potential to adversely affect the quality or quantity of drinking water sources) and could be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. For example, 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. Policies may prohibit certain activities, or they may require risk management measures for these activities.

It was noted that the project does identify potential effects, mitigation measures, and potential residual effects of accidents and malfunctions that could impact groundwater and surface water. 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. For the Toronto and Region Conservation Authority please contact their head office at (416) 661-6600.

Where an activity related to the construction or maintenance phase of the natural gas pipeline poses a risk (significant, moderate, or low) to drinking water, the proponent should document and discuss in the environmental report how the project addresses applicable policies in the local source protection plan. This section should then be used to inform, and be reflected in, other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives, etc.

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.

Bryan Armstrong

Program Analyst, Conservation and Source Protection Branch
Ministry of Environment Conservation and Parks
SourceProtectionScreening@ontario.ca

Ministry of Citizenship and Multiculturalism

Heritage Planning Unit
Heritage Branch
Citizenship, Inclusion and Heritage Division
5th Flr, 400 University Ave
Tel.: 416.786.7553

Ministère des Affaires civiques et du Multiculturalisme

Unité de la planification relative au patrimoine
Direction du patrimoine
Division des affaires civiques, de l'inclusion et du patrimoine
Tél.: 416.786.7553

Ontario

July 28, 2023 EMAIL ONLY

Natalie Taylor
Associate
Dillon Consulting Limited
111 Farquhar Street Suite 301
Guelph, Ontario, N1H 3N4
NTaylor@dillon.ca

MCM File	**:**	**0018501**
Proponent	**:**	**Enbridge Gas Inc.**
Subject	**:**	**Environmental Report**
Project	**:**	**Scarborough Subway Extension – Lawrence Avenue East Station Relocation Project**
Location	**:**	**City of Toronto, Ontario**

Dear Ms Taylor:

Thank you for providing the Ministry of Citizenship and Multiculturalism (MCM) with notification of the Environmental Report for the above-referenced project.

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

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

We have reviewed the Draft Environmental Report dated June 2023, prepared by Dillon, and offer the following comments.

Project Summary
This project proposes to reconfigure the natural gas supply in the surrounding area to accommodate construction of the Metrolinx Scarborough Subway Extension Transit Project. The project has three infrastructure components requiring relocation which comprise the Preliminary Preferred Route and these are:

- Relocation of approximately 79 m of pipeline at Lawrence Avenue East and McCowan Road onto the Metrolinx private property easement;

- Relocation of approximately 154 m of pipeline at Lawrence Avenue East and McCowan Road onto the Metrolinx private property easement; and

- Relocation of approximately 112 m of pipeline at Lawrence Avenue East and McCowan Road and along Valparaiso Avenue.

Comments
The Report refers to a Cultural Heritage Screening or Cultural Heritage Screening Report in Table 1, Section 4.4.2, and as the title of Appendix B. In fact, the document presented in Appendix B is a *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment* (CHRECPIA). The term "Cultural Heritage Screening Report" typically refers to a smaller-scope report prepared to support or augment the completion of the *Criteria for Evaluating for Potential Built Heritage Resources and Cultural Heritage Landscapes* checklist, which determines whether or not a more in-depth report such as a CHRECPIA is necessary. Often, Cultural Heritage Screening Reports are provided in lieu of a CHRECPIA or similar report, by way of documentation to rule out the possibility of built heritage resources and cultural heritage landscapes. In this case, the checklist triggered a CHRECPIA, presented in Appendix B of the Environmental Report, and the completed checklist is included as Appendix A of the CHRECPIA itself.

Although there are components within the CHRECPIA referred to within the document as "screening", the use of the term in the body of the Environmental Report seems to misleadingly imply the completion of a stand-alone "screening" document. We would recommend that the term "cultural heritage screening" be removed from the body of the Environmental Report and the title of Appendix B, and replaced as appropriate with the name of the CHRECPIA.

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

Sincerely,

Dan Minkin
Heritage Planner
Dan.Minkin@Ontario.ca

Copied to: Johnny Ton, Enbridge
Chair, Ontario Pipeline Coordinating Committee

---------- Forwarded message ---------
From: **Johnny Ton** <JOHNNY.TON@enbridge.com>
Date: Tue, Aug 8, 2023 at 9:22 AM
Subject: RE: Enbridge Gas Scarborough Subway Extension Lawrence Avenue East Station Relocation Project – Environmental Report for Review
To: Robin Yu <ryu@tssa.org>, Taylor, Natalie <ntaylor@dillon.ca>, OPCC.Chair@oeb.ca <OPCC.Chair@oeb.ca>, Gary Highfield <ghighfield@tssa.org>
Cc: Greg Asmussen <greg.asmussen@enbridge.com>, Ramona Santiago <rsantiago@tssa.org>

Hi all,

Thank you for the response, Robin. As per the other email chain regarding the review itself; an application was submitted to the TSSA for review and there are no outstanding comments other than for EGI to inform the TSSA once construction begins so that we may coordinate an onsite audit date with you.

Appreciate everyone's support on this.

Thanks,

Johnny Ton, P.Eng., PMP
Transit Sr. Project Manager
Capital Development and Delivery

ENBRIDGE
CELL: 416-708-7868
101 Honda Blvd, Markham, ON L6C 0M6

enbridge.com
Safety. Integrity. Respect. Inclusion.

From: Robin Yu <ryu@tssa.org>
Sent: Friday, August 4, 2023 9:26 PM
To: Taylor, Natalie <ntaylor@dillon.ca>; OPCC.Chair@oeb.ca; Gary Highfield <ghighfield@tssa.org>
Cc: Johnny Ton <JOHNNY.TON@enbridge.com>; Greg Asmussen <greg.asmussen@enbridge.com>; Ramona Santiago <rsantiago@tssa.org>
Subject: [External] RE: Enbridge Gas Scarborough Subway Extension Lawrence Avenue East Station Relocation Project – Environmental Report for Review

Hi Natalie,

Thank you for the provided information about this project. We don't have any comments at this stage.

An application needs to be filled and submitted for the review of this project by TSSA as part of Ontario Pipeline Coordinating Committee. Please fill Application for Review of Pipeline Project and send it to the email address provided on the form.

If you have any question, please contact me.

Regards,

Robin Yu | Engineer, Fuels
Engineering
345 Carlingview Drive
Toronto, Ontario M9W 6N9
Tel: +1 416-734-3402 | Cell: +1 647-203-7214 | E-Mail: ryu@tssa.org
www.tssa.org

Winner of 2022 5-Star Safety Cultures Award

Appendix G

Agency Letters

February 28, 2023

Re: Enbridge Gas Inc.
Proposed Scarborough Subway Extension – Lawrence Avenue East Station Relocation Project
City of Toronto, Ontario
Notice of Study Commencement and Virtual Public Information Session

111 Farquhar St
Suite 301
Guelph, Ontario
Canada
N1H 3N4
Telephone
519.571.9833
Fax
519.571.7424

To whom it may concern,

Enbridge Gas Inc. (Enbridge Gas) has retained Dillon Consulting Limited (Dillon) to undertake an environmental study for the proposed Scarborough Subway Extension-Lawrence Avenue East Station Relocation Project (the Project) located in the administrative district of Scarborough, in the City of Toronto.

The proposed natural gas pipeline relocation is required to accommodate the construction of the Metrolinx Scarborough Subway Extension Transit Project while maintaining the existing service to Enbridge Gas customers in Scarborough. Project constraints include utility congestion within the City Right-of-Way (ROW), conflict areas with proposed transit infrastructure, and maintaining existing connections to the Enbridge Gas network and customers limit the opportunity to explore alternative routes.

Through discussions with key stakeholders, Enbridge Gas has identified a Preliminary Preferred Route which includes the following components:

- Approximately 79 metres (m) of 8-inch diameter natural gas pipe relocation required at Lawrence Avenue East and McCowan Road;
- Approximately 266 m of 12-inch diameter natural gas pipe relocation required at Lawrence Avenue East and McCowan Road, and along Valparaiso Ave.

The study is being conducted in accordance with the Ontario Energy Board's (OEB) *Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition.* Once the study is complete, Enbridge Gas will apply to the OEB for approval to construct the project. If approved, construction may begin in Spring 2024.

Stakeholder involvement will play a key role in the project. In order to undertake a successful consultation program, we have developed a mailing list of government agencies (federal, provincial, and municipal), Indigenous communities, and potential interest groups that may have an interest in the study. A Virtual Public Information Session will be hosted as part of the study. Details about the session are provided in the attached Notice of Study Commencement.

As part of the initial phase of the study, we are collecting information on socio economic, natural environment, and archaeological or heritage resource features along the potential route. Examples of data being collected include information on archaeological and heritage resources, community facilities and infrastructure, terrestrial and aquatic vegetation and wildlife, as well as water, sewage, industrial, and commercial utilities.

We are interested in hearing from you with any comments that you or your organization may have regarding this project. We are also requesting any information relating to natural and/or human environments along the potential route that may fall within your mandate.

Please send this information to my attention at the above address or by email to LawrenceEastStationProject@dillon.ca by **Wednesday, April 12, 2023**. If you require any further information at this time, please do not hesitate to contact me.

If there is a more appropriate contact at your organization who should receive this letter, please kindly forward the letter at your discretion and notify us as we will update our stakeholder consultation list.

Sincerely,

DILLON CONSULTING LIMITED

Natalie Taylor
Associate, Project Manager
Tel: 519.571.9833 ext. 3154
LawrenceEastStationProject@dillon.ca

Attachment: Notice of Study Commencement and Virtual Public Information Session

Attachment A

Notice of Study Commencement and Virtual Public Information Session

Proposed Scarborough Subway Extension – Lawrence Avenue East Station Relocation Project

Notice of Project Commencement and Virtual Public Information Session

City of Toronto, Ontario

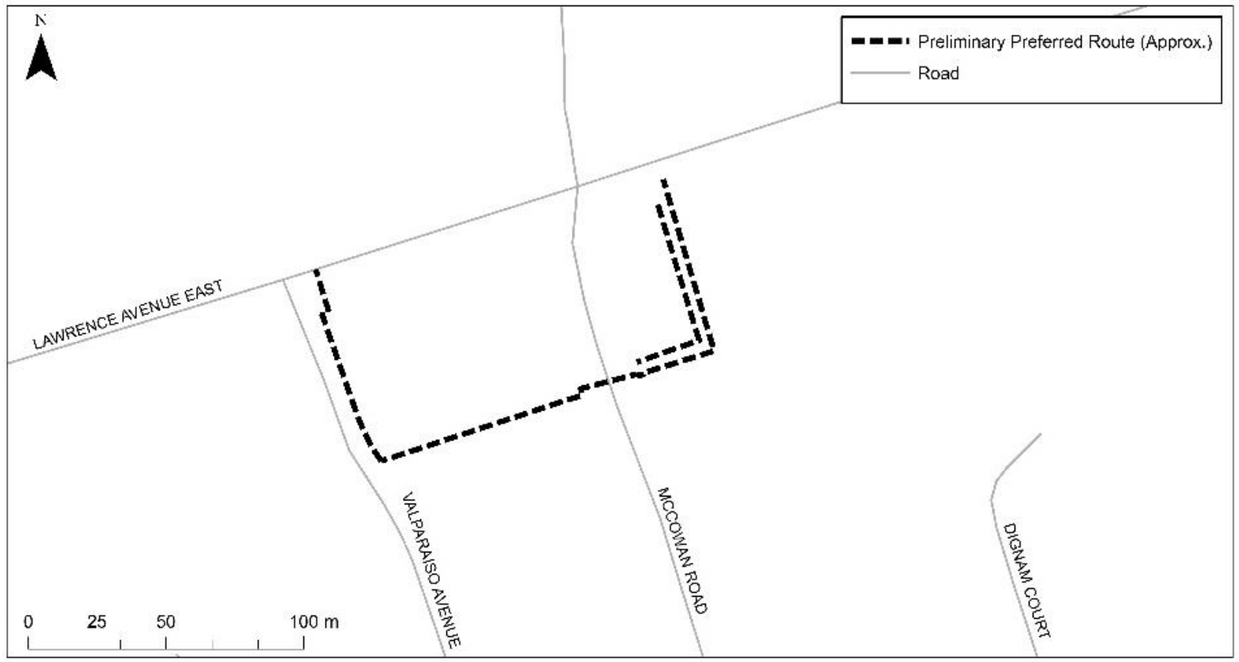
Enbridge Gas Inc.

Project Overview

The Study

Enbridge Gas Inc. (Enbridge Gas) has retained Dillon Consulting (Dillon) to undertake an environmental study for the proposed Scarborough Subway Extension-Lawrence Avenue East Station Relocation Project.

The proposed natural gas pipeline relocation is required to accommodate the construction of the Metrolinx Scarborough Subway Extension transit project while maintaining the existing service to Enbridge Gas customers in Scarborough. Through discussions with key stakeholders, Enbridge Gas has determined a preliminary preferred route of approximately 79 meters (m) of 8-inch pipe and 266 m of 12-inch pipe in the vicinity of Lawrence Avenue East and McCowan Road (see map). Utility congestion within the City Right-of-Way, conflict areas with proposed transit infrastructure, and the need to maintain existing customers' connections to Enbridge Gas' infrastructure all limit the opportunity to explore alternative routes.



The Process

The study is being conducted in accordance with the Ontario Energy Board's (OEB) *Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th edition*. The study will review the need and justification for the relocation pipeline, describe the natural, cultural and socio-economic environment, evaluate the project from a social, cultural and environmental perspective, outline safety measures, and describe appropriate measures for impact mitigation and monitoring.

Once the environmental study and design have been finalized, Enbridge Gas will file a Leave to-Construct (LTC) application to the OEB. This filing is tentatively scheduled for September 2023. If approved, construction of the pipeline could begin in Spring 2024.

Invitation to the Community

Stakeholder and Indigenous consultation is a key component of this study. Members of the general public, landowners, government agencies, current customers, Indigenous communities, and other interested parties are invited to participate in the study. We are hosting a Virtual Public Information Session to provide you with an opportunity to review the project and provide input.

Virtual Public Information Session
Website: www.LawrenceEastStationProject.com
Active Dates: Monday, March 13, 2023 to Sunday, March 26, 2023

If you are interested in participating or would like to provide comments, please visit the Virtual Public Information Session or contact one of the individuals listed in this notice. The last day to submit comments for consideration in the environmental study is **April 12, 2023**. For additional information and project updates, visit the Enbridge Gas Project Website at www.enbridgegas.com/LawrenceEastStationProject

Project Contacts

Natalie Taylor
Project Manager
Dillon Consulting Limited

Greg Asmussen
Environmental Advisor
Enbridge Gas Inc.

Project Email: LawrenceEastStationProject@dillon.ca
Telephone: 519-571-9833 ext. 3154

DILLON CONSULTING

February 28, 2023

To: Justin Lim, Planner, Development and Planning
Toronto and Region Conservation Authority

Re: Enbridge Gas Inc.
Proposed Scarborough Subway Extension-Lawrence Avenue East Station Relocation Project
City of Toronto, Ontario
Notice of Study Commencement and Virtual Public Information Session

Dear Mr. Lim,

Enbridge Gas Inc. (Enbridge Gas) has retained Dillon Consulting Limited (Dillon) to undertake an environmental study for the proposed Scarborough Subway Extension-Lawrence Avenue East Station Relocation Project (the Project) located in the administrative district of Scarborough in the City of Toronto.

The proposed natural gas pipeline relocation is required to accommodate the construction of the Metrolinx Scarborough Subway Extension Transit Project while maintaining the existing service to Enbridge Gas customers in Scarborough. Utility congestion within the City Right-of-Way, conflict areas with proposed transit infrastructure, and the need to maintain existing customers' connections to Enbridge Gas' infrastructure all limit the opportunity to explore alternative routes.

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As part of the initial phase of the study, we are collecting information on socio-economic, natural environment, and archaeological or heritage resource features along the potential route. Examples of data being collected include information on archaeological and heritage resources, community facilities and infrastructure, terrestrial and aquatic vegetation and wildlife, as well as water, sewage, industrial, and commercial utilities.

We are interested in hearing from you with any comments that you or your organization may have regarding this Project. We are also requesting any information relating to natural and/or human environments along the potential routes that may fall within your mandate and, in particular, whether the following are within, or in the vicinity of, the potential route:

- Environmentally sensitive areas;
- Floodplains; and,
- Distinctive natural features that would warrant protection.

Please send this information to my attention at the above address or by email to LawrenceEastStationProject@dillon.ca by **Wednesday, April 12, 2023**. If you require any further information at this time, please do not hesitate to contact me.

If there is a more appropriate contact at your organization who should receive this letter, please kindly forward the letter at your discretion and notify us as we will update our stakeholder consultation list.

Sincerely,

DILLON CONSULTING LIMITED

Natalie Taylor
Associate, Project Manager
Tel: 519.571.9833 ext. 3154
LawrenceEastStationProject@dillon.ca

Attachment: Notice of Study Commencement and Virtual Public Information Session

Notice of Study Commencement and Virtual Public Information Session

Proposed Scarborough Subway Extension – Lawrence Avenue East Station Relocation Project

Notice of Project Commencement and Virtual Public Information Session

City of Toronto, Ontario

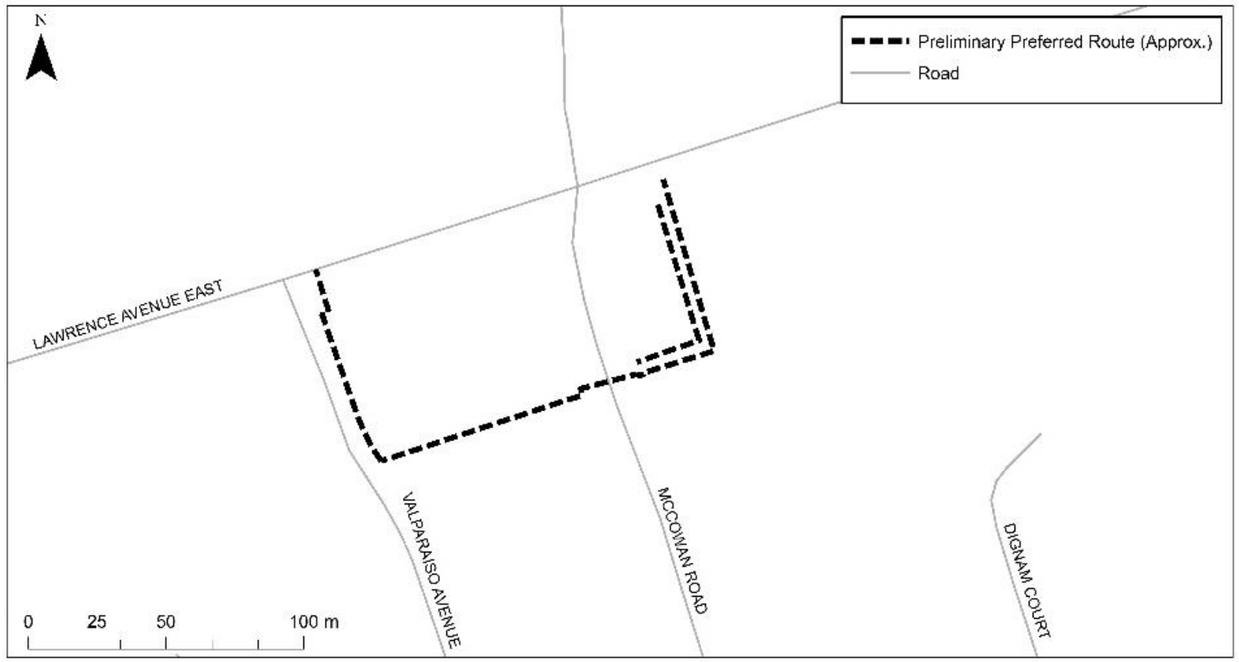
Enbridge Gas Inc.

Project Overview

The Study

Enbridge Gas Inc. (Enbridge Gas) has retained Dillon Consulting (Dillon) to undertake an environmental study for the proposed Scarborough Subway Extension-Lawrence Avenue East Station Relocation Project.

The proposed natural gas pipeline relocation is required to accommodate the construction of the Metrolinx Scarborough Subway Extension transit project while maintaining the existing service to Enbridge Gas customers in Scarborough. Through discussions with key stakeholders, Enbridge Gas has determined a preliminary preferred route of approximately 79 meters (m) of 8-inch pipe and 266 m of 12-inch pipe in the vicinity of Lawrence Avenue East and McCowan Road (see map). Utility congestion within the City Right-of-Way, conflict areas with proposed transit infrastructure, and the need to maintain existing customers' connections to Enbridge Gas' infrastructure all limit the opportunity to explore alternative routes.



The Process

The study is being conducted in accordance with the Ontario Energy Board's (OEB) *Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th edition*. The study will review the need and justification for the relocation pipeline, describe the natural, cultural and socio-economic environment, evaluate the project from a social, cultural and environmental perspective, outline safety measures, and describe appropriate measures for impact mitigation and monitoring.

Once the environmental study and design have been finalized, Enbridge Gas will file a Leave to-Construct (LTC) application to the OEB. This filing is tentatively scheduled for September 2023. If approved, construction of the pipeline could begin in Spring 2024.

Invitation to the Community

Stakeholder and Indigenous consultation is a key component of this study. Members of the general public, landowners, government agencies, current customers, Indigenous communities, and other interested parties are invited to participate in the study. We are hosting a Virtual Public Information Session to provide you with an opportunity to review the project and provide input.

Virtual Public Information Session
Website: www.LawrenceEastStationProject.com
Active Dates: Monday, March 13, 2023 to Sunday, March 26, 2023

If you are interested in participating or would like to provide comments, please visit the Virtual Public Information Session or contact one of the individuals listed in this notice. The last day to submit comments for consideration in the environmental study is **April 12, 2023**. For additional information and project updates, visit the Enbridge Gas Project Website at www.enbridgegas.com/LawrenceEastStationProject

Project Contacts

Natalie Taylor
Project Manager
Dillon Consulting Limited

Greg Asmussen
Environmental Advisor
Enbridge Gas Inc.

Project Email: LawrenceEastStationProject@dillon.ca
Telephone: 519-571-9833 ext. 3154

DILLON CONSULTING

February 28, 2023

To: Julie Simard, Supervisor, Aurora District
Ministry of Natural Resources and Forestry

Re: Enbridge Gas Inc.
Proposed Scarborough Subway Extension-Lawrence Avenue East Station Relocation Project
City of Toronto, Ontario
Notice of Study Commencement and Virtual Public Information Session

Dear Ms. Simard,

Enbridge Gas Inc. (Enbridge Gas) has retained Dillon Consulting Limited (Dillon) to undertake an environmental study for the proposed Metrolinx Scarborough Subway Extension-Lawrence Avenue East Station Relocation Project (the Project) located in the administrative district of Scarborough in the City of Toronto.

The proposed natural gas pipeline relocation is required to accommodate the construction of the Metrolinx Scarborough Subway Extension Transit Project while maintaining the existing service to Enbridge Gas customers in Scarborough. Utility congestion within the City Right-of-Way, conflict areas with proposed transit infrastructure, and the need to maintain existing customers' connections to Enbridge Gas' infrastructure all limit the opportunity to explore alternative routes.

Through discussions with key stakeholders, Enbridge Gas has identified a Preliminary Preferred Route which includes the following components:

- Approximately 79 metres (m) of 8-inch diameter natural gas pipe relocation required at Lawrence Avenue East and McCowan Road;
- Approximately 266 m of NPS 12-inch diameter natural gas pipe relocation required at Lawrence Avenue East and McCowan Road, and along Valparaiso Ave.

The study is being conducted in accordance with the Ontario Energy Board's (OEB) Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition. Once the study is complete, Enbridge Gas will apply to the OEB for approval to construct the Project. If approved, construction may begin in Spring 2024.

Stakeholder involvement will play a key role in the Project. In order to undertake a successful consultation program, we have developed a mailing list of government agencies (federal, provincial, and municipal), Indigenous communities, and potential interest groups that may have an interest in the study. A Virtual Public Information Session will also be hosted as part of the study. Details about the session are provided in the attached Notice of Study Commencement.

As part of the initial phase of the study, we are collecting information on socio-economic, natural environment, and archaeological or heritage resource features along the potential routes. Examples of data being collected include information on archaeological and heritage resources, community facilities and infrastructure, terrestrial and aquatic vegetation and wildlife, as well as water, sewage, industrial, and commercial utilities.

We are interested in hearing from you with any comments that you or your organization may have regarding this project. We are also requesting any information relating to natural and/or human environments along the potential routes that may fall within your mandate and, in particular, whether any of the following are within, or in the vicinity of, the potential routes:

- Wetlands.
- Woodlands.
- Environmentally sensitive areas.
- Rare (S1-S3) species occurrences.

- Designated areas of wildlife habitat.
- Areas of natural and scientific interest.
- Any distinctive natural features that would warrant protection.

Please send this information to my attention at the above address or by email to LawrenceEastStationProject@dillon.ca by **Wednesday, April 12, 2023**. If you require any further information at this time, please do not hesitate to contact me.

If there is a more appropriate contact at your organization who should receive this letter, please kindly forward the letter at your discretion and notify us as we will update our stakeholder consultation list.

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Proposed Scarborough Subway Extension – Lawrence Avenue East Station Relocation Project

Notice of Project Commencement and Virtual Public Information Session

City of Toronto, Ontario

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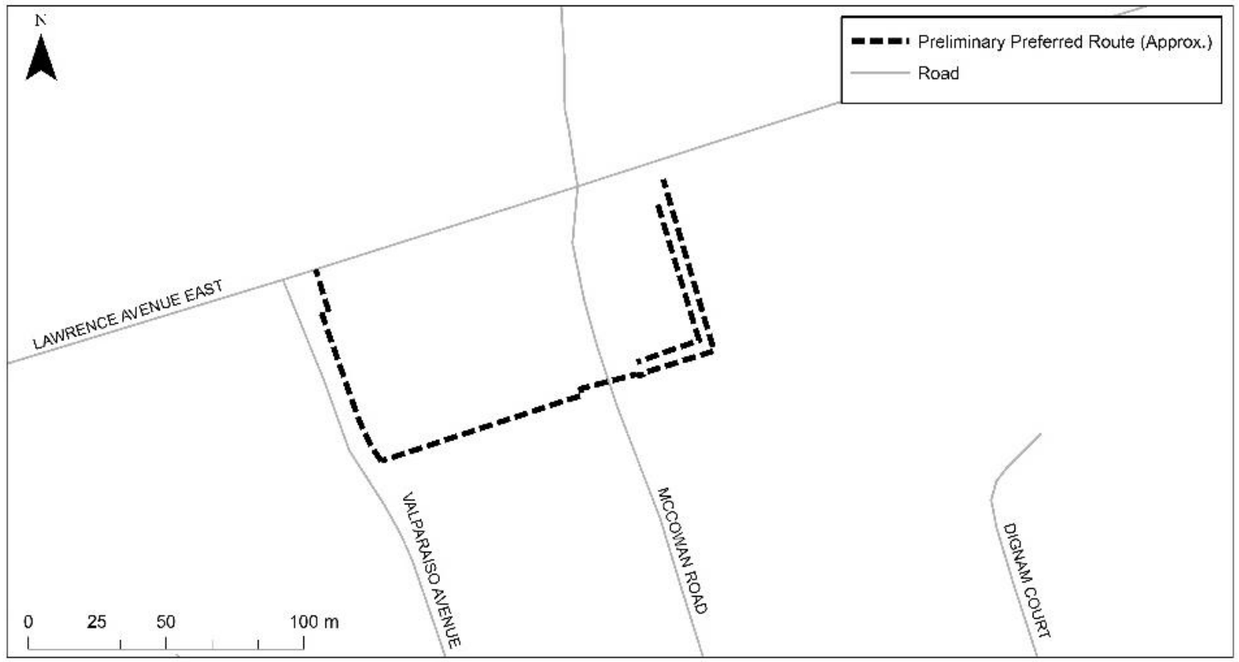

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DILLON CONSULTING

February 28, 2023

Re: Enbridge Gas Inc.
Proposed Scarborough Subway Extension – Lawrence Avenue East Station Relocation Project
City of Toronto, Ontario
Notice of Study Commencement and Virtual Public Information Session

To whom it may concern,

Enbridge Gas Inc. (Enbridge Gas) has retained Dillon Consulting Limited (Dillon) to undertake an environmental study for the proposed Scarborough Subway Extension-Lawrence Avenue East Station Relocation Project (the Project) located in the administrative district of Scarborough, in the City of Toronto.

The proposed natural gas pipeline relocation is required to accommodate the construction of the Metrolinx Scarborough Subway Extension Transit Project while maintaining the existing service to Enbridge Gas customers in Scarborough. Project constraints include utility congestion within the City Right-of-Way (ROW), conflict areas with proposed transit infrastructure, and maintaining existing connections to the Enbridge Gas network and customers limit the opportunity to explore alternative routes.

Through discussions with key stakeholders, Enbridge Gas has identified a Preliminary Preferred Route which includes the following components:

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Attachment: Notice of Study Commencement and Virtual Public Information Session

Attachment A

Notice of Study Commencement and Virtual Public Information Session

Proposed Scarborough Subway Extension – Lawrence Avenue East Station Relocation Project

Notice of Project Commencement and Virtual Public Information Session

City of Toronto, Ontario

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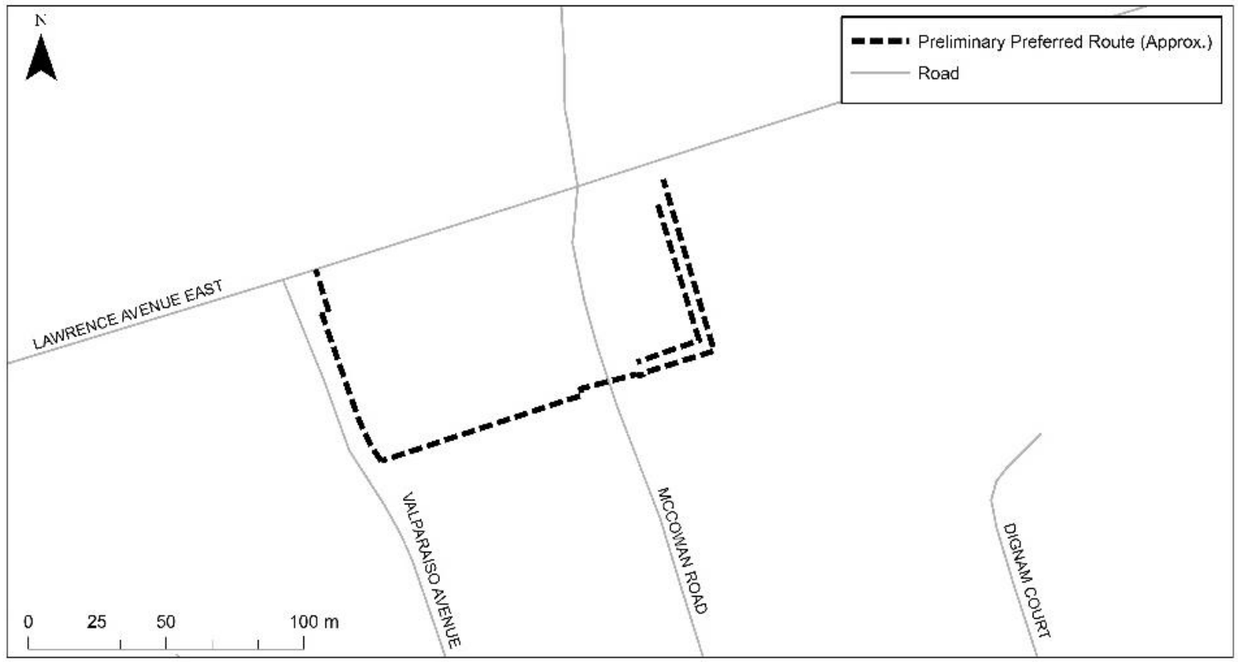

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Appendix H

Virtual Public Information Session Presentation and Video Transcript

DILLON CONSULTING

Proposed Scarborough Subway Extension- Lawrence Avenue East Station Relocation Project

Virtual Public Information Session

March 13 to March 26, 2023

ENBRIDGE®

DILLON CONSULTING

Welcome

This Virtual Public Information Session will be live for two weeks from **Monday, March 13, to Sunday, March 26, 2023**

- You may provide your input on the Scarborough Subway Extension-Lawrence Avenue East Station Relocation Project by completing the comment form available on the Virtual Public Information Session website at **www.LawrenceEastStationProject.com**
- Please submit your comments by April 12, 2023.
- After Sunday, March 26 2023, this presentation, accompanying video transcript, and the comment form will be available for download on the Enbridge Gas website at **http://www.enbridgegas.com/LawrenceEastStationProject**

ENBRIDGE DILLON CONSULTING

Enbridge Gas' Commitment

Enbridge Gas provides safe and reliable delivery of natural gas to more than 3.8 million residential, commercial, and industrial customers across Ontario.

Enbridge Gas will carefully consider all input.

It is committed to involving community members and will provide up-to-date information in an open, honest, and respectful manner.

Enbridge Gas is committed to environmental stewardship and conducts all of its operations in an environmentally responsible manner.

ENBRIDGE DILLON CONSULTING

Enbridge Gas' Environment, Health, and Safety Policies

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

Enbridge Gas will provide a safe and healthy working environment and will not compromise the health and safety of any individual.

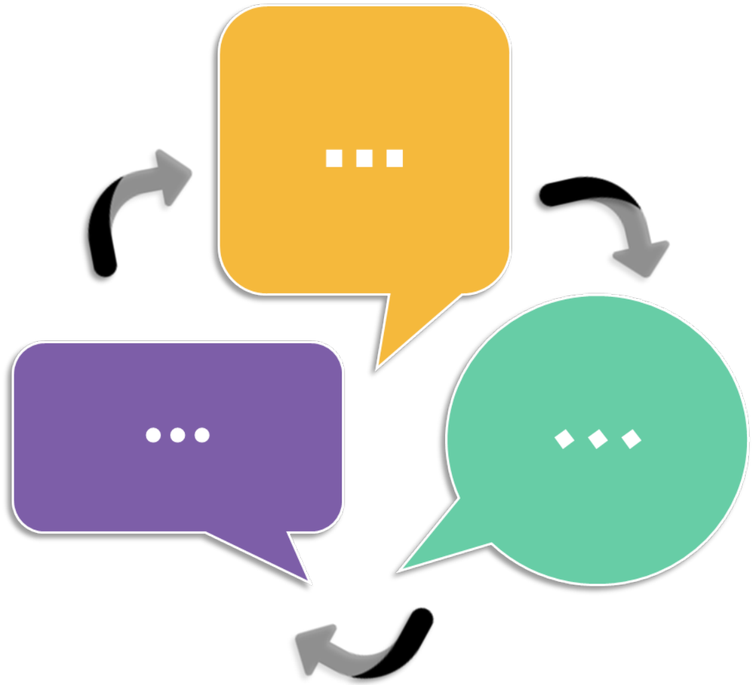
Its goal is to have no workplace incidents and to mitigate, to the extent feasible, its impacts on the environment. To achieve this goal, Enbridge Gas will work with stakeholders, peers, and others to promote responsible environmental practices and continuous improvement.

Enbridge Gas is committed to environmental protection and stewardship, and recognizes that pollution prevention, biodiversity, and resource conservation are key to a sustainable environment.

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

Purpose of the Project's Virtual Public Information Session

- Provide information on the Project purpose and illustrate the Preliminary Preferred Route for the pipeline
- Inform landowners, Indigenous communities, municipalities, stakeholders, and regulatory authorities about the Project and gather feedback about the assessment of the pipeline route
- Give everyone the chance to participate during the process of completing the Environmental Report, which will be included in the application to the Ontario Energy Board (OEB)
- Provide an opportunity to identify any unknown constraints and review draft plans to mitigate impacts to the local community and the environment
- Create a space for you to ask questions and/or provide comments to Enbridge Gas or Dillon Consulting



ENBRIDGE DILLON CONSULTING

Consultation Approach

We are committed to a comprehensive consultation process and want to hear from you about this Project.

Our consultation approach is:

- **Inclusive:** reaching out to all who may be interested or affected and providing opportunities to become informed and get involved.
- **Transparent:** providing access to information and clear explanations for decisions.
- **Accountable:** explaining how your input will be used in the decision-making process.

An important part of the consultation process is working with stakeholders to identify and resolve potential project-related issues and concerns.

Enbridge Gas Indigenous Peoples Policy: Introduction

- Enbridge Gas follows the Enbridge Inc. (Enbridge) Indigenous Peoples Policy.
- Enbridge Gas recognizes the diversity of Indigenous Peoples who live where the company works and operates. It is understood from history, the destructive impacts on the social and economic wellbeing of Indigenous Peoples. Enbridge recognizes and realizes the importance of reconciliation between Indigenous communities and the broader society. Positive relationships with Indigenous Peoples, based on mutual respect and focused on achieving common goals, will create positive outcomes from Indigenous communities.
- Enbridge Gas commits to pursue sustainable relationships with Indigenous Nations and groups in proximity to where Enbridge conducts business. To achieve this, Enbridge will govern itself by the principles on the next slide.

Enbridge Gas Indigenous Peoples Policy: Principles

Recognize	Enbridge Gas **recognizes** the legal and constitutional rights of Indigenous Peoples, and the importance of the relationships between Indigenous Peoples and their traditional lands and resources. They commit to working with Indigenous communities in a manner that recognizes and respects those legal and constitutional rights and the traditional lands and resources to which they apply. Enbridge commits to ensuring that Enbridge Gas projects and operations are carried out in an environmentally responsible manner.
Understand	Enbridge Gas **understands** the importance of the United Nations Declaration of the Rights of Indigenous Peoples in the context of existing Canadian law and the commitments that the government has made to protecting the rights of Indigenous Peoples.
Engage	Enbridge Gas **engages** in forthright and sincere consultation with Indigenous Peoples about their projects and operations through processes that seek to achieve early and meaningful engagement. Indigenous engagement helps define projects that may occur on lands traditionally occupied by Indigenous Peoples.
Commit	Enbridge Gas **commits** to working with Indigenous Peoples to achieve benefits for them resulting from Enbridge Gas' projects and operations, including opportunities in training and education, employment, procurement, business development, and community development.
Foster	Enbridge Gas **fosters** an understanding of the history and culture of Indigenous Peoples among their employees and contractors, in order to create better relationships between Enbridge Gas and Indigenous communities.

Enbridge Indigenous Peoples Policy: Commitment

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

Regulatory Framework

For the Project to proceed, approval from the OEB is required. The OEB requires that Enbridge Gas complete an environmental assessment and route selection study.

ONTARIO ENERGY BOARD

Role of the Ontario Energy Board

- Reviews the Environmental Report (including details of consultation) as part of the application, known as the "Leave-to-Construct" Application.
- Reviews comments received from the Ontario Pipeline Coordinating Committee (OPCC) on the Environmental Report during the 42-day OPCC review period. The 42-day OPCC review period is anticipated from late May 2023 to early July 2023.
- Once the Leave-to-Construct (LTC) Application is submitted to the OEB, any party with an interest in the Project may apply to the OEB to become intervenors or interested parties.
- Provides a public forum during the review of the LTC Application for people to participate in the decision-making process.
- Determines whether a proposed pipeline is in the public interest.

Environmental Study Process

As part of the planning process, Enbridge Gas has retained Dillon Consulting to undertake an Environmental Study for the project. The Study will fulfill the requirements of the OEB's Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario, 7th Edition.

The Study will be conducted during the earliest phase of the planning process. As part of the Study, Enbridge Gas and Dillon Consulting will:

- Undertake engagement to understand the views of interested and potentially affected parties
- Consult and engage with Indigenous communities to understand interests and potential impacts
- Identify potential impacts of the project
- Develop environmental mitigation and protective measures to avoid or reduce potential impacts
- Develop an appropriate environmental monitoring and post-construction program

ENBRIDGE DILLON CONSULTING

Project Overview

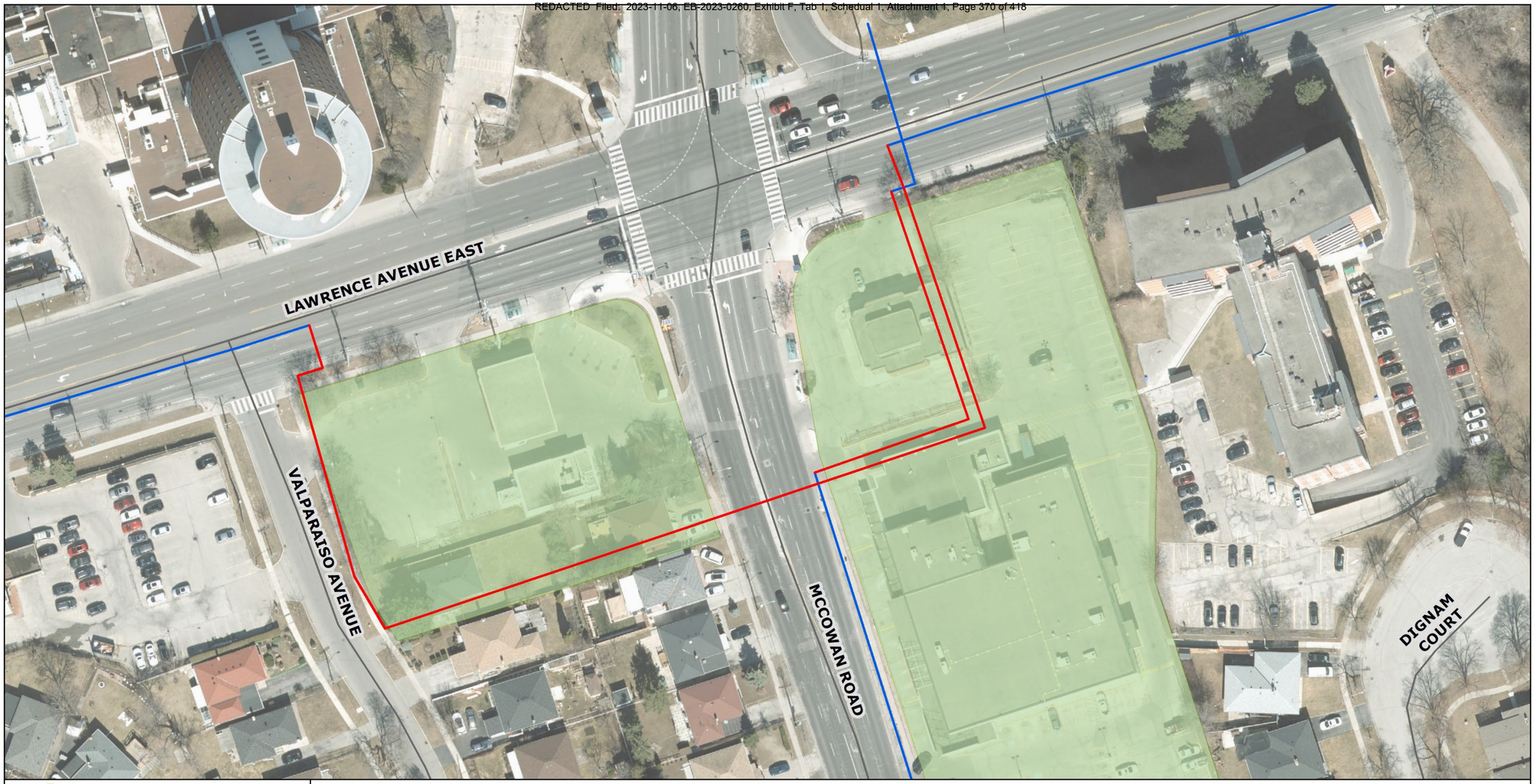
The Proposed Project involves reconfiguring existing natural gas infrastructure in the vicinity of Lawrence Avenue East, McCowan Road and Valparaiso Avenue to include:

- Approximately 79 metres (m) of NPS 8-inch diameter natural gas pipeline relocated onto Metrolinx private property easement;
- Approximately 154 m of NPS 12-inch diameter pipeline relocated onto private property easement; and
- Approximately 112 m of NPS 12-inch diameter natural gas pipeline relocated on Lawrence Avenue East and McCowan Road, and along Valparaiso Ave.

The proposed natural gas pipeline relocation is required to accommodate the construction of the Metrolinx Scarborough Subway Extension transit project while maintaining the existing service to Enbridge Gas customers in Scarborough.

Due to the highly congested corridor, property constraints, and location of proposed subway infrastructure, Enbridge Gas has identified the preliminary preferred route (PPR) as the only feasible alternative. The PPR resolves the conflict with the subway while minimizing the total length and cost of a gas main relocation in order to reinstate the network, while maintaining service to existing Enbridge Gas customers.

ENBRIDGE DILLON CONSULTING



ENBRIDGE

ENBRIDGE GAS INC.

Scarborough Subway Extension - Lawrence Avenue East Station Relocation Project

Preliminary Preferred Route (Proposed)
Land Aquired by Metrolinx
Existing Pipeline Infrastructure
Road

PROPOSED ROUTE MAP

FIGURE 1

DILLON CONSULTING

MAP DRAWING INFORMATION:
DATA PROVIDED BY MNRF, ENBRIDGE GAS INC, ESRI IMAGERY

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

SCALE 1:800

0 10 20 40 m

N W E S

PROJECT: 23-5456 STATUS: DRAFT DATE: 2023-03-07

FILE LOCATION: K:\2023\235456\Product\Client\NoC\F1_ProposedRouteFigureUpdate_powerpoint_DillonTemplate.mxd

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

Natural Environment: Overview

A preliminary field investigation including an Ecological Land Classification (ELC) assessment was conducted by a Dillon biologist on February 16, 2023 from the municipal road allowance along the Preliminary Preferred Route to identify and assess existing natural features, including potential terrestrial and aquatic habitat.

The results of the ELC survey determined lands in the Study Area are primarily classified as ‘constructed’ or ‘residential’. No natural features are present.

No watercourse or waterbody features are present.

Natural Environment: Species at Risk (SAR)

Based on a review of existing records, 5 SAR have the potential to occur within the Project Study Area. Consideration of potential SAR/SAR habitat that may be present in the Study Area was determined based on the general habitat requirements of the species and the habitat features identified during the field investigations conducted in February 2023.

SAR Bats

Chimney Swift

The Ministry of Environment, Conservation and Parks will be consulted during the detailed design process to determine whether species-specific surveys are required to support potential permitting and/or approvals under the Endangered Species Act, 2007.

ENBRIDGE DILLON CONSULTING

Natural Environment: Potential Effects and Mitigation Measures

Examples of Potential Effects

- Potential and/or temporary loss or alteration of trees during construction.
- Potential and/or temporary disturbance to wildlife (birds, bats) during construction.
- Potential and/or temporary alteration of SAR habitat and/or disruption to SAR movement during construction.

Examples of Mitigation Measures

- Minimizing the width of the construction area footprint to reduce the amount of trees affected.
- Conducting construction activities outside of wildlife active windows, where possible.
- Documenting wildlife and SAR encounters and notify appropriate regulatory authorities, where required.
- Providing information to workers on how to identify SAR and their habitat, and how to implement mitigation measures for their protection.

Socio-Economic Environment: Overview

- The Project is located in the administrative district of Scarborough in the City of Toronto.
- The Project Study Area is largely commercial and residential.
- Statistics Canada 2021 Census data indicates that the leading industries in Scarborough Centre include health care and social assistance, manufacturing, retail trade, and professional, scientific and technical services.

The Project is located in a highly urbanized area of Scarborough that supports low and high density residential, and a variety of commercial and retail activities. This urban area is reliant on various transportation methods including personal vehicles, public transit, and bicycles.

Socio-Economic Environment: Potential Effects and Mitigation Measures

Examples of Potential Effects

- Temporary increase in nuisance noise during construction.
- Temporary traffic disruptions during construction.
- Temporary increase in wastes during construction.

Examples of Mitigation Measures

- Construction activities will be carried out in compliance with municipal noise by-laws with respect to noise and construction equipment usage. Applicable noise by-law exemptions will be sought if construction activities cannot be avoided on Statutory Holidays, Sundays or at night. (Note that typical construction days and times are Monday to Saturday, 7 am in the morning to 5 pm in the afternoon).
- Traffic access will be maintained, where possible, during construction. Conditions of required permits will be adhered to. Good management and best practices will be implemented during construction to minimize traffic disruption. If required, temporary detour routes will be provided to reduce potential impacts to commuters.
- Waste will be collected and disposed of appropriately in accordance with applicable regulations at a licensed waste facility.

Cultural Heritage Resources: Archaeology, Built Heritage, and Cultural Heritage Landscapes

- A Stage 1 Archaeological Assessment is being completed for this Project.
- Preliminary findings of the Stage 1 Archaeological Assessment suggest that all portions of the Project Area are identified as extensively disturbed, do not retain archaeological potential, and do not require further assessment.
- A Cultural Heritage Assessment Report (CHAR) is currently being completed for the project.
- The CHAR will further evaluate potential heritage resources and, if necessary, a preliminary Heritage Impact Assessment will be conducted.

Pipeline Design, Construction and Safety

Pipeline Design

- The proposed pipeline relocation is designed to meet and/or exceed the regulations of the Canadian Standards Association (Z662 Oil and Gas Pipeline Systems) and the applicable regulations of the Technical Standards and Safety Authority (TSSA).
- New natural gas connections will not be offered to properties along the proposed pipeline relocation.

Pipeline Construction

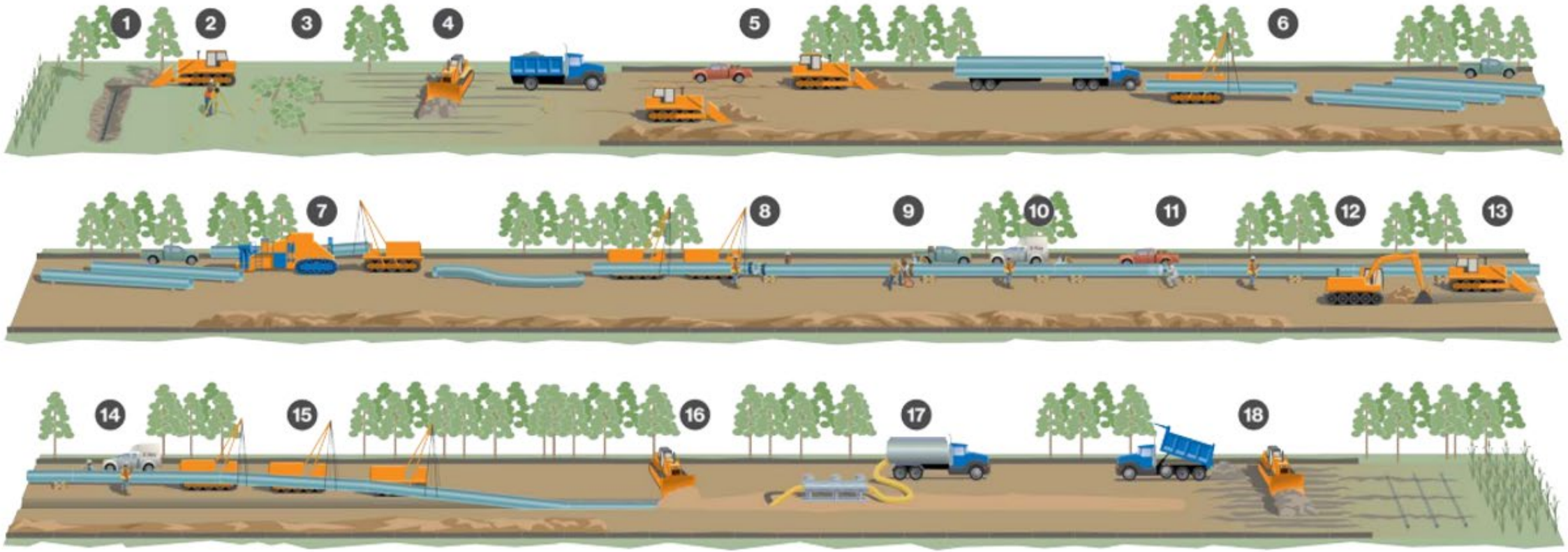
- The construction work is temporary and transitory: once the pipe is laid, the area will be restored to as close to pre-construction condition as possible.

Pipeline Safety

Enbridge Gas takes many steps to safely and reliably operate their network of natural gas pipelines, such as:

- Designing, constructing, and testing their pipelines to meet or exceed requirements set by industry standards and regulatory authorities.
- Ensuring that any work is respectful of community activities, regulations and bylaws.
- Continuously monitoring their network.
- Performing field surveys to detect leaks and confirm that corrosion prevention methods are working as intended.

General Construction Overview



Step 1: Pre-construction tiling;

Step 2: Surveying and staking;

Step 3: Clearing;

Step 4: Right-of-way topsoil stripping;

Step 5: Front-end grading;

Step 6: Stringing pipe;

Step 7: Field bending pipe;

Step 8: Lining-up pipe;

Step 9: Welding process;

Step 10: X-ray or ultrasonic inspection, weld repair;

Step 11: Field coating;

Step 12: Digging the trench;

Step 13: Padding trench bottom;

Step 14: Final inspection and coating repair;

Step 15: Lowering pipe;

Step 16: Backfilling;

Step 17: Hydrostatic testing; and

Step 18: Site restoration and post-construction tiling.

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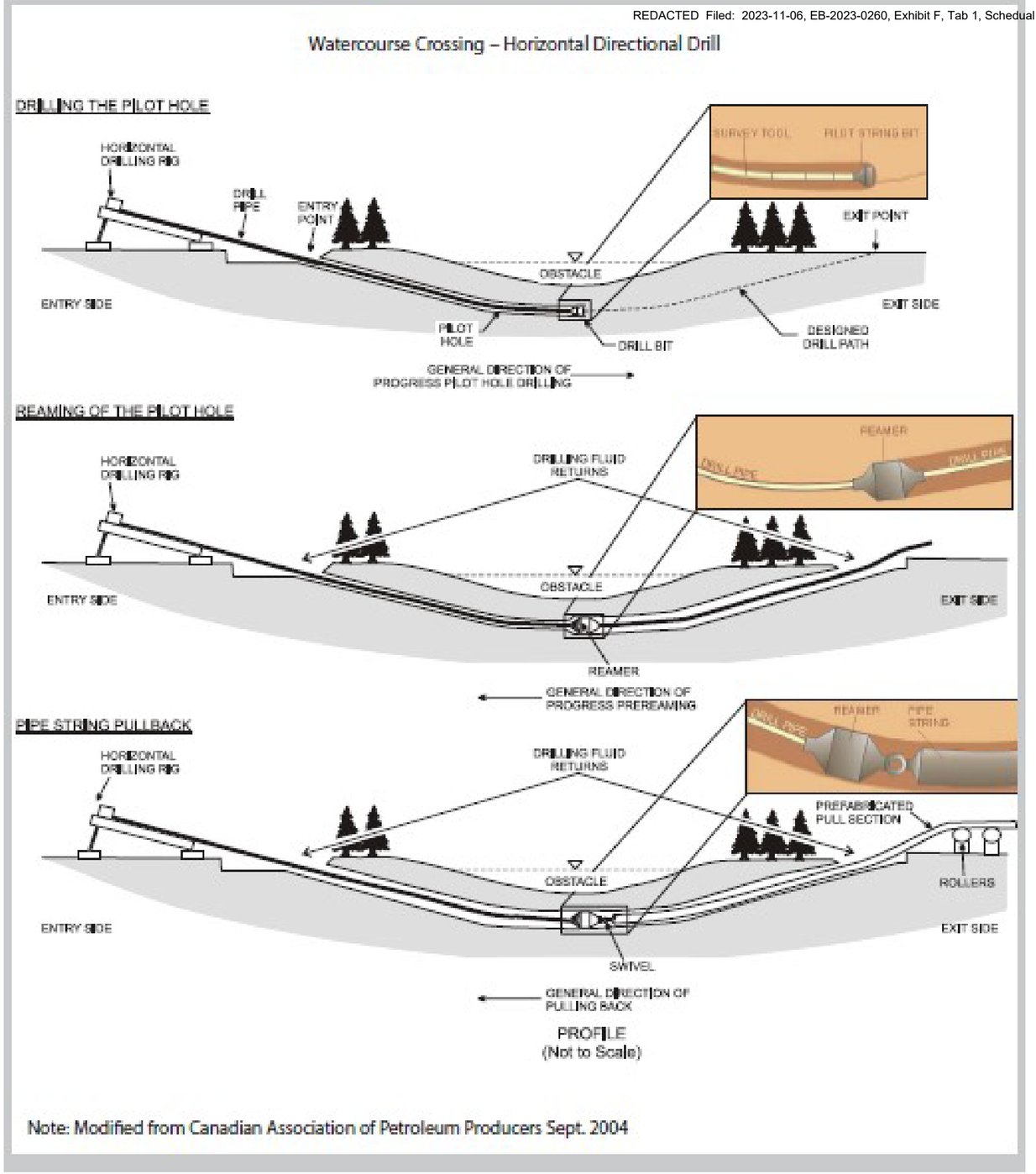
Example of Pipeline Installation in Road Allowance

1

2

3

4



Note: Modified from Canadian Association of Petroleum Producers Sept. 2004

Horizontal Directional Drilling (HDD)

Mitigation and Monitoring

Enbridge Gas is committed to working with the community on construction planning, mitigation, and post-construction monitoring. Post-construction monitoring will be conducted so that impacted areas are restored to as close to pre-construction conditions as possible.

Enbridge Gas recognizes that the construction of the pipeline may result in short-term adverse impacts and they commit to applying mitigation measures to reduce these impacts and work with affected municipalities and landowners so that issues are resolved in a timely manner.

Environmental Assessment Process and Project Schedule

Date	Activity
January 12, 2023	Project Kick-off
February 16, 2023	Baseline Data Collection and Desktop Review
February 27, 2023	Notice of Study Commencement
March 13 to March 26, 2023	**Virtual Public Information Session (We are here)**
May 24, 2023	Environmental Report submitted to Ontario Pipeline Coordinating Committee (OPCC) for 42-day Review Period
September 2023	Anticipated for Leave-to-Construct Application submission to the OEB
Q2 2024	OEB Decision
Spring 2024	Tentative Construction Start Date (pending OEB approval)
Fall 2024	Potential Construction Completion Date

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Continuous Stakeholder Engagement

Enbridge Gas is committed to open dialogue throughout the environmental assessment and the OEB Leave-to-Construct Application process. Stakeholders will have the opportunity to remain engaged in the process after the environmental assessment is completed, through:

- Participation in the Ontario Energy Board hearing as an intervenor or interested party (details can be found at **www.oeb.ca**)
- Contacting Project team members (Project contact information provided on next slide)
- Visiting the Enbridge Gas Project website at **www.enbridgegas.com/LawrenceEastStationProject**

Thank you for participating in our Virtual Public Information Session!

- We want to hear from you! Please complete the Project comment form on the Virtual Public Information Session website at **www.LawrenceEastStationProject.com**
- After Sunday, March 26, 2023, this presentation, accompanying video transcript, and the comment form will be available for download on the Enbridge Gas website at **www.enbridgegas.com/LawrenceEastStationProject**.
- Please submit your feedback by **Wednesday, April 12, 2023** so it can be considered in the Environmental Report that will be submitted to the Ontario Energy Board.

Project Contact Information:

Email: LawrenceEastStationProject@dillon.ca

Phone: 519-571-9833, ext.3154

Stay Informed

Scarborough Subway Extension-Lawrence Avenue East Station Relocation Project – Virtual Public Information Session Presentation Transcript

Slide No.	Slide Title	Transcript
1	Not Applicable (N/A) –Title Slide	Hello and welcome to the Virtual Public Information Session for the Enbridge Gas Scarborough Subway Extension-Lawrence Avenue East Station Relocation Project! At any time, you can press pause or stop this presentation. You will also have the opportunity to download the transcript to this video on the Virtual Public Information Session website, or on the Enbridge Gas project website. Links are provided on the next slide and at the end of the presentation.
2	Welcome	This Virtual Public Information Session will be live for two weeks, beginning Monday, March 13th and ending Sunday, March 26th, 2023. Dillon Consulting has been hired to conduct an environmental study to assess the potential environmental and socio-economic effects that may result from the proposed Scarborough Subway Extension-Lawrence Avenue East Station Relocation Project. This presentation will provide you with information about the proposed project, including the proposed pipeline route and Ontario Energy Board process, and will outline how you can stay informed and participate. You may provide your input on the project by completing the comment form available on the Virtual Public Information Session website at www.LawrenceEastStationProject.com. Please submit your comments by Wednesday, April 12th, 2023. After Sunday, March 26th, 2023, this presentation, the accompanying video transcript, and the comment form will be available for download on the Enbridge Gas website at www.EnbridgeGas.com/LawrenceEastStationProject
3	Enbridge Gas' Commitment	Enbridge Gas provides safe and reliable delivery of natural gas to more than 3.8 million residential, commercial, and industrial customers across Ontario. Enbridge Gas will carefully consider all input on the project and is committed to involving local communities and affected stakeholders throughout the regulatory process. Enbridge Gas commits to providing up-to-date information in an open, honest, and respectful manner. Enbridge Gas is committed to environmental stewardship and conducts all of its operations in an environmentally responsible manner.

Slide No.	Slide Title	Transcript
4	Enbridge Gas' Environment, Health and Safety Policies	Enbridge Gas is committed to protecting the health and safety of all individuals affected by its activities. Enbridge Gas will provide a safe and healthy working environment and will not compromise the health and safety of any individual. Its goal is to have no workplace incidents and to mitigate, to the extent feasible, its impacts on the environment. To achieve this goal, Enbridge Gas will work with our stakeholders, peers, and others to promote responsible environmental practices and continuous improvement. Enbridge Gas is committed to environmental protection and stewardship, and recognizes that pollution prevention, biodiversity, and resource conservation are key to a sustainable environment. All employees are responsible and accountable for contributing to a safe working environment, for fostering safe working attitudes, and for operating in an environmentally responsible manner.
5	Purpose of the Public Information Session	The purpose of the Project's Virtual Public Information Session is to: • Provide information on the Project purpose and illustrate the Preliminary Preferred Route for the pipeline • Inform landowners, Indigenous communities, municipalities, stakeholders, and regulatory authorities about the Project and gather feedback about the assessment of the pipeline route • Give everyone the chance to participate during the process of completing the Environmental Report, which will be included in the application to the Ontario Energy Board (OEB) • Provide an opportunity to identify any unknown constraints and review draft plans to mitigate impacts to the local community and the environment • Create a space for you to ask questions and/or provide comments to Enbridge Gas or Dillon Consulting
6	Consultation Approach	We are committed to a comprehensive consultation process and want to hear from you about this project. Our consultation approach is: • Inclusive – by reaching out to all who may be interested or affected and providing opportunities to become informed and get involved. • Transparent – by providing access to information and clear explanations for decisions. • Accountable –explaining how your input will be used in the decision-making process. An important part of the consultation process is working with stakeholders to identify and resolve potential project-related issues and concerns.

Slide No.	Slide Title	Transcript
7	Enbridge Gas Indigenous Peoples Policy – Introduction	Enbridge Gas recognizes the diversity of Indigenous Peoples who live where the company works and operates. It is understood from history, the destructive impacts on the social and economic wellbeing of Indigenous Peoples. Enbridge Gas recognizes and realizes the importance of reconciliation between Indigenous communities and the broader society. Positive relationships with Indigenous Peoples, based on mutual respect and focused on achieving common goals, will create positive outcomes from Indigenous communities. Enbridge Gas commits to pursue sustainable relationships with Indigenous Nations and groups in proximity to where Enbridge Gas conducts business. To achieve this, Enbridge Gas will govern itself by the principles presented on the next slide.
8	Enbridge Gas Indigenous Peoples Policy – Principles	Enbridge Gas will govern itself by the principles listed on this slide. You may pause this video if you wish to review this slide further.
9	Enbridge Gas Indigenous Peoples Policy – Commitment	The principles outlined on the previous slide are a commitment and a shared responsibility involving Enbridge Gas and its affiliates, employees and contractors. They will conduct business in a manner that reflects the principles listed on the previous slide. Enbridge Gas will provide ongoing leadership and resources to effectively implement the principles, including the development of implementation strategies and specific action plans. Enbridge Gas commits to periodically review this policy so that it remains relevant and respects Indigenous culture and varied traditions.
10	Regulatory Framework	For the project to proceed, approval from the Ontario Energy Board (OEB) is required. The Ontario Energy Board requires that Enbridge Gas complete an Environmental Report, which consists of an environmental assessment and route selection study. The Role of the Ontario Energy Board is to: • Review the Environmental Report (including details of consultation) as part of the application, known as the “Leave-to-Construct” Application. • Review comments received from the Ontario Pipeline Coordinating Committee (OPCC) on the Environmental Report during the 42-day OPCC review period. The 42-day OPCC review period is anticipated from late May 2023 to early July 2023. • Once the Leave-to-Construct (LTC) Application is submitted to the OEB, any party with an interest in the Project may apply to the OEB to become intervenors or interested parties. • Provides a public forum during the review of the LTC Application for people to participate in the decision-making process. • Determine whether a proposed pipeline is in the public interest.

Slide No.	Slide Title	Transcript
11	Environmental Study Process	As part of the planning process, Enbridge Gas has retained Dillon Consulting to undertake an Environmental Study for the project. The Study will fulfill the requirements of the Ontario Energy Board's Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines and Facilities in Ontario. The Study will be conducted during the earliest phase of the planning process. As part of the Study, Enbridge Gas and Dillon Consulting will: • Undertake engagement to understand the views of interested and potentially affected parties • Consult and engage with Indigenous communities to understand interests and potential impacts • Identify potential impacts of the project • Develop environmental mitigation and protective measures to avoid or reduce potential impacts • Develop an appropriate environmental inspection, monitoring, and follow-up program
12	Project Overview	The Proposed Project involves reconfiguring existing natural gas infrastructure in the vicinity of Lawrence Avenue East, McCowan Road and Valparaiso Avenue to include: • Approximately 79 metres (m) of NPS 8-inch diameter natural gas pipeline relocated onto Metrolinx private property easement; • Approximately 154 m of NPS 12-inch diameter pipeline relocated onto private property easement; and • Approximately 112 m of NPS 12-inch diameter natural gas pipeline relocated on Lawrence Avenue East and McCowan Road, and along Valparaiso Ave. The proposed natural gas pipeline relocation is required to accommodate the construction of the Metrolinx Scarborough Subway Extension transit project while maintaining the existing service to Enbridge Gas customers in Scarborough. Due to the highly congested corridor, property constraints, and location of proposed subway infrastructure, Enbridge Gas has identified the preliminary preferred route (PPR) as the only feasible alternative. The PPR resolves the conflict with the subway while minimizing the total length and cost of a gas main relocation in order to reinstate the network, while maintaining service to existing Enbridge Gas customers.
13	N/A – Project Overview Map	This map provides an overview of the project components of the Preliminary Preferred Route described on the previously slide. As previously mentioned, the rerouting of the existing pipeline infrastructure is to accommodate Metrolinx's proposed Lawrence East Station. To accommodate the construction of this proposed subway station, the existing gas station and surrounding buildings have been acquired by Metrolinx and are proposed for demolition prior to construction of the proposed natural gas pipeline and relocation project. You may pause this video if you need additional time to review the map. An interactive version is also available on the Virtual Public Information Session website.

Slide No.	Slide Title	Transcript
14	Natural Environment – Overview	A preliminary field investigation including an Ecological Land Classification (ELC) assessment was conducted by a Dillon biologist on February 16, 2023 from the municipal road allowance along the Preliminary Preferred Route to identify and assess existing natural features, including potential terrestrial and aquatic habitat. The results of the ELC survey determined lands in the Study Area are primarily classified as 'constructed' or 'residential'. No natural features are present. No watercourse or waterbody features are present.
15	Natural Environment – Species at Risk (SAR)	Based on a review of existing records, 5 SAR have the potential to occur within the project Study Area. Consideration of potential SAR/SAR habitat that may be present in the Study Area was determined based on the general habitat requirements of the species and the habitat features identified during the field investigations conducted in February 2023. This slide shows some examples of Species at Risk that have the potential to occur in the Study Area. The Ministry of Environment, Conservation and Parks will be consulted during the detailed design process to determine whether species-specific surveys are required to support potential permitting and/or approvals under the Endangered Species Act, 2007.
16	Natural Environment – Potential Effects and Mitigation Measures	This slide lists examples of potential effects on the natural environment and the types of mitigation measures that may be considered in the environmental assessment. Examples of Potential effects include: • Potential and/or temporary loss or alteration of trees during construction. • Potential and/or temporary disturbance to wildlife (birds, bats) during construction. • Potential and/or temporary alteration of SAR habitat and/or disruption to SAR movement during construction. Examples of Mitigation measures include: • Minimizing the width of the construction area footprint to reduce the amount of trees affected. • Conducting construction activities outside of wildlife active windows, where possible. • Documenting wildlife and SAR encounters and notify appropriate regulatory authorities, where required. • Providing information to workers on how to identify SAR and their habitat, and how to implement mitigation measures for their protection.

Slide No.	Slide Title	Transcript
17	Socio-Economic Environment – Overview	The Project is located in the administrative district of Scarborough in the City of Toronto. The project Study Area is largely commercial and residential. Statistics Canada 2021 Census data indicates that the leading industries in Scarborough Centre include health care and social assistance, manufacturing, retail trade, and professional, scientific and technical services. The Project is located in a highly urbanized area of Scarborough that supports low and high density residential, and a variety of commercial and retail activities. This urban area is reliant on various transportation methods including personal vehicles, public transit, and bicycles.
18	Socio-Economic Environment – Potential Effects and Mitigation Measures	This slide lists examples of potential effects on the socio-economic environment and the types of mitigation measures that may be considered in the environmental assessment. Examples of Potential effects include: • Temporary increase in nuisance noise during construction. • Temporary traffic disruptions during construction. • Temporary increase in wastes during construction. Example of Mitigation Measures include: • Construction activities will be carried out in compliance with municipal noise by-laws with respect to noise and construction equipment usage. Applicable noise by-law exemptions will be sought if construction activities cannot be avoided on Statutory Holidays, Sundays or at night. (Note that typical construction days and times are Monday to Saturday, 7 am in the morning to 5 pm in the afternoon). • Traffic access will be maintained, where possible, during construction. Conditions of required permits will be adhered to. Good management and best practices will be implemented during construction to minimize traffic disruption. If required, temporary detour routes will be provided to reduce potential impacts to commuters. • Waste will be collected and disposed of appropriately in accordance with applicable regulations at a licensed waste facility. You may pause this video if you need additional time to review this slide.
19	Cultural Heritage Resources – Archaeology, Built Heritage and Cultural Heritage Landscapes	A Stage 1 Archaeological Assessment is being completed for this Project. Preliminary findings of the Stage 1 Archaeological Assessment suggest that all portions of the Project Area are identified as extensively disturbed, do not retain archaeological potential, and do not require further assessment. A Cultural Heritage Assessment Report (CHAR) is currently being completed for the project. The CHAR will further evaluate potential heritage resources and, if necessary, a preliminary Heritage Impact Assessment will be conducted.

Slide No.	Slide Title	Transcript
20	Pipeline Design, Construction, and Safety	The proposed pipeline relocation is designed to meet and/or exceed the regulations of the Canadian Standards Association (Z662 Oil and Gas Pipeline Systems) and the applicable regulations of the Technical Standards and Safety Authority (TSSA). New natural gas connections will not be offered to properties along the proposed pipeline relocation. The construction work is temporary and transitory – once the pipe is laid, the area will be restored to as close to pre-construction condition as possible. Enbridge Gas takes many steps to safely and reliably operate their network of natural gas pipelines, such as: • Designing, constructing, and testing their pipelines to meet or exceed requirements set by industry standards and regulatory authorities. • Ensuring that any work is respectful of community activities, regulations and bylaws. • Continuously monitoring their network. • Performing field surveys to detect leaks and confirm that corrosion prevention methods are working as intended.
21	General Construction Overview	This slide shows a figure depicting a typical pipeline construction sequence in a rural setting. Steps 1-5 (Site Preparation) may not necessarily apply to this project, since the pipeline is going to be installed mainly within the existing municipal road allowance; however, it still provides a useful illustration of the general steps in the pipeline construction process. You may wish to pause the video at this time, in order to review the construction phases illustrated here.
22	Example of Pipeline Installation in Road Allowance	The photos on this slide show a typical pipeline construction sequence in a road right-of-way, from stringing, to lowering in, and site restoration.
23	Horizontal Directional Drilling (HDD)	The photo on this slide shows the typical process for Horizontal Directional Drilling, or HDD. HDD is a construction technique whereby a tunnel is drilled under a designated area and a pipeline is pulled through the drilled underground tunnel. HDD construction is considered suitable for site-specific situations because it minimizes the impact on the area above the drill. Although land around the drill entry and exit locations is temporarily disturbed during HDD activities, it will be restored to its pre-drill state following construction.
24	Mitigation and Monitoring	Enbridge Gas is committed to working with the community on construction planning, mitigation, and post-construction monitoring. Post-construction monitoring will be conducted so that impacted areas are restored to as close to pre-construction conditions as possible. Enbridge Gas recognizes that the construction of the pipeline may result in short-term adverse impacts and commits to applying mitigation measures to reduce these impacts and work with affected municipalities and landowners so that issues are resolved in a timely manner.
25	Environmental Assessment Process and Project Schedule	This slide outlines the general timeline and environmental assessment process for the project, beginning with the collection of baseline data, through to submission of a Leave-to-Construct Application to the Ontario Energy Board and anticipated construction commencement and completion.

Slide No.	Slide Title	Transcript
26	Continuous Stakeholder Engagement	Enbridge Gas is committed to open dialogue throughout the environmental assessment and the Ontario Energy Board Leave-to-Construct Application process. Stakeholders will have the opportunity to remain engaged in the process after the environmental assessment is completed through: • Participation in the Ontario Energy Board hearing as an intervenor or interested party – you can find details on the Ontario Energy Board website at www.oeb.ca. • Contacting Enbridge Gas or Dillon Consulting project team members via the contact information provided at the end of this presentation. • Visiting the Enbridge Gas project website at www.EnbridgeGas.com/LawrenceEastStationProject
27	Stay Informed	Thank you for participating in our Virtual Public Information Session! We want to hear from you! Please complete the comment form on the Virtual Public Information Session website at www.LawrenceEastStationProject.com to provide your input and opinion of the project. If you would prefer, you can also download the comment form and submit your feedback by email at LawrenceEastStationProject@dillon.ca After Sunday, March 26th, 2023, this presentation, the accompanying video transcript, and comment form will be available for download on the Enbridge Gas website at www.EnbridgeGas.com/LawrenceEastStationProject Please submit your feedback by Wednesday, April 12th, 2023 so it can be considered in the Environmental Report that will be submitted to the Ontario Energy Board. For more information, or to submit comments or questions, please use the contact information provided on this slide to contact a member of the project team.

Appendix I

Project Comment Form

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Virtual Public Information Session – Comment Form

We want to hear from you! Please review the Virtual Public Information Session material and then fill out and submit this comment form by **Wednesday, April 12, 2023**. Your input is welcome and appreciated. You may also provide your input by email at LawrenceEastStationProject@dillon.ca.

After Sunday, March 26, 2023, this comment form will be available for download from the Enbridge Gas project website at www.enbridgegas.com/LawrenceEastStationProject

Contact Information and General Questions

If you would like to be added to the project's mailing list, please provide your contact information.

Q 1. Name / Email Address

Q 2. How did you hear about the project? (Select all that apply)

- ☐ Received Notice via Email
- ☐ Received Notice via Standard Mail (Canada Post)
- ☐ Newspaper
- ☐ From a Friend or Neighbour
- ☐ Social Media
- ☐ Other, please specify:

Q 3. Do you own property, live, or work in the vicinity of the proposed pipeline route?

- ◯ Yes, the Preliminary Preferred Route
- ◯ No, but I am interested in the project

Q 4. Please explain your interest in the project.

Q 5. Which group represents you best? (Please choose one answer)

- ◯ I am a member of an Indigenous community
- ◯ I am a landowner or resident in the study area
- ◯ I am a member of a community interest group
- ◯ I am a government employee or official
- ◯ Other, please specify

Q 6. What is your view of the proposed project?

- ◯ I am supportive
- ◯ I am not supportive
- ◯ No opinion at this time

Q 7. Please explain your view (supportive or not supportive).

Q 8. Are there any environmental, socio-economic, or cultural heritage features along the proposed routes that you would like to identify? Please indicate which area of the preliminary preferred route you are referring to.

Q 9. Are there any potential effects (e.g., to you, your property, business, or otherwise) and any mitigation measures that you think Enbridge Gas should consider?

Q 10. Please provide any additional comments, questions, or feedback that you have regarding the project.

Feedback on the Virtual Public Information Session

Q 11. Was sufficient information about the project provided on the Virtual Public Information Session website and in the presentation slides?

- ◯ Yes (Go to Q 13)
- ◯ No (Go to Q 12)

Q 12. Please describe what other information you would have liked to see.

Q 13. Was sufficient information provided on the Ontario Energy Board and Environmental Assessment process?

- ◯ Yes (Please skip Q14)
- ◯ No (Go to Q 14)
- ◯ Partly (Go to Q 14)

Q 14. Please tell us what else you would like to know about the Ontario Energy Board and Environmental Assessment process.

Thank you for participating in the Virtual Public Information Session for the Scarborough Subway Extension- Lawrence Avenue East Station Relocation Project!

If you require further information about the project, please contact one of the following individuals:

Greg Asmussen
Environmental Advisor
Enbridge Gas Inc.
101 Honda Boulevard
Markham, ON L6C 0M6

Natalie Taylor
Project Manager
Dillon Consulting Limited
Suite 301 – 111 Farquhar Street
Guelph, ON N1H 3N4

Project Email: LawrenceEastStationProject@dillon.ca
Telephone: 519-571-9833 ext. 3154

You may also stay up to date on the project by visiting the Enbridge Gas website at: www.enbridgegas.com/LawrenceEastStationProject

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

Appendix J

Indigenous Consultation Logs

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Scarborough Subway Extension-Lawrence Avenue East Station Relocation Project

Appendix J Indigenous Engagement Comment Log

August 2023 – 23-5456

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Acronyms, Abbreviations, Definitions

An abbreviation and an acronym are both shortened versions of something else. Both can often be represented as a series of letters. Many people are unable to tell the difference between an abbreviation and an acronym.

AFN	Alderville First Nation
BFN	Beausoleil First Nation
CGIFN	Chippewas of Georgina Island First Nation
CLFN	Curve Lake First Nation
CRFN	Chippewas of Rama First Nation
HFN	Hiawatha First Nation
MCFN	Mississaugas of the Credit First Nation
MSIFN	Mississaugas of Scugog Island First Nation
VOH	Virtual Open House

1.0 Alderville First Nation (“AFN”)

Line Item	Date	Method	Summary of Enbridge Gas Inc. ("Enbridge Gas") Engagement Activity	Summary of Community Engagement Activity	Issues or Concerns Raised and Enbridge Gas Responses
1.0	February 22, 2023	Email	An Enbridge Gas representative emailed an AFN representative providing an early notification letter and map. The letter provided an overview of the proposed Project, a list of potential authorizations required, and contact information for the Ministry of Energy. The letter advised an Environmental Study of construction and operation activities would be undertaken. The letter requested community feedback on the proposed Project to avoid, minimize or mitigate potential adverse impacts on Aboriginal or Treaty rights. (“Early Notification Letter"		
1.1	March 1, 2023	Email	An Enbridge Gas representative emailed an AFN representative to provide information for the Virtual Open House (“VOH”) pertaining to the Project. The Enbridge Gas representative requested feedback by April 12, 2023.		
1.2	March 27, 2023	Email	An Enbridge Gas representative emailed an AFN representative to follow up on the March 1, 2023, email regarding the VOH and to advise if they had any comments or feedback regarding the Project.		

2.0 Beausoleil First Nation ("BFN")

Line Item	Date	Method	Summary of Enbridge Gas Inc. ("Enbridge Gas") Engagement Activity	Summary of Community Engagement Activity	Issues or Concerns Raised and Enbridge Gas Responses
2.0	February 22, 2023	Email	An Enbridge Gas representative emailed a BFN representative providing the Early Notification Letter and map.		
2.1	March 1, 2023	Email	An Enbridge Gas representative emailed a BFN representative to provide information for the VOH pertaining to the Project. The Enbridge Gas representative requested feedback by April 12, 2023.		
2.2	March 27, 2023	Email	An Enbridge Gas representative emailed a BFN representative to follow up on the March 1, 2023, email regarding the VOH and to advise if they had any comments or feedback regarding the Project.		

3.0 Chippewas of Georgina Island First Nation ("CGIFN")

Line Item	Date	Method	Summary of Enbridge Gas Inc. ("Enbridge Gas") Engagement Activity	Summary of Community Engagement Activity	Issues or Concerns Raised and Enbridge Gas Responses
3.0	February 22, 2023	Email	An Enbridge Gas representative emailed a CGIFN representative providing the Early Notification Letter and map.		
3.1	March 1, 2023	Email	An Enbridge Gas representative emailed a CGIFN representative to provide information for the VOH pertaining to the Project. The Enbridge Gas representative requested feedback by April 12, 2023.		
3.2	March 27, 2023	Email	An Enbridge Gas representative emailed a CGIFN representative to follow up on the March 1, 2023, email regarding the VOH and to advise if they had any comments or feedback regarding the Project.		

4.0 Curve Lake First Nation (“CLFN”)

Line Item	Date	Method	Summary of Enbridge Gas Inc. ("Enbridge Gas") Engagement Activity	Summary of Community Engagement Activity	Issues or Concerns Raised and Enbridge Gas Responses
4.0	February 22, 2023	Email	An Enbridge Gas representative emailed a CLFN representative providing the Early Notification Letter and map.		
4.1	March 1, 2023	Email	An Enbridge Gas representative emailed a CLFN representative to provide information for the VOH pertaining to the Project. The Enbridge Gas representative requested feedback by April 12, 2023.		
4.2	March 27, 2023	Email	An Enbridge Gas representative emailed a CLFN representative to follow up on the March 1, 2023, email regarding the VOH and to advise if they had any comments or feedback regarding the Project.		

5.0 Chippewas of Rama First Nation (“CRFN”)

Line Item	Date	Method	Summary of Enbridge Gas Inc. ("Enbridge Gas") Engagement Activity	Summary of Community Engagement Activity	Issues or Concerns Raised and Enbridge Gas Responses
5.0	February 22, 2023	Email	An Enbridge Gas representative emailed a CRFN representative providing the Early Notification Letter and map.		
5.1	February 23, 2023	Email		A CRFN representative emailed an Enbridge Gas representative to advise at this time CRFN had no comments on the Project.	
5.2	March 1, 2023	Email	An Enbridge Gas representative emailed an CRFN representative to provide information for the VOH pertaining to the Project. The Enbridge Gas representative requested feedback by April 12, 2023.		

6.0 Hiawatha First Nation ("HFN")

Line Item	Date	Method	Summary of Enbridge Gas Inc. ("Enbridge Gas") Engagement Activity	Summary of Community Engagement Activity	Issues or Concerns Raised and Enbridge Gas Responses
6.0	February 22, 2023	Email	An Enbridge Gas representative emailed an HFN representative providing the Early Notification Letter and map.		
6.1	March 1, 2023	Email	An Enbridge Gas representative emailed an HFN representative to provide information for the VOH pertaining to the Project. The Enbridge Gas representative requested feedback by April 12, 2023.		
6.2	March 27, 2023	Email	An Enbridge Gas representative emailed an HFN representative to follow up on the March 1, 2023, email regarding the VOH and to advise if they had any comments or feedback regarding the Project.		
6.1	March 28, 2023	Email		An HFN representative emailed the Enbridge Gas representative to thank them for the ability to comment on the VOH.	
6.2	March 28, 2023	Email	An Enbridge Gas representative emailed an HFN representative to confirm receipt of the email and advise that the completed assessments will be provided for HFN to review.		

7.0 Mississaugas of the Credit First Nation ("MCFN")

Line Item	Date	Method	Summary of Enbridge Gas Inc. ("Enbridge Gas") Engagement Activity	Summary of Community Engagement Activity	Issues or Concerns Raised and Enbridge Gas Responses
7.0	February 23, 2023	Email	An Enbridge Gas representative emailed an MCFN representative providing the Early Notification Letter and map.		

8.0 Mississaugas of Scugog Island First Nation ("MSIFN")

Line Item	Date	Method	Summary of Enbridge Gas Inc. ("Enbridge Gas") Engagement Activity	Summary of Community Engagement Activity	Issues or Concerns Raised and Enbridge Gas Responses
8.0	February 22, 2023	Email	An Enbridge Gas representative emailed an MSIFN representative providing the Early Notification Letter and map.		
8.1	March 1, 2023	Email	An Enbridge Gas representative emailed an MSIFN representative to provide information for the VOH pertaining to the Project. The Enbridge Gas representative requested feedback by April 12, 2023.		
8.2	March 1, 2023	Email		An MSIFN representative emailed the Enbridge Gas representative to advise that they appreciate the notification of the Project. The MSIFN representative advised that they would like to acknowledge the offer for capacity support and would like to create a relationship agreement for future participation in the Project. The MSIFN representative reviewed the attached documents and determined they would like to be involved.	Enbridge Gas responded to the request for capacity support on May 26, 2023.
8.3	March 1, 2023	Email	An Enbridge Gas representative emailed an MSIFN representative to advise they will prepare an agreement related to capacity support for MSIFN's future participation in the Project.		
8.4	March 27, 2023	Email	An Enbridge Gas representative emailed an MSIFN representative to follow up on the March 1, 2023, email regarding the VOH and to advise if they had any comments or feedback regarding the Project.		

Appendix K

Wildlife Species Records

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Enbridge Gas Inc.

Scarborough Subway Extension-Lawrence Avenue East Station Relocation Project

Appendix K Wildlife Species Record

August 2023 – 23-5456

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1.0 Table Notes

SARA = Federal Species at Risk Act, 2002 where SC = Special Concern, THR = Threatened and END = Endangered.

ESA = Provincial Endangered Species Act, 2007 where SC = Special Concern, THR = Threatened and END = Endangered.

Provincial Conservation Ranking (SRank) where S2= Very Rare, S3= Rare, S4= Apparently Secure, S5= Secure, SNA = Not suitable for conservation targets, B= Breeding, N= Non-breeding ? = Some uncertainty with the classification due to insufficient information.

2.0 Birds

Scientific Name	Common Name	SARA	ESA	SRank
Agelaius phoeniceus	Red-winged Blackbird	---	---	S4
Bombycilla cedrorum	Cedar Waxwing	---	---	S5B
Cardellina canadensis	Canada Warbler	THR	SC	S4B
Cardinalis cardinalis	Northern Cardinal	---	---	S5
Carduelis pinus	Pine Siskin	---	---	S4B
Carduelis tristis	American Goldfinch	---	---	S5B
Carpodacus mexicanus	House Finch	---	---	SNA
Carpodacus purpureus	Purple Finch	---	---	S4B
Catharus fuscescens	Veery	---	---	S4B
Certhia americana	Brown Creeper	---	---	S5B
Chaetura pelagica	Chimney Swift	THR	THR	S4B
Cistothorus palustris	Marsh Wren	---	---	S4B
Dolichonyx oryzivorus	Bobolink	THR	THR	S4B
Dumetella carolinensis	Gray Catbird	---	---	S4B
Eremophila alpestris	Horned Lark	---	---	S5B
Geothlypis philadelphia	Mourning Warbler	---	---	S4B
Geothlypis trichas	Common Yellowthroat	---	---	S5B
Hirundo rustica	Barn Swallow	THR	SC	S4B
Hylocichla mustelina	Wood Thrush	THR	SC	S4B
Icterus galbula	Baltimore Oriole	---	---	S4B

Scientific Name	Common Name	SARA	ESA	SRank
Icterus spurius	Orchard Oriole	---	---	S4B
Loxia curvirostra	Red Crossbill	---	---	S4B
Melospiza georgiana	Swamp Sparrow	---	---	S5B
Melospiza melodia	Song Sparrow	---	---	S5B
Mimus polyglottos	Northern Mockingbird	---	---	S4
Mniotilta varia	Black-and-white Warbler	---	---	S5B
Molothrus ater	Brown-headed Cowbird	---	---	S4B
Oreothlypis ruficapilla	Nashville Warbler	---	---	S5B
Parkesia noveboracensis	Northern Waterthrush	---	---	S5B
Passer domesticus	House Sparrow	---	---	SNA
Passerculus sandwichensis	Savannah Sparrow	---	---	S4B
Passerina cyanea	Indigo Bunting	---	---	S4B
Petrochelidon pyrrhonota	Cliff Swallow	---	---	S4B
Pheucticus ludovicianus	Rose-breasted Grosbeak	---	---	S4B
Pipilo erythrophthalmus	Eastern Towhee	---	---	S4B
Piranga olivacea	Scarlet Tanager	---	---	S4B
Polioptila caerulea	Blue-gray Gnatcatcher	---	---	S4B
Progne subis	Purple Martin	---	---	S4B
Quiscalus quiscula	Common Grackle	---	---	S5B
Regulus satrapa	Golden-crowned Kinglet	---	---	S5B
Riparia riparia	Bank Swallow	THR	THR	S4B
Seiurus aurocapilla	Ovenbird	---	---	S4B
Setophaga caerulescens	Black-throated Blue Warbler	---	---	S5B
Setophaga coronata	Yellow-rumped Warbler	---	---	S5B
Setophaga fusca	Blackburnian Warbler	---	---	S5B
Setophaga magnolia	Magnolia Warbler	---	---	S5B
Setophaga pensylvanica	Chestnut-sided Warbler	---	---	S5B
Setophaga petechia	Yellow Warbler	---	---	S5B
Setophaga pinus	Pine Warbler	---	---	S5B
Setophaga ruticilla	American Redstart	---	---	S5B
Setophaga virens	Black-throated Green Warbler	---	---	S5B
Sitta canadensis	Red-breasted Nuthatch	---	---	S5

Scientific Name	Common Name	SARA	ESA	SRank
Sitta carolinensis	White-breasted Nuthatch	---	---	S5
Spizella passerina	Chipping Sparrow	---	---	S5B
Spizella pusilla	Field Sparrow	---	---	S4B
Stelgidopteryx serripennis	Northern Rough-winged Swallow	---	---	S4B
Sturnella magna	Eastern Meadowlark	THR	THR	S4B
Sturnus vulgaris	European Starling	---	---	SNA
Tachycineta bicolor	Tree Swallow	---	---	S4B
Thryothorus ludovicianus	Carolina Wren	---	---	S4
Toxostoma rufum	Brown Thrasher	---	---	S4B
Troglodytes aedon	House Wren	---	---	S5B
Troglodytes troglodytes	Winter Wren	---	---	S5B
Turdus migratorius	American Robin	---	---	S5B
Zonotrichia albicollis	White-throated Sparrow	---	---	S5B

3.0 Mammals

Scientific Name	Common Name	SARA	ESA	SRank
Blarina brevicauda	Northern Short-tailed Shrew	---	---	S5
Canis latrans	Coyote	---	---	S5
Castor canadensis	American Beaver	---	---	S5
Condylura cristata	Star-nosed Mole	---	---	S5
Didelphis virginiana	Virginia Opossum	---	---	S4
Eptesicus fuscus	Big Brown Bat	---	---	S5
Erethizon dorsatum	North American Porcupine	---	---	S5
Glaucomys volans	Southern Flying Squirrel	---	---	S4
Lasionycteris noctivagans	Silver-haired Bat	---	---	S4
Lasiurus borealis	Eastern Red Bat	---	---	S4
Lasiurus cinereus	Hoary Bat	---	---	S4
Lepus americanus	Snowshoe Hare	---	---	S5
Lontra canadensis	Northern River Otter	---	---	S5
Marmota monax	Woodchuck	---	---	S5
Mephitis mephitis	Striped Skunk	---	---	S5
Microtus pennsylvanicus	Meadow Vole	---	---	S5
Mustela erminea	Ermine	---	---	S5
Mustela frenata	Long-tailed Weasel	---	---	S4
Mustela nivalis	Least Weasel	---	---	SU
Myodes gapperi	Southern Red-backed Vole	---	---	S5
Myotis leibii	Eastern Small-footed Myotis	---	END	S2S3
Myotis lucifugus	Little Brown Myotis	END	END	S4
Myotis septentrionalis	Northern Myotis	END	END	S3
Napaeozapus insignis	Woodland Jumping Mouse	---	---	S5
Neovison vison	American Mink	---	---	S4
Odocoileus virginianus	White-tailed Deer	---	---	S5
Ondatra zibethicus	Common Muskrat	---	---	S5
Parascalops breweri	Hairy-tailed Mole	---	---	S4
Perimyotis subflavus	Eastern Pipistrelle	END	END	S3?

Scientific Name	Common Name	SARA	ESA	SRank
Peromyscus leucopus	White-footed Deermouse	---	---	S5
Peromyscus maniculatus	Deer Mouse	---	---	S5
Procyon lotor	Raccoon	---	---	S5
Sciurus carolinensis	Eastern Gray Squirrel	---	---	S5
Sorex cinereus	Cinereus Shrew	---	---	S5
Sorex fumeus	Smoky Shrew	---	---	S5
Sorex hoyi	American Pygmy Shrew	---	---	S4
Sylvilagus floridanus	Eastern Cottontail	---	---	S5
Tamias striatus	Eastern Chipmunk	---	---	S5
Tamiasciurus hudsonicus	Red Squirrel	---	---	S5
Ursus americanus	American Black Bear	---	---	S5
Vulpes vulpes	Red Fox	---	---	S5
Zapus hudsonius	Meadow Jumping Mouse	---	---	S5

4.0 Herptiles

Scientific Name	Common Name	SARA	ESA	SRank
Ambystoma maculatum	Spotted Salamander	---	---	S4
Anaxyrus americanus	American Toad	---	---	S5
Chelydra serpentina	Snapping Turtle	SC	SC	S3
Chrysemys picta marginata	Midland Painted Turtle	---	---	S4
Emydoidea blandingii	Blandings Turtle	THR	THR	S3
Lampropeltis triangulum	Milksnake	SC	---	S3
Lithobates clamitans	Green Frog	---	---	S5
Lithobates pipiens	Northern Leopard Frog	---	---	S5
Lithobates sylvaticus	Wood Frog	---	---	S5
Opheodrys vernalis	Smooth Greensnake	---	---	S4
Plethodon cinereus	Eastern Red-backed Salamander	---	---	S5
Sternotherus odoratus	Eastern Musk Turtle	SC	SC	S3
Storeria dekayi	Dekay's Brownsnake	---	---	S5

Scientific Name	Common Name	SARA	ESA	SRank
Thamnophis sirtalis sirtalis	Eastern Gartersnake	---	---	S5
Trachemys scripta elegans	Red-eared Slider	---	---	SNA

5.0 Lepidoptera

Scientific Name	Common Name	SARA	ESA	SRank
Aglais milberti	Milbert's Tortoiseshell	---	---	S5
Anatrytone logan	Delaware Skipper	---	---	S4
Ancyloxypha numitor	Least Skipper	---	---	S5
Atalopedes campestris	Sachem	---	---	SNA
Battus philenor	Pipevine Swallowtail	---	---	SNA
Celastrina neglecta	Summer Azure	---	---	S5
Cercyonis pegala	Common Wood-Nymph	---	---	S5
Coenonympha tullia	Common Ringlet	---	---	S5
Colias eurytheme	Orange Sulphur	---	---	S5
Colias philodice	Clouded Sulphur	---	---	S5
Cupido comyntas	Eastern Tailed Blue	---	---	S5
Danaus plexippus	Monarch	SC	SC	S2N, S4B
Epargyreus clarus	Silver-spotted Skipper	---	---	S4
Erynnis baptisiae	Wild Indigo Duskywing	---	---	S4
Erynnis funeralis	Funereal Duskywing	---	---	SNA
Erynnis juvenalis	Juvenal's Duskywing	---	---	S5
Euphydryas phaeton	Baltimore Checkerspot	---	---	S4
Euphyes dion	Dion Skipper	---	---	S4
Euphyes vestris	Dun Skipper	---	---	S5
Euptoieta claudia	Variegated Fritillary	---	---	SNA
Feniseca tarquinius	Harvester	---	---	S4
Glaucopsyche lygdamus	Silvery Blue	---	---	S5
Hesperia leonardus	Leonard's Skipper	---	---	S4
Hylephila phyleus	Fiery Skipper	---	---	SNA
Junonia coenia	Common Buckeye	---	---	SNA

Scientific Name	Common Name	SARA	ESA	SRank
Lethe anthedon	Northern Pearly-Eye	---	---	S5
Lethe eurydice	Eyed Brown	---	---	S5
Libytheana carinenta	American Snout	---	---	SNA
Limenitis archippus	Viceroy	---	---	S5
Limenitis arthemis arthemis	White Admiral	---	---	S5
Limenitis arthemis astyanax	Red-spotted Purple	---	---	S5
Megisto cymela	Little Wood-Satyr	---	---	S5
Nymphalis antiopa	Mourning Cloak	---	---	S5
Nymphalis l-album	Compton Tortoiseshell	---	---	S5
Panoquina ocola	Ocola Skipper	---	---	SNA
Papilio cresphontes	Eastern Giant Swallowtail	---	---	S4
Papilio glaucus	Eastern Tiger Swallowtail	---	---	S5
Papilio polyxenes	Black Swallowtail	---	---	S5
Papilio troilus	Spicebush Swallowtail	---	---	S4
Pholisora catullus	Common Sootywing	---	---	S4
Phyciodes cocyta	Northern Crescent	---	---	S5
Phyciodes tharos	Pearl Crescent	---	---	S4
Pieris oleracea	Mustard White	---	---	S4
Pieris rapae	Cabbage White	---	---	SNA
Poanes hobomok	Hobomok Skipper	---	---	S5
Poanes viator	Broad-winged Skipper	---	---	S4
Polites origenes	Crossline Skipper	---	---	S4
Polites peckius	Peck's Skipper	---	---	S5
Polites themistocles	Tawny-edged Skipper	---	---	S5
Polites vibex	Whirlabout	---	---	SNA
Polygonia comma	Eastern Comma	---	---	S5
Polygonia interrogationis	Question Mark	---	---	S5
Polygonia progne	Gray Comma	---	---	S5
Pompeius verna	Little Glassywing	---	---	S4
Pontia protodice	Checkered White	---	---	SNA
Pyrisitia lisa	Little Yellow	---	---	SNA
Satyrium acadica	Acadian Hairstreak	---	---	S4

Scientific Name	Common Name	SARA	ESA	SRank
Satyrium calanus	Banded Hairstreak	---	---	S4
Satyrium liparops	Striped Hairstreak	---	---	S5
Speyeria cybele	Great Spangled Fritillary	---	---	S5
Strymon melinus	Gray Hairstreak	---	---	S4
Thorybes pylades	Northern Cloudywing	---	---	S5
Thymelicus lineola	European Skipper	---	---	SNA
Vanessa atalanta	Red Admiral	---	---	S5
Vanessa cardui	Painted Lady	---	---	S5
Vanessa virginiensis	American Lady	---	---	S5
Wallengrenia egeremet	Northern Broken-Dash	---	---	S5

6.0 Odonata

Scientific Name	Common Name	SARA	ESA	SRank
Epiaeschna heros	Swamp Darner	---	---	S2S3
Libellula semifasciata	Painted Skimmer	---	---	S2

7.0 Vascular Plants

Scientific Name	Common Name	SARA	ESA	SRank
Juglans cinerea	Butternut	END	END	S3?